NOTICE AND AGENDA OF
PUBLIC MEETING

SOUTHERN NEVADA STRONG
STEERING COMMITTEE

1:00 P.M.  OCTOBER 27, 2016

RTC/RFCD ADMINISTRATION BUILDING
600 S. GRAND CENTRAL PARKWAY
ROOM 296
LAS VEGAS, NV  89106
(702) 676-1500

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

This meeting has been properly noticed and posted in the following locations:

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>Contact Name</th>
<th>Email</th>
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<tbody>
<tr>
<td>City of Henderson Office of the City Clerk</td>
<td>240 Water Street Henderson, NV 89015</td>
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<td>CC Regional Justice Center</td>
<td>200 Lewis Ave. Las Vegas, NV 89155</td>
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<td>RTC</td>
<td>600 S. Grand Central Pkwy. Las Vegas, NV 89106</td>
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<td>RTC Website</td>
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BY:

SOUTHERN NEVADA STRONG STEERING COMMITTEE AGENDA – OCTOBER 27, 2016
Page 1 of 2
Items 2 through 5, and 8 are items for possible action. Items 1, 6, 7 and 9 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. DESIGNATE OFFICERS FOR 2016 – 2017 (FOR POSSIBLE ACTION)
3. APPROVAL OF MINUTES: Meeting of July 28, 2016 (FOR POSSIBLE ACTION)
4. RECEIVE AN UPDATE ON EFFORTS TO IMPLEMENT THE SOUTHERN NEVADA STRONG REGIONAL PLAN BY THE CITY OF NORTH LAS VEGAS (FOR POSSIBLE ACTION)
5. RECEIVE A REPORT ON THE COMPARATIVE METROPOLITAN PLANNING ORGANIZATION ASSESSMENT (FOR POSSIBLE ACTION)
6. RECEIVE AN UPDATE ON THE SOUTHERN NEVADA STRONG ANNUAL SUMMIT
7. RECEIVE REGIONAL UPDATES
8. DISCUSS FUTURE AGENDA ITEMS (FOR POSSIBLE ACTION)
9. CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION

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

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

The Regional Transportation Commission of Southern Nevada keeps the official record of all proceedings of the meeting. In order to maintain a complete and accurate record, copies of documents used during presentations should be submitted to the Recording Secretary.

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

The Regional Transportation Commission of Southern Nevada Meeting Room and Conference Room are accessible to the disabled. Assistive listening devices are available for the hearing impaired. A sign language interpreter for the deaf will be made available with a forty-eight hour advance request to the Regional Transportation Commission of Southern Nevada offices. Phone: (702) 676-1500   TDD (702) 676-1834

Any action taken on these items is advisory to the Regional Transportation Commission.
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA

AGENDA ITEM

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

**SUBJECT:** CITIZENS PARTICIPATION

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

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

**GOAL:** INTEGRATE THE SYSTEM GEOGRAPHICALLY

**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,

RAYMOND HESS
Director of Planning Services

SNS Item #1
October 27, 2016
Non-Consent
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<th>Metropolitan Planning Organization</th>
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<td><strong>SUBJECT:</strong> SOUTHERN NEVADA STRONG STEERING COMMITTEE OFFICERS</td>
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<td><strong>PETITIONER:</strong> TINA QUIGLEY, GENERAL MANAGER</td>
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<td>REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA</td>
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<td><strong>RECOMMENDATION BY PETITIONER:</strong> THAT THE SOUTHERN NEVADA STRONG STEERING COMMITTEE DESIGNATE OFFICERS FOR 2016 – 2017 (FOR POSSIBLE ACTION)</td>
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<td><strong>GOAL:</strong> ENHANCE PUBLIC AWARENESS AND SUPPORT OF THE REGIONAL TRANSPORTATION SYSTEM</td>
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**FISCAL IMPACT:**

None

**BACKGROUND:**

The pending changes to the Regional Transportation Commission of Southern Nevada (RTC) Policies and Procedures as they relate to the Southern Nevada Strong Steering Committee (Committee) provide that the Chair and Vice-Chair be selected by a majority of the Committee at its October meeting. The newly elected Chair and Vice-Chair are to serve for the following 12 months.

The responsibilities of the Chair and Vice-Chair as identified in the draft Policies and Procedures are attached to this item.

Respectfully submitted,

RAYMOND HESS
Director of Planning Services

SNS Item #2
October 27, 2016
Non-Consent
19.0 POLICIES AND PROCEDURES GOVERNING THE SOUTHERN NEVADA STRONG STEERING COMMITTEE

19.1 CREATION AND PURPOSE
The Southern Nevada Strong Steering Committee (Steering Committee) will coordinate and support implementation of the Southern Nevada Strong Regional Plan (Regional Plan). The Steering Committee will engage, educate and empower member organization’s constituencies in Regional Plan implementation. The Steering Committee will assist RTC staff by providing valuable insight and guidance on 1) how Southern Nevada Strong can support his or her organization; and 2) region-wide activities and strategies Southern Nevada Strong can take to support implementation.

19.2 MEMBERSHIP
A. The membership of the Southern Nevada Strong Steering Committee shall consist of a senior management representative from each of the thirteen regional partners identified in the Regional Plan:
   1. City of Las Vegas
   2. City of Henderson
   3. City of North Las Vegas
   4. Clark County
   5. City of Boulder City
   6. Clark County School District
   7. Southern Nevada Regional Planning Coalition
   8. Regional Transportation Commission of Southern Nevada (RTC)
   9. RTC Board Liaison
   10. University of Nevada Las Vegas
   11. Southern Nevada Water Authority
   12. Southern Nevada Health District
   13. Southern Nevada Regional Housing Authority
   14. Southern Nevada Conservation District

B. The membership of the Southern Nevada Strong Steering Committee shall also consist of the following community and special interests representatives:
   1. Federal Reserve Bank of San Francisco
   2. Las Vegas Global Economic Alliance
   3. Las Vegas Metropolitan Police Department
   4. Nevada Department of Transportation
   5. United Way of Southern Nevada
   6. Urban Lands Institute
   7. Brookings Mountain West

C. Members of the Southern Nevada Strong Steering Committee shall be selected by the entity, firm or agency they represent.

D. Southern Nevada Strong Member Absences
   1. Excusal of an absence may be obtained by contacting the Steering Committee Chair, the RTC General Manager or his or her designee prior to the meeting at which the absence will occur.
   2. Steering Committee members must attend 75% of meetings over the course of a calendar year. If not, recommendations by the Chair, in consultation with the Vice Chair may be made to replace a Steering Committee member to ensure adequate representation and participation.

E. Each Southern Nevada Strong Steering Committee member shall have one vote.
F. The terms of the members of the Southern Nevada Strong Steering Committee shall be indefinite.

G. For each member provided for in paragraphs (A) and (B), one alternate member may be appointed. Such alternate members will exercise all functions of the member in the member's absence. All members and alternates must be designated, in writing, to the RTC General Manager.

19.3 OFFICERS AND DUTIES
A. A chair and vice-chair shall be elected annually, at the first meeting in October, from the voting membership of the Southern Nevada Strong Steering Committee.

B. The succeeding chair will officiate at the October meeting and will serve for 12 months.

C. The chair shall preside at all meetings, call the meetings, and represent the Southern Nevada Strong Steering Committee at all meetings.

D. In the event that the chair is unable to perform these duties, the vice-chair shall act in the place of the chair.

19.4 MEETINGS
A. The Southern Nevada Strong Steering Committee shall meet quarterly or as needed. Special meetings of the Southern Nevada Strong Steering Committee may be called as directed by:
   1. The RTC
   2. The Chair of the Steering Committee
   3. The request of more than one-half of the membership
   4. The Chair of the RTC

B. A simple majority of the Steering Committee's members shall constitute a quorum.

C. The Southern Nevada Strong Steering Committee shall follow a prepared agenda, subject to a publicly posted notice of public meeting as required by the Nevada State law. Items for discussion or action at a Southern Nevada Strong Steering Committee meeting must be submitted to the General Manager at least 12 working days prior to the meeting date. The General Manager may waive the 12 day requirement, in accordance with his or her authority pursuant to the RTC Administrative Procedures for Agenda Processing. The recommendations of the Southern Nevada Strong Steering Committee will be forwarded to the Regional Transportation Commission Board of Commissioners.

D. The Southern Nevada Strong Steering Committee has the authority to appoint working groups to serve a specific and exclusive purpose, which should be memorialized before it begins conducting its business. These working groups shall make recommendations to the Southern Nevada Strong Steering Committee for action.

19.5 ROBERT’S RULES OF ORDER
Robert’s Rule of Order will be used except as follows:
1. Seconds will not be required for any motion.
2. The chair can make motions and can vote on any motion.
MINUTES
SOUTHERN NEVADA STRONG STEERING COMMITTEE
REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA
JULY 28, 2016

These minutes are prepared in compliance with NRS 241.035. Text is in summarized rather than verbatim format. For complete content, please refer to meeting recordings on file at the Regional Transportation Commission.

THIS MEETING WAS PROPERLY NOTICED AND POSTED
IN THE FOLLOWING LOCATIONS ON JULY 21, 2016

CLARK COUNTY GOVERNMENT CENTER
500 S. GRAND CENTRAL PKWY.
LAS VEGAS, NV 89155

CITY OF HENDERSON
OFFICE OF THE CITY CLERK
240 WATER STREET
HENDERSON, NV 89015

CC REGIONAL JUSTICE CENTER
200 LEWIS AVE.
LAS VEGAS, NV 89155

RTC
600 S. GRAND CENTRAL PKWY.
LAS VEGAS, NV 89106

RTC WEBSITE
WWW.RTCSNV.COM

CALL TO ORDER

Chair Debra March, Regional Transportation Commission of Southern Nevada, called the meeting to order at 1:02 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, Clark County (Alternate)
Robert Fielden, Urban Land Institute
David Fraser, City of Boulder City
Stephanie Garcia-Vause, City of Henderson
Tracy Larkin-Thomason, Nevada Department of Transportation
Kenneth MacDonald, Conservation District of Southern Nevada
Doa Meade, Southern Nevada Water Authority
Bob Morgan, United Way of Southern Nevada
Orlando Sanchez, City of Las Vegas (Alternate)
Deborah Williams, Southern Nevada Health District (Alternate)

MEMBERS ABSENT:
Chris Giunchigliani, Vice-Chair, Southern Nevada Regional Planning Coalition
Joselyn Cousins, Federal Reserve Bank of San Francisco
Shawn Gerstenberger, University of Nevada, Las Vegas
Charles Hank, Las Vegas Metropolitan Police Department
Ryann Juden, City of North Las Vegas
Jonas Peterson, Las Vegas Global Economic Alliance
Pat Skorkowsky, Clark County School District

RTC STAFF:
Raymond Hess, Director of Planning Services
Rae Lathrop, Manager of Regional Planning
Catherine Lu, Media and Marketing Supervisor
Monika Bertaki, Public Affairs Administrator
Marin DuBois, Management Analyst
Paul Gully, Management Analyst
Amear Alhadidi, Office Assistant

INTERESTED PARTIES
Zoey Vasquez, NewFields

SNS Item #3
October 27, 2016
Minutes — Southern Nevada Strong Steering Committee
Meeting of July 28, 2016
Page 2 of 12

Item:
1. CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION

Comments:
** Mr. David Fraser, City of Boulder City, arrived at 1:04 p.m.
** Mr. David Fraser, City of Boulder City, stepped away at 1:04 p.m.

No comments were made.

Motion:
No motion was necessary.

Vote/Summary:
No vote was taken.

CONSENT AGENDA (ITEMS 2 THROUGH 3)
All items marked with asterisks (**) are considered by the Regional Transportation Commission Metropolitan Planning Subcommittee to be routine and may be acted upon in one motion. However, the Metropolitan Planning Subcommittee may discuss any consent item individually if requested by a Subcommittee member or a citizen when the consent agenda is considered for approval.

Item:
**2. APPROVAL OF MINUTES: Meeting of April 28, 2016 (FOR POSSIBLE ACTION)

Item:
**3. REVIEW AND APPROVE THE PROPOSED CHANGES TO THE POLICIES AND PROCEDURES AS THEY RELATE TO THE SOUTHERN NEVADA STRONG STEERING COMMITTEE (FOR POSSIBLE ACTION)

Comments:
No comments were made.

Motion:
Mr. Robert Fielden, Urban Land Institute, made a motion to approve the Consent Agenda.

Vote/Summary:
9 Ayes. 0 Nays. The motion carried.

Item:
4. REVIEW THE NEWSLETTER AND MAKE RECOMMENDATIONS ON CONTENT OR FORMAT FOR FUTURE EDITIONS (FOR POSSIBLE ACTION)

Comments:
Mr. Raymond Hess, Director of Planning Services for the Regional Transportation Commission of Southern Nevada (RTC), informed the Southern Nevada Strong (SNS) Steering Committee (Committee) that the RTC created a digital newsletter to be sent out regularly to SNS stakeholders, partners and interested members of the public. The newsletter is sent to a comprehensive RTC distribution list. Mr. Hess also noted that the newsletter was sent out recently, and he welcomed any content or format suggestions for future editions. He stated that the next edition will likely provide a recap of the SNS Annual Summit, focus on an opportunity site or regional partner and progress being made, and include a “Beyond our Community” feature piece looking at national best practices.

Next, Mr. Hess summarized the current newsletter’s content for the Committee. He described how the newsletter introduced the SNS staff, discussed electronic tools being used and included a focus piece on Maryland Parkway. Mr. Hess said that a newsletter would be sent every quarter prior to the Committee’s meetings. He predicted that the frequency of the newsletter would increase as more material emerges and SNS moved forward.
Mr. Hess reiterated that staff welcomed suggestions for content and format. He encouraged Committee members to submit content of interest that could be added to the RTC’s digital media channels or in the newsletter itself.

Chair Debra March, Regional Transportation Commission of Southern Nevada (RTC), suggested that posting information on the opportunity sites and future meetings would be helpful, noting Mr. Hess had posted about the Annual Summit in the most recent newsletter. Chair March expressed her excitement for the newsletter. She appreciated that information regarding SNS was reaching more people.

**Motion:**
No motion was necessary.

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

**Item:**
5. RECEIVE AN UPDATE ON EFFORTS TO IMPLEMENT THE SOUTHERN NEVADA STRONG REGIONAL PLAN BY THE CITY OF HENDERSON (FOR POSSIBLE ACTION)

**Comments:**
Chair Debra March, Regional Transportation Commission of Southern Nevada (RTC), introduced Ms. Lisa Corrado, City of Henderson. Chair March complimented Ms. Corrado on her work with the City of Henderson’s Henderson Strong initiative, commenting on Ms. Corrado’s ability to implement principles without duplicating efforts.

Following a detailed PowerPoint presentation [attached], Ms. Corrado explained how the City of Henderson was applying regional priorities and customizing plans to be more relevant at a local level. Ms. Corrado stated that, similar to the Regional Plan, the City of Henderson deployed a stakeholder-based plan, recruiting stakeholder groups similar to those used during the SNS planning process. This, she said, was accomplished through community input and broad outreach through online surveys, open houses and third-party events. The City of Henderson met with different audiences at community events to establish public input stakeholder groups. Ms. Corrado clarified that a schools and education group was added. Through SNS, a combined economic development and education stakeholder group was already established, but Henderson residents prioritized schools and education more than other parts of the valley, so a separate stakeholder group was created. Lastly, Ms. Corrado briefly touched on the advisory committee, the project team and multi-departmental staff also working on the project.

**Ms. Doa Meade, Southern Nevada Water Authority, arrived at 1:10 p.m.**

**Mr. David Fraser, City of Boulder City, returned at 1:11 p.m.**

Next, Ms. Corrado discussed the current schedule for Henderson Strong. After two phases of stakeholder engagement and public outreach, Henderson Strong was in the plan development phase. The City of Henderson was preparing the current draft for public comment. Sharing from the outreach results, Ms. Corrado discussed how the initial survey to gauge Henderson resident priorities received almost 2,000 responses and more than 500 comments. Top ranking priorities for Henderson residents were health and well-being, parks and open spaces and education. When asked which neighborhoods and parts of town needed the most attention, community members listed downtown Henderson, Boulder Highway and the Lake Mead Parkway corridor as the top three areas. Ms. Corrado expressed the City of Henderson’s interest in conducting similar surveys at the regional level.

Ms. Corrado then briefly provided an example of an outreach event that involved children’s face painting, a popcorn machine, cotton candy and other fun things to entice community members to spend some time...
speaking with City of Henderson representatives.

Ms. Corrado moved on by highlighting two additional elements of the Henderson Strong comprehensive plan update that directly related to the SNS Regional Plan: (1) updating the master transportation plan and (2) incorporating complete streets. Ms. Corrado assured the SNS Steering Committee (Committee) there were sufficient resources and policy guidance material to incorporate these elements.

City of Henderson Staff, Ms. Corrado continued, used the RTC Complete Streets evaluation process study for the City of Henderson, completed in 2014; the SNS Regional Plan; and the sustainability measurement system Sustainability Tolls for Assessing and Rating (STAR) Communities to update its master transportation plan. The City of Henderson reflected on core themes from SNS, to better integrate land use and public transportation. She noted that while transportation and planning work may be done separately, the intent was to coordinate and integrate policies and regulatory processes that worked together.

Ms. Corrado demonstrated the City of Henderson’s innovative integration approach to directly connect land use and transportation. She explained that the transportation plan element responds to adjacent land use instead of being determined on a case-by-case basis independent from the surrounding developments. The benefit in doing so, she continued, means integrating transportation network data sets that were once separate provide a holistic look at multi-modal transportation.

Additionally, Ms. Corrado state, there were not policies for Complete Streets. She explained that while the Public Works department was retrofitting different improvements with Complete Streets policies in mind, it was never directly stated in the development code or comprehensive plan. Thus, the goal was to directly state intentions integrating both planning and street design. Ms. Corrado said the result provides more flexibility for the development community and for the City of Henderson, allowing developers to do something more unique or innovative, such as pedestrian amenities or outdoor cafes, without having to create a new street cross section, which may result in updates to the master streets and highways plan.

Mr. Robert Fielden, Urban Land Institute, asked if there was a component or element within the transportation plan that specifically addressed pedestrian needs other than trails. Mr. Fielden explained that Water Street is very successful because it has the width necessary to be a collector area for pedestrians, but many of the other streets downtown are not as wide and do not act as collector areas. He expressed this kind of element should be addressed in the master transportation plan. Ms. Corrado agreed and explained that there is a list of pedestrian amenities that may fit best in certain areas, citing examples such as landscaping or possibly street furniture. She confirmed there is flexibility to choose.

Next, Ms. Corrado introduced an economic development component that mirrors previously successful strategies in SNS. One of the core themes of SNS was to integrate place making with economic development to not only create placements where companies in target industries want to be, but also industries, communities and lifestyle choices for the talented recruitment workforce. Comprehensive economic development strategy elements were implemented at both the regional and local level for SNS, and an exercise was conducted with the economic development stakeholder group to determine which current industries Henderson should focus on, if those used in the SNS strategies fit Henderson priorities, and which additional Henderson-specific priorities were necessary. She added that SNS was integrated into the comprehensive plan in a variety of ways.

Ms. Corrado continued with additional implementation highlights:

1) The City of Henderson was the recipient of a Brownfields assessment grant from the United States Environmental Protection Agency (EPA): $550,000 over a three-year period for Brownfield
assessments along Boulder Highway and for cleanup planning. Enables ability to apply for state revolving funds for cleanup if contaminated sites are encountered.

2) Chosen by EPA for Local Foods, Local Places technical assistance. A consultant team will help in downtown Henderson area to increase access to healthy food choices.

3) Awarded Invest Health Strategies for Healthier Cities grant from the Robert Wood Johnson Foundation. Provides training for community development that improves health outcomes.

4) Received State Historic Preservation Fund grant to update historic preservation plan. Will be working on a historic preservation ordinance for city locations.

5) In terms of projects and regulations, an SNS strategy involved evaluating parking requirements; Henderson Strong is currently evaluating parking code and hopes to have a code update by September 2016.

6) Continuously evaluating publicly led outreach efforts.

7) Implementation work on a regional analysis of impediments, which is a study to identify impediments to fair housing.

8) AARP has designated Henderson an age-friendly community, which is an opportunity to create an aging place plan that is closely aligned with Henderson Strong.

9) Completed an affordable housing analysis that shows Henderson’s affordable housing needs, what price points are lacking, and the distribution of housing products.

10) Received 4-out-of-5-star ranking from STAR Communities, a system that gauges city sustainability.

Ms. Corrado wrapped up her summary of implementation highlights by expressing optimism in opportunity site areas; momentum built using the Brownfield grant; and private development in Cadence, the Lake Mead Parkway, Boulder Highway, Henderson Hospital, and the Gateway Project near Boulder Highway and Galleria Drive, which will incorporate senior rehabilitation and other commercial elements.

Mr. Raymond Hess, Director of Planning Services for the RTC, briefly explained that the RTC was investigating a possible scope force study regarding transportation along Boulder Highway with the City of Henderson, Clark County and the Nevada Department of Transportation (NDOT). Mr. Hess felt this study would fit in very well with the initiatives outlined by Ms. Corrado. He said the desire was to have study guideline specifics confirmed before the RTC Board meeting on September 8, 2016.

Chair March asked Ms. Corrado if principles and plan implementation from SNS helped expedite the efforts in Henderson in terms of updating the city’s comprehensive plan. Ms. Corrado responded affirmatively. She deferred to Ms. Stephanie Garcia-Vause, City of Henderson, for more information. Ms. Garcia-Vause agreed, explaining that it has been a unique opportunity to have the former SNS project manager as the current project manager for Henderson Strong and the comprehensive plan update. Furthermore, Ms. Garcia-Vause said it provided a jumpstart with information from Henderson residents already available, and Henderson Strong efforts were building on feedback obtained through SNS to put the comprehensive plan in a better position.

Chair March then asked if other municipalities were updating their plans. She wondered if Ms. Garcia-Vause encouraged them to look at SNS’s principles for guidance. Ms. Garcia-Vause replied affirmatively. She recommended reviewing all stakeholder input that was received through the SNS process. Chair March remarked that the community is really the citizens’ community, and the SNS partners are the agencies delivering. Chair March emphasized the importance of knowing what the citizens really want in their community. Ms. Garcia-Vause confirmed that much was learned through SNS, and the goal was to embed what was learned into future projects such as Henderson Strong.
Mr. Fielden commended those who worked on the SNS initiative. He noted that he represents the Urban Land Institute an arts advisory committee. He said he has noticed an increase of street art along medians, county land and, locally, along Maryland Parkway. Mr. Fielden shared that he had recently learned that Las Vegas was one of the top 10 cities in the nation for street art, ranking seventh. He expressed that both the Maryland Parkway street art efforts and the Las Vegas national ranking are direct byproducts of the work done by SNS.

Chair March agreed that there are several hundred strategies being implemented in Southern Nevada as a result of SNS. She suggested that tools within SNS strategies Committee members may find useful in efforts currently in the works, be it street art, transit focus or transportation issues. Ms. Corrado confirmed that if there is an issue that relates to the community, there was material in the SNS document that can be utilized – data, maps, strategies, ideas, literature references, etc. She then reiterated how beneficial this data was to already have available while working on Henderson Strong.

Ms. Corrado discussed challenges that could benefit from regional support. She suggested development of a regional Equity Atlas, a resource that monitors data such as how communities of color are doing in relation to education, transportation and housing as well as other metrics that ensure thorough monitoring of socio-economic inequality as public sector decisions are made. Ms. Corrado expressed that SNS focused on and emphasized marginalized communities, and she learned that, oftentimes, as projects move forward, it was difficult to maintain focus. She suggested local politics can sometimes be challenging, and with the help of a regional Equity Atlas, it can be easier to maintain neutrality and provide guidance.

Next, Ms. Corrado suggested implementing a GIS feature, Network Analyst, which is a tool used for in-depth measurement purposes. This could be used to address potential regional transportation network planning issues that arise. The license for Network Analyst was acquired, but staff was not yet trained, and data sets have not been gathered.

Lastly, Ms. Corrado suggested outlining the economic benefits of transit for the public. She implied public misconception regarding the cost benefit of public transportation, and that it would be helpful to have a regional resource clarifying the benefits of different transit types. Ms. Garcia-Vause expressed her thoughts that each of the three additional suggestions made by Ms. Corrado would be beneficial. Ms. Garcia-Vause said it was of particular value to the 20-year high capacity transit plan justifying economic value and the return on investment in transit.

Mr. Hess explained that a Complete Streets inventory study that identifies the location of bike lanes and sidewalks was included in the Unified Planning Work Program (UPWP). Chair March asked if gated communities were included as well. Mr. Hess explained that only public roadways were inventoried. Also in the UPWP, Mr. Hess continued, was a similar study to the economic benefits of public transit resource suggested by Ms. Corrado. He note the UPWP study focuses on Complete Streets. Mr. Hess offered that the scope of the study could possibly be broadened to include transit. He also advised that there are many needs and only so many resources, and in order to accommodate the Boulder Highway study, other studies may be cut.

Mr. Fielden commented that the transit issue goes beyond Southern Nevada and encompasses the entire state, being as critical for Northern Nevada as it is for Southern Nevada. He advised a holistic, state-wide approach is appropriate.

Ms. Tracy Larkin-Thomason, NDOT, agreed, noting the notion of explaining hidden economic value to the public was in line with work she did by examining real estate locations next to metro systems and the
value of individual stops. She expressed her desire to see more tangible data, such as range-based economic value, that was specific to the Henderson area.

Ms. Corrado established that this was the intention of her proposed economic benefits study suggestion. Ms. Larkin-Thomason interjected, saying she would like to see more justification for the investment, but not necessarily an entire study. She asked if there was more information readily available at this time that was comparable to the Henderson region. Chair March suggested there may be studies looking into different markets that have gone into transit that can be reviewed. Chair March and Ms. Larkin-Thomason agreed that further investigation of property value related to transit lines would be beneficial. Mr. Fielden offered the number of jobs would be another area of focus. Ms. Larkin-Thomason reiterated it would be good to have data supporting investment return for the public.

Mr. Kenneth MacDonald, Conservation District of Southern Nevada, explained that the Maryland Parkway environmental assessment was underway. He noted socio-economic as well as issues of resource are typically evaluated. He suggested information from that assessment may be available this winter. Mr. Hess confirmed there would be economic analysis work done in the Maryland Parkway environmental assessment, but it would be more corridor-specific and not region-wide. He said there was the potential that data could be expanded.

Mr. Hess reminded the Committee that the American Recovery and Reinvestment Act (ARRA) was passed in 2009, and that under this act, Smart Growth America conducted an analysis regarding job creation from investments in roadway infrastructure versus the transit infrastructure. The findings showed transit created more jobs per dollar invested. Mr. Hess expressed that there may be good national data available, but he agreed it would be beneficial to have more regional/Southern Nevada/Nevada data to assist in economic value discussions. Mr. Fielden commented that the Nevada Governor’s Office of Economic Development is using a series of grants to promote economic development, noting that this may be a potential partnership opportunity.

Motion:
No motion was necessary.

Vote/Summary:
No vote was taken.

Item:
6. RECEIVE AN UPDATE ON THE PROGRESS OF REGIONAL PARTNERS TO IMPLEMENT THE SOUTHERN NEVADA STRONG REGIONAL PLAN (FOR POSSIBLE ACTION)

Comments:
Mr. Raymond Hess, Director of Planning Services for the Regional Transportation Commission of Southern Nevada (RTC), provided an overview of activities to implement the Southern Nevada Strong (SNS) Regional Plan. He referred to the RTC assessment document that was included in the agenda, explaining that the document summarized the breakdown of meetings held to discuss goals and current projects of each department at the RTC as well as collaborations with external agencies and departments.

Next, Mr. Hess explained that the RTC promoted a focus area each month within the agency. He noted that July 2016 had a focus of SNS. The departments within the RTC were tasked with creating a virtual city that included some of the key elements of SNS, including housing, transportation infrastructure and other land use scenarios. Mr. Hess expressed how impressed those involved were with the dialogue the project created regarding the connection between land use and transportation.

Mr. Hess went on to briefly discuss a similar exercise conducted by Ms. Rae Lathrop, Manager of
Regional Planning for the RTC, with a summer class that was well-received at the time. Mr. Hess expressed that these types of exercises help the public understand and become involved in the important work being done through SNS.

Mr. Hess concluded the item by saying staff is strategizing ways to get the message out, with the SNS model serving as a tool that can be used by others as it is developed. He offered to find the best way to present SNS to departments as well as help create strategies to engage staff, urging Committee members to reach out if interested.

**Motion:**  
No motion was necessary.

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

### Item:  
7. RECEIVE AN UPDATE ON THE SOUTHERN NEVADA STRONG WEBSITE

**Comments:**  
Ms. Monika Bertaki, Public Affairs Administrator for the Regional Transportation Commission of Southern Nevada (RTC) provided an update on the Southern Nevada Strong (SNS) website, noting that the website was an element of the communications plan that was shared in a previous SNS Steering Committee (Committee) meeting. Ms. Bertaki explained that the purpose of the website was to continue educating and raising awareness for community and regional partners how SNS is a community resource for everyone. She said the website is also a tool to showcase specific projects to the public while providing implementation specifics for stakeholders.

Ms. Bertaki began her presentation by displaying the SNS website homepage. She explained that the message of the homepage focuses on the “why” behind SNS, noting it was to ensure the necessary infrastructure is in place to strengthen and meet growth accommodation needs. She described the different elements addressing these needs and how they were separated into separate regional plan areas. Ms. Bertaki listed education, transportation, environment, economic competitiveness, health care and housing specifically. The website user is presented with the respective information addressed in the Regional Plan when a topic is selected. Ms. Bertaki described a section of the homepage that included the latest news and displayed the three most recent pieces of content relating to SNS. She remarked that the area could have a featured project on the homepage, siting the Maryland Parkway Opportunity Site as an example. Finally, she reviewed the footer content which included a calendar element, email updates and the latest SNS tweet.

Next, Ms. Bertaki moved on to subpages within the SNS website, first focusing on the About Us page. She described that the page features content and video explaining SNS, answers frequently asked questions, showcases the planning phases of SNS and offers the implementation matrix. Ms. Bertaki explained that upon testing the site, it was discovered that the implementation matrix could be simplified by using Goals as a category heading. Also included on the About Us section, she commented, is a Partners page featuring SNS partners and providing links back to each respective website and resources for more information.

Next, Ms. Bertaki presented the webpage for the SNS plan. She stated that this section is divided in a similar fashion to the Regional Plan. She added that there are links to the downloadable executive summary goals and the Regional Plan.

Ms. Bertaki then discussed a subpage dedicated to the Opportunity Sites. She remarked that this page
offers approved strategies and gives users a glimpse of current Opportunity Sites as well as a look at what those sites would look like with all SNS implementations applied.

Then Ms. Bertaki reviewed the Resources page, which serves as a document library subpage for the website. This page offers access to archival documents that were helpful in pushing the SNS plan forward.

News and Events was the next subpage discussed by Ms. Bertaki. Here users could find recent news coverage, press releases and related stories surrounding SNS efforts. Also, she continued, the newsletters would be available on this page.

Ms. Bertaki very briefly displayed the Connect page of the website, through which users can connect with SNS representatives, before moving into the Goals section. She described the Goals page as being the unique aspect of the SNS website, focusing on the work and success being made by the community. This page consists of the implementation matrix elements. Ms. Bertaki explained that each page within this matrix outlines particular plan goals and strategies. She expressed her desire to see all regional partners updating the site with resources and information as to how those partners are contributing to meeting those goals. These pages also identify those partners who are leaders and supporters of specific initiatives, and this information will be searchable and sortable. Ms. Bertaki reiterated that the website and its specific pages are resources to showcase that the community is working together on this initiative.

Next, Ms. Bertaki went on to explain that the official www.southernnevadastrong.org URL will soon be implemented and all committee members will be sent log-in information. She expressed that once log-in information is received, a 30-day deadline for inputting information would be ideal. Ms. Bertaki advised that it is important for all of the partners to contribute to the website. She remarked that it would not be a successful community tool if only one or two entities provide information.

Chair Debra March, RTC, asked if the website would be live the week following. Ms. Bertaki replied affirmatively. Chair March then asked if a tag for linking purposes could be provided. Ms. Bertaki explained that a standard banner would be created for this purpose.

Ms. Stephanie Garcia-Vause, City of Henderson, asked if all documents were included in the SNS website in the Resources section. Ms. Bertaki explained that approximately 80 percent of the documents were included, with only the outreach meeting notes being excluded. Those notes are housed internally.

Ms. Garcia-Vause advised having those available for people who wanted them may be preferred. Additionally, Ms. Garcia-Vause asked why Sites was used as a menu item category instead of Opportunity Sites, explaining that it may be confusing to some. Ms. Bertaki confirmed the choice was stylistic to stick with one-word consistency and Opportunity Sites would not fit. Ms. Bertaki then advised those present to browse through the website and look for these kinds of issues, encouraging Committee members to contact her with concerns.

**Motion:**
No motion was necessary.

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

**Item:**
8. RECEIVE AN UPDATE ON THE SOUTHERN NEVADA STRONG ANNUAL SUMMIT

**Comments:**
Mr. Raymond Hess, Director of Planning Services for the Regional Transportation Commission of Southern Nevada (RTC), provided an update on the Southern Nevada Strong (SNS) Annual Summit,
noting a draft agenda handout was available. He continued by saying that, on the recommendation of Dr. Shawn Gerstenberger, University of Nevada, Las Vegas, from a previous meeting, a standardized questionnaire was created to draft profiles for regional partners included in program, to be filled out by those present at the meeting or the organizations they represent. The questionnaire was meant to highlight strategies currently being worked on as well as priorities that are most important. Mr. Hess said RTC staff would reach out to various departments as an agenda is created for local speakers to highlight successes and partnerships, stressing how partnerships and coordination/collaboration are critical to the success of SNS. The goal is to pair public sector entities with private sector representatives. He noted that the agenda was currently being reviewed internally.

Chair Debra March, RTC, remarked that there would be a keynote speaker. Mr. Hess agreed, adding that the keynote speaker would be Mr. Charles Montgomery, the man responsible for the TED talk “Happy City/The Happy City Experiment” and noted the talk could be found on YouTube. Ms. Rae Lathrop, Manager of Regional Planning for the RTC, said Mr. Montgomery’s presentation had been confirmed.

Mr. David Fraser, City of Boulder City, asked about the location of the Annual Summit. Mr. Hess confirmed the event would be at the Springs Preserve. Chair March asked if the Annual Summit would be a full day. Mr. Hess replied that it would be a half-day event in the morning on Monday, September 28, 2016. Ms. Lathrop mentioned breakfast and coffee would be provided. She added that registration would begin at 7:30 a.m. with the program starting at 8:00 a.m. and concluding at noon.

Chair March said seating room can accommodate 150 people, advising attendees of the Committee to provide names of people interested in attending the Annual Summit. Ms. Lathrop concluded the item discussion by saying official invites and the RSVP procedure would be sent out soon.

**Motion:**
No motion was necessary.

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

**Item:**
9. REVIEW AND ACCEPT AN UPDATE TO THE INDICATORS DASHBOARD TO TRACK SOUTHERN NEVADA STRONG PROGRESS (FOR POSSIBLE ACTION)

**Comments:**
Chair Debra March, Regional Transportation Commission of Southern Nevada (RTC), introduced the item to discuss an update for the Indicators Dashboard, noting it is a set of performance measures used to track Southern Nevada Strong (SNS) progress. Mr. Raymond Hess, Director of Planning Services for the RTC, began by saying RTC staff updated as many indicators as possible given existing data points through 2014. Mr. Hess explained that comparison data was available from 2012, when the Indicators Dashboard was introduced, and 2014. He went on to say the RTC is always open to suggestions regarding other data points/information to look into as it relates to SNS, citing the Equity Atlas and other recommendations discussed earlier by Ms. Lisa Corrado, City of Henderson. Mr. Hess also referenced Mr. Paul Gully, Management Analyst for the RTC, as the person who will help measure progress.

Mr. Hess continued by stating that many of the indicators will take some time to change, advising measurable changes would not happen overnight. He gave median household income as an example indicator. That said, he continued, it was important to monitor the indicators to determine how they trend. Currently, he remarked, the intention was to update the Indicators Dashboard annually, if not more frequently, given some indicators may lend themselves to more frequent monitoring while others are more annual in nature.
Chair March suggested there could be a section of the website solely dedicated to the dashboard. Mr. Hess agreed. He then stated that the Southern Nevada Health District (SNHD) has an exceptional dashboard. Furthermore, he stated, one goal for the Indicators Dashboard is to tie in to the existing work being done, complementing the work of other departments, such as SNHD, and limiting any kind of competing dashboards. Mr. Hess then also mentioned he believed the Las Vegas Global Economic Alliance (LVGEA) would be releasing a dashboard in the coming weeks as well. He reiterated his desire to see all various pieces in the community and centralize data or redirect back and forth to a certain extent.

Ms. Deborah Williams, SNHD, addressed the issue at hand, mentioning elements such as part acres per thousand residents and the SNS Steering Committee’s (Committee) attempt to foster active activity levels. She expressed her like for the idea of not necessarily pulling all health indicators into the dashboard, but instead pulling a few that were influenced by process measures – for example, the percentage of adults who meet daily recommendations for physical activity. Ms. Williams asked if this was too broad of a focus. Mr. Hess responded that it was a good suggestion. Mr. Hess advised sending outcome-inspired indicators either to him or Ms. Rae Lathrop, Manager of Regional Planning for the RTC. Ms. Nancy Amundsen, Clark County, shared an anecdote about her own physical activity routine. She cited the displayed 2.6 acres per 1,000 residents, discussing the proposed indicators and how increased physical activity may not always be represented in the indicators present. Ms. Amundsen cautioned that there are people who never set foot in a park but may be healthier than those who do.

Chair March questioned whether there was a way to call out federal lands that are adjacent to the city. Ms. Amundsen said there is acreage not being utilized, but acreage that is utilized needs to be addressed. She was amazed by how many people, on any given day, are out hiking on a number of trails in the area. She advised that these people are not the type to go to the park for their physical activity, but they are instead on mountain bikes out in the desert or on trails in the mountains. Ms. Amundsen again advised caution to the Committee regarding limited indicators currently on the Indicators Dashboard. She noted that there are other opportunities that could be assessed.

Mr. Hess remarked that this area was looked into preliminarily, but the way in which the figures in question are calculated varies across jurisdictions, making it difficult to pull data. That said, with more staff available, he would like to start monitoring more GIS-focused activity, and the dashboard will be updated. Ms. Amundsen agreed, stating that if physical activity figures never change based on current indicators and no increased park land, it could appear goals are not being met.

Ms. Stephanie Garcia-Vause, City of Henderson, explained that the Indicators Dashboard serves multiple purposes – recreation and activity, but also as a gauge for quality of life within neighborhoods and communities. She commented that being able to show a location near parks increases property value. Also, she said by incorporating indicators being measured highlights more desirable locations. To this, Ms. Amundsen remarked that mentioning outliers would be needed.

Motion:
Ms. Nancy Amundsen, Clark County, made a motion to accept the Indicators Dashboard.

Vote/Summary:
11 Ayes. 0 Nays. The motion carried.

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

Comments:
Chair Debra March, Regional Transportation Commission of Southern Nevada (RTC), introduced the item to discuss future agenda items and to address October 2016 Southern Nevada Strong (SNS) Steering
Committee (Committee) officer elections. Chair March suggested that North Las Vegas provide a report at the next Committee meeting. She asked the Committee if there were additional agenda items to discuss or indicators/goal progresses being made.

Ms. Stephanie Garcia-Vause, City of Henderson, suggested possible future presentations regarding comprehensive departmental updates, citing elements discussed during the Committee meeting. Mr. Raymond Hess, Director of Planning Services for the RTC, asked Ms. Garcia-Vause if these updates were different from the regional assessments discussed, to which Ms. Garcia-Vause and Chair March briefly talked about possibly having RTC report on progress made overall regarding different programs.

**Motion:**
No motion was necessary.

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

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

**Comments:**
No comments were made.

**Motion:**
No motion was necessary.

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

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**ADJOURNMENT**

The meeting adjourned at 2:10 p.m.

Respectfully submitted,

Marin DuBois, Recording Secretary

Marek Biernacinski, Transcription Secretary
Southern Nevada Strong newsletter

Welcome to the inaugural e-newsletter of Southern Nevada Strong (SNS), brought to you by the Regional Transportation Commission of Southern Nevada (RTC). SNS is a collaborative regional planning effort that’s building a foundation for long-term economic success through better integration of transportation, education, housing and job opportunities.

We want to educate, engage and empower Southern Nevadans to create and maintain communities where they are proud to live, work and play. Communication and interaction is the cornerstone to progress on issues that are important to all of us. That’s why we are reaching out to you with this newsletter. We want to provide you with updates and information to share the great work our partners are doing to ensure we are – and stay – Southern Nevada Strong!

- SNS Chairwoman Debra March and Vice-Chair Chris Giunchigliani

Meet Team SNS

Since taking on the role as SNS administrator, the RTC has assembled the most qualified staff to help lead implementation of the SNS Regional Plan. Meet our new SNS team:

Although the SNS team is fully staffed, we cannot do it alone. SNS implementation is supported by an alliance of our regional partners and the many more community partners who make Southern Nevada Strong!

New face, same mission

We are proud to announce the launching of a brand-new website! The site provides a fresh look to the SNS brand and an interactive feature that allows users to sort and search through the goals for our community (also known as implementation matrix). Stay tuned for more details on the new site. www.southernnevadastrong.org
Save the date: SNS Annual Summit 9/26

We have the plan - we need your help to continue the work!

You are invited to participate in a half-day summit that will explore this year’s successes, and we want your input on how we can continue to move our community forward. Together, we’ll learn how to make Southern Nevada a more sustainable place to live, work and play.

Opportunity Site Highlight: Maryland Parkway

Momentum is building on the Maryland Parkway corridor, one of four “Opportunity Sites” that Southern Nevada Strong identified in its comprehensive regional plan. Maryland Parkway is a critical community backbone in terms of connecting the airport, the University of Nevada, Las Vegas (UNLV) and downtown. The nearly six mile stretch between the airport and downtown Las Vegas is home to The Boulevard Mall, Sunrise Hospital & Medical Center, and numerous longstanding commercial and residential areas.

As a result, it is one of the valley’s busiest corridors, carrying upwards of 34,000 vehicles and 9,000 transit passengers daily.

It is important to transition Maryland Parkway’s identity from a busy roadway to a corridor that instills a sense of place and community. To do that effectively, efficient transportation options are needed with economic development and beautification projects. Read More

Beyond our valley: How to design the ‘perfect’ city

Southern Nevada is not alone in its effort to plan for smarter growth and future development by promoting sustainability and connectivity. Communities across the country are working to reimagine downtowns and reinvigorate neighborhoods so people can enjoy an enhanced quality of life. Such transformation takes time and requires planning and a strong commitment from residents, businesses and stakeholders.

Smart planning for the future means understanding the changing needs of a community and developing solutions that may not have been envisioned just a few years ago. Wired magazine highlighted in its July 2016 issue Y Combinator’s plan to build a brand-new city. The Silicon Valley startup that launched Airbnb and Dropbox has launched a new initiative to help plan, design and build new cities from scratch. While evaluating numerous global cities, Y Combinator’s style of business is aimed at identifying ways in which technology can help people evolve. According to the article, “No urban planner can design the perfect city, but a team of researchers could design all the right opportunities.” Read More
Henderson Strong

Applying Regional Priorities in Henderson

Agenda

1. Implementation Highlights
   – Henderson Strong
   – Grants & Technical Assistance
   – Projects, regulations, processes
   – Boulder Highway

2. Opportunities for SNS support
   – Discussion!
Implementing the Regional Plan at the Local Level

Who is involved?

- Community
- Professional stakeholders
- Advisory Committee
- Planning Commission
- City Council
- Staff Working Group
- CD & S Project Team
**Project Schedule**

**PHASE 1**
- **PROJECT KICKOFF**
  - Initiate planning process
  - Identify problems, issues and concerns through research and outreach
  - Develop vision, goals and objectives for the Plan

**PHASE 2**
- **COMMUNITY & STAKEHOLDER ENGAGEMENT**
  - Convene Advisory group, Stakeholder meetings and engage public
  - Evaluate vision, goals and objectives and gather feedback

**PHASE 3**
- **PLAN DEVELOPMENT**
  - Consolidate and synthesize Plan elements
  - Produce Plan document
  - Community presentations and public review

---

**Outreach Results**

**Phase 1**
- Schools and Education top priority, regardless of zip code, race or ethnicity.
- Health and Well-Being, Parks and Open Space also top-ranking priorities.
- 1,878 total responses
- 500 comments
- Downtown Henderson, Boulder Highway Corridor, and Lake Mead Parkway = top three priority areas for reinvestment.
Phase 2 Outreach Results

• 1,380 total responses

• Hundreds of unique comments regarding site specific issues and challenges as well as priorities for redevelopment & reinvestment

Planning for Implementation

Complete Streets &
Overhauling our Master Transportation Plan
Master Transportation Plan Update

Master Transportation Plan Benefits:

– Consolidates transportation networks
  • Streets, bike lanes, trails and transit
– Applies Complete Streets policies holistically
– Better integrates transportation and land use
– Provides flexibility to developers and the City
Planning for Implementation

Updating our Economic Development Strategy

Henderson’s Proposed Target Industries

Headquarters & Global Finance

The desire to have regional and national headquarters operations is important to the city. Headquarters divisions typically bring national exposure, higher paying positions and long term opportunity. Global finance is a sector we can build on as we already have a strong cluster of customer service call centers for the financial industry which means we have the skilled workforce that this sector requires.

Healthcare & Life Sciences

Henderson aspires to be a place in the region for quality healthcare. The need for more acute care and specialized healthcare services in the region makes this an appropriate target. The addition of more healthcare and research activity will attract other life science industries alongside. This sector offers higher wages and requires more highly skilled employees.
Henderson’s Proposed Target Industries

Advanced Manufacturing & Logistics

This sector is important for the city as it brings export industries to our community and long-term sustainable employers. Both manufacturing and logistics operations are becoming far more automated requiring more highly skilled workers than in previous decades. While the job count may be smaller, the operations are more technologically complex and the capital investment is high.

Hospitality, Tourism & Retail

Already a region known for hospitality and gaming, Henderson will continue to be a magnet for hospitality and resort locations. We are working to enhance our tourism strategy to distinguish it from our neighbor city Las Vegas, such that we can be known for adventure travel and corporate retreat meetings. In addition, a focused retail attraction program keeps us in the driver’s seat when it comes to bringing better quality retail to our city.

Technology

Jobs in technology will be important across all industry sectors. The City wants to increase our ability to attract jobs in the IT sector, whether in software, hardware or networking, in order to grow our workforce in this sector. A skilled technology workforce will help us attract companies across all of our industry targets.
### Implementation Highlights

#### Funding & Technical Assistance
- EPA Brownfields Assessment Grant
- EPA Local Food, Local Places Technical Assistance
- Invest Health Strategies for Healthier Cities
- State Historic Preservation Office 2016 Historic Preservation Fund Grant

#### Projects, Regulations, Processes
- Parking Code Update
- Improving public-sector-led public outreach
- RAI Implementation
- AARP Aging in Place Designation & Plan
- Affordable Housing Market Study
- STAR Communities Designation

### Building Momentum on Boulder Highway
- EPA Brownfield Grant
- Private development underway
  - Cadence
  - Henderson Hospital
  - Gateway project at Boulder & Galleria
- Continued participation and collaboration with regional partners to secure funding and technical assistance to improve BH
Potential Roles for SNS

Roles for SNS Steering Committee: Marginalized Communities: Regional Equity?

Regional Equity Atlases

- Portland
- PERE Report
- Metro Atlanta Equity Atlas
Roles for SNS Steering Committee: Network Analyst?

- Texas example
- Long Beach example

Roles for SNS Steering Committee: Economic Benefits of Transit?

- Pursue an analysis of the economic benefits of transit to highlight the importance of fixed transit lines in economic development.

Public Transit Is Worth Way More to a City Than You Might Think
A new report finds a hidden economic value of anywhere from $1.5 million to $1.8 billion a year.
Discussion & Q&A
Agency / Organization: ____________________________________________

1) In the last 12 months, how is your Agency / Organization implementing Southern Nevada Strong Goals and Objectives? (Provide up to three examples)
__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________

2) How is your agency/organization currently coordinating with SNS partners in the implementation of the Southern Nevada Strong Plan?
__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________

3) How is your agency/organization actively engaging with the public on projects and/or programs that align with Southern Nevada Strong?
__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________

4) What are the top priorities that your agency/organization would like to accomplish within the SNS Implementation matrix within the next 12 months? (Provide up to three examples)
__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________

5) As a community leader, where do you think Southern Nevada Strong can make the biggest impact within the next 12 months?
__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________

Please complete and submit this form to Daniel Fazekas at FazekasD@rtcsnv.com. The deadline for submission is 5:00pm on Thursday 08/11/2016.
### AGENDA ITEM

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<th>Metropolitan Planning Organization</th>
<th>Transit</th>
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<td><strong>SUBJECT:</strong> SOUTHERN NEVADA STRONG IMPLEMENTATION UPDATE</td>
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<td><strong>PETITIONER:</strong> TINA QUIGLEY, GENERAL MANAGER</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 RECEIVE AN UPDATE ON EFFORTS TO IMPLEMENT THE SOUTHERN NEVADA STRONG REGIONAL PLAN BY THE CITY OF NORTH LAS VEGAS (FOR POSSIBLE ACTION)</td>
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<td><strong>GOAL:</strong> INTEGRATE THE SYSTEM GEOGRAPHICALLY</td>
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### FISCAL IMPACT:

None

### BACKGROUND:

The Southern Nevada Strong Regional Plan identifies local governments as the responsible organization to implement numerous objectives and strategies. The City of North Las Vegas will provide an update on its current efforts and how the Southern Nevada Strong Steering Committee could provide assistance with implementation strategies.

Respectfully submitted,

**RAYMOND HESS**  
Director of Planning Services

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<tr>
<th>SNS</th>
<th>Item #4</th>
<th>October 27, 2016</th>
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REGIONAL TRANSPORTATION COMMISSION
OF
SOUTHERN NEVADA

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FISCAL IMPACT:

None

BACKGROUND:

A review of similar Metropolitan Planning Organizations and Councils of Government was conducted with the assistance of a consultant. This report highlights the range of organizational structure that regional governments have established to promote regional planning and long-term plans similar to Southern Nevada Strong. The assessment demonstrates how Southern Nevada Strong uses best practices to implement the Regional Plan. Staff will present the major findings of these assessments. The full report is attached.

Respectfully submitted,

RAYMOND HESS
Director of Planning Services

SNS Item #5
October 27, 2016
Non-Consent
 Contents

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Envision Utah ..................................................................................................... 29
LEARNING FROM LEADERS

Identifying, learning from, and developing relationships with mentors, such as the nation’s leading Metropolitan Planning Organizations (MPO), is a primary strategy and valuable opportunity for Southern Nevada Strong (SNS) to build capacity and support Regional Plan implementation.

This report presents five organizational case studies, each of which addresses:

- Mission
- Responsibilities (scope of work)
- Structure and Governance
- Funding
- Public Outreach and Engagement
- Membership

The information presented in this report will be used to inform and guide SNS operations and Regional Plan implementation, as well as provide policymakers and stakeholders an opportunity to learn more about organizations that successfully lead regional collaboration, planning and implementation. SNS will continue to expand its relationships with these organizations and others in an effort to learn and employ best practices, and share them with its thirteen Regional Partners (the region’s local governments and public agencies).

MODEL ORGANIZATIONS SELECTED

Beginning in 1962, every region with a population greater than 50,000 was required to have an MPO to provide local input into the planning and implementation of federal transportation funds. In the years since their formation, MPOs have evolved to include beneficial comprehensive transportation planning and coordinating functions, which have been reinforced and expanded by authority and responsibilities derived at the state level.
Similarly, in the 1960s, many regions began adopting regional councils (RC), associations of governments (AG), or councils of governments (COG) to address wide-ranging issues of regional importance by bringing together local governments as members, and providing regional planning and visioning, technical assistance, and myriad federal, state, and local programs. In many medium and large regions, MPOs became part of RCs or COGs that served the region.

For purposes of comparison and learning, SNS looked for mentors who: 1) demonstrate success in regional visioning, coordination and implementation; 2) prioritize broad public engagement; 3) utilize a regional governance structure to lead or support their work; and 4) are located in the western and intermountain west United States (due to physical, planning and political similarities). The five organizations selected as case studies are:

- Maricopa Association of Governments (MAG) is a COG and MPO that serves as the regional planning and policy agency for the Phoenix metropolitan area.
- Denver Regional Council of Governments (DRCOG) is a COG and MPO that serves as the regional planning agency for the Denver metropolitan area.
- San Diego Association of Governments (SANDAG) is an AG and MPO that serves as the regional planning and policy agency for the San Diego metropolitan area.
- Sacramento Council of Governments (SACOG) is a COG and MPO that serves as the regional planning and policy agency for the Sacramento metropolitan area.
- Envision Utah is a 501(c)3 public-private partnership that promotes quality growth throughout Utah.

REFERENCES

Information, ideas, graphics, and some exact language contained in this report originated from the organizations addressed herein. Please visit these organizations’ websites to find original content:

- Maricopa Association of Governments - [https://www.azmag.gov](https://www.azmag.gov)
- Denver Regional Council of Governments - [https://www.drcog.org](https://www.drcog.org)
- San Diego County of Governments - [http://www.sandag.org](http://www.sandag.org)
- Sacramento Area Council of Governments - [http://www.sacog.org](http://www.sacog.org)
- Envision Utah - [http://www.envisionutah.org](http://www.envisionutah.org)

RTC and SNS would like to thank these organizations for making their invaluable insights and experiences available to the public.
OVERVIEW

The Maricopa Association of Governments (MAG), a 501(c)4 nonprofit and COG, serves as the regional planning and policy agency for the Phoenix metropolitan area. Its purpose is to provide a forum for research, discussion and study of regional issues, with the goal of focusing regional coordination, local leadership, and applied research to strengthen the greater Phoenix area. MAG is empowered by federal and state law to serve the region as:

- MPO
- Water quality management planning agency
- Air quality planning agency
- Solid waste management planning agency
- Official developer of population updates and projections
- Human services planning agency (became informal in 2010)

MAG’s programs and activities are primarily funded by federal and state sources, and supplemented by membership dues, special assessments, grants, and other miscellaneous revenues. It carries out its work with fulltime professional and support staff. The organization uses a comprehensive committee structure to solicit broad input from members and stakeholders, and ensure staff fulfill the organization’s mission.

Of particular note, MAG is celebrated as a leader and innovator for its use of technology, information gathering and analysis to support regional decision-making. Its extensive applied research work allows it to carry out its core missions, and drive inclusive, informed decision-making on behalf of the region’s residents.

MISSION

MAG provides regional planning and policy decisions in areas of transportation, air quality, water quality and human services.
FUNCTIONAL/STRATEGIC GOALS

- Provide a forum for discussion and study of regional problems of mutual interest to the governments in the region.
- Ensure, through cooperation and the pooling of common resources, maximum efficiency and economy in governmental operations, which will provide every citizen with the utmost value for every dollar.
- Identify and comprehensively plan for the solution of regional problems requiring multi-city, town and county cooperation.
- Facilitate agreements among the governmental units for specific projects or other interrelated developmental actions or for the adoption of common policies with respect to problems that are common to its members.
- Attain in the greatest degree of intergovernmental cooperation possible in order to prepare for future growth and development of the region.

ROLES AND RESPONSIBILITIES

Transportation Planning
As the region’s designated MPO, MAG’s transportation efforts address the key elements of the urban transportation planning process, including: 1) long-range system planning; 2) project programming and implementation; 3) safety, operations and performance assessment; and 4) travel forecasting and analysis. Planning activities cover a broad range of transportation modes and programs, including freeways and highways, arterial streets, mass transit, bicycles and pedestrians, safety, Intelligent Transportation Systems (ITS), freight and goods movement, and performance monitoring. These planning efforts include consultation with federal, state, and tribal environmental and resource agencies, as well as extensive public outreach and involvement. Additionally, MAG maintains a state-of-the-art travel demand model to support the analytical needs of the planning process. In accordance with federal standards, MAG is tasked to:

- Conduct a federally certified transportation planning process.
- Carry out an ongoing public involvement process.
- Develop and apply management systems (pavement, bridge, congestion, transit, inter-modal, safety).
- Prepare a five-year Transportation Improvement Program (TIP) that includes all transportation projects in the region (federal, state, local and privately funded projects).
- Prepare a multimodal Regional Transportation Plan (RTP) with a 20-year time horizon (freeways, arterials, transit, bicycle, pedestrian, demand management).
- Ensure conformity for all transportation plans, programs and projects with air quality plans.
Environmental Planning
The Environmental Programs Division helps ensure a clean environment in the region by meeting federal and state requirements for

clean air, water and solid waste management. MAG develops air quality plans for carbon monoxide, ozone, and particulate matter,
and helps implement them region-wide. MAG also models planned transportation improvements for air quality impacts in
accordance with conformity regulations. In addition, MAG develops regional solid waste and water quality plans.

Information Services
Information Services develops baseline data and information, and provides modeling analysis for population and socioeconomic
updates, and projections for use by member agencies, other public and private sector groups, the community, and MAG planning
programs.

Economic Development Planning and Coordination:
MAG brings together local government, economic development professionals, and business leaders to identify specific opportunities
for economic growth and develop action-oriented plans to achieve them. Through its Economic Development Committee, MAG
promotes infrastructure improvements that support regional economic growth.

Human Services Planning
For nearly 30 years, MAG was responsible for extensive planning and coordination for human services through a partnership with State
of Arizona. In 2010, the partnership was transitioned to an informal basis with MAG serving as the local conduit for community input on
human services planning issues facing the region.
MAG is a 501(c)4 nonprofit organization that operates as a COG, and is designated by the federal and state government to perform certain duties on behalf of the region. It is governed by a Regional Council that is composed of elected officials appointed by each member agency. For the majority of MAG members, the city or town mayor serves as the Regional Council member. There are 35 voting members of the governing body who each serve three-year terms. A comprehensive committee structure allows for inclusive and broad participation from stakeholders throughout the region.
FUNDING

Funding for MAG’s programs and activities come from a variety of sources, with federal and state funds as the primary revenue source. Membership dues and special assessments, which are based on population and assessed from each member agency, provide additional revenue to support MAG’s activities.

The federal funds are standard Federal Highway Administration and Federal Transportation Administration planning grants, coupled with Congestion Mitigation, Air Quality (CMAQ) and Surface Transportation Program (STP) funds. The State of Arizona Department of Transportation provides a large amount of funding, which is unusual for MPOs.

$23.8 million in FY 2016
MAG Operating Budget
MARICOPA ASSOCIATION OF GOVERNMENTS

PUBLIC OUTREACH AND ENGAGEMENT

MAG is a leader in public outreach and engagement, proactively soliciting input from diverse stakeholders and residents, and providing valuable information that empowers the general public to understand their communities and the region. Its outreach and engagement efforts include:

- Multi-phase project specific outreach, including:
  - Early- and mid-phase stakeholder meetings, open houses, booths at special events, and small group presentations.
  - Final-phase forums, public hearings, and draft reports for public review and comment.
- Public meetings promoted online and widely advertised in major daily and minority newspapers.
- Continuous involvement through an annual update process that includes presentations to community and civic groups, participating in special events, hosting booths at community gatherings, distributing press releases and newsletters, and coordinating with partnering agencies.
- Online awareness surveys, resource library, meeting agendas and minutes, along with YouTube videos and pushed content through social media outlets like Twitter and Facebook.
- Publishing a guide for residents’ use in providing input on regional transportation decisions.
- Availability of materials in multiple languages; MAG makes a priority of developing content and programs to reach the Hispanic community.
- BIEN, an interactive business-to-business e-platform that connects individual businesses in Arizona, Canada, and Mexico to promote their products and services.
- Greater Phoenix Rising, a joint data partnership between MAG and the Greater Phoenix Economic Council (GPEC) that provides significant regional information that assists businesses and residents interested in opportunities in Arizona.
MEMBERSHIP

MAG represents 27 cities and towns, three Native American Indian Communities, Maricopa County, and portions of Pinal County, including:

- Town of Fountain Hills
- Town of Gila Bend
- City of Tempe
- Town of Gilbert
- City of Glendale
- City of Goodyear
- City of Litchfield Park
- City of Scottsdale
- Arizona Department of Transportation
- City of Mesa
- Town of Paradise Valley
- City of Peoria
- City of Phoenix
- Pinal County
- Town of Queen Creek
- City of Maricopa
- City of Surprise
- Salt River Pima-Maricopa Indian Community
- City of Tolleson
- Town of Wickenburg
- Town of Youngtown
- City of Avondale
- Town of Wickenburg
- Town of Guadalupe
- Maricopa County
- Gila River Indian Community
- Citizens Transportation Oversight Committee (CTOC)
Denver Regional Council of Governments

OVERVIEW

Founded in 1955, the Denver Regional Council of Governments (DRCOG) is one of the nation’s oldest councils of governments. A 501(c)4 nonprofit organization, DRCOG serves the region as a planning organization, technical assistance provider and forum for visionary local member governments. DRCOG is empowered by the federal and state government to serve the region as:

- MPO
- Regional Planning Commission (responsible for preparing the comprehensive plan for the physical development of the region, known as Metro Vision)
- Area Agency on Aging (AAA)

Programs and activities are primarily funded by federal transportation planning dollars, and secondarily with membership dues. DRCOG carries out its work with fulltime professional and support staff, and uses a comprehensive committee structure to solicit broad input from members and stakeholders.

Much of DRCOG’s work focuses on implementing the Metro Vision plan, the region’s long-term plan, and the Mile-High Compact, which is the voluntary binding agreement that local governments entered into to adopt, coordinate and implement Metro Vision.

MISSION

The Denver Regional Council of Governments is a planning organization where local governments collaborate to establish guidelines, set policy, and allocate funding in the areas of: Transportation and Personal Mobility; Growth and Development; and Aging and Disability Resources.
FUNCTIONAL/ STRATEGIC GOALS

DRCOG brings local officials together to solve the region's problems. Focused on enhancing and protecting the quality of life in the region, the Board of Directors thinks “SMART,” focusing on smart growth concepts, and builds its vision of the future by working toward the following objectives:

- **Sustainable growth and development**
  - Retaining individual community character within the framework of Metro Vision
  - Striving to ensure a minimum number of parks and open space will be protected by 2035
  - Restoring and maintaining the region's water quality
  - Protecting human health and environmental quality through air quality standards
  - Promoting community development patterns and design that meets the needs of residents of all ages, abilities and incomes

- **Model for regional growth and development**
  - Working collectively to fulfill the goals of Metro Vision through a commitment to the Mile-High Compact
  - Fostering a relationship between local plans and Metro Vision through such innovative solutions as the Mile-High Compact

- ** Advocate for regional needs, including:**
  - Sufficient funding to maintain existing transportation infrastructure and build new capacity
  - Protecting the rights and quality of life of vulnerable older Coloradans
  - Continuing to seek increased funding for senior services
  - Enhancing education of and communication with member jurisdictions, state legislature, federal government, and stakeholders about the region's needs and challenges

- **Regional approaches to problem solving**
  - Developing programs and services to share among local government
  - Assembling demographic information and tracking trends to assist member governments and the Metro Vision planning process

- **Transportation system that serves the region**
  - Planning for a balanced, multi-modal transportation system that is safe, environmentally sensitive, efficient and cost-effective
  - Cooperating with other regional communities to achieve for cohesive transportation planning
ROLES AND RESPONSIBILITIES

Regional Planning and Supporting Regional Plan Implementation
DRCOG is responsible for coordination of long-term regional planning for the Denver metro area. Metro Vision - the region’s current plan to guide growth, transportation and environmental quality to the year 2035 – is currently in the process of being updated for 2040. The Mile-High Compact is a voluntary intergovernmental agreement through which local governments manage growth by adhering to Metro Vision principles. A number of planning awards have recognized Metro Vision and the Mile-High Compact.

Regional Data, Maps and Modeling
DRCOG produces information and analysis to support informed planning and policy decisions that shape the region.

Transportation Planning
As the region’s MPO, DRCOG works with the Colorado Department of Transportation, the Regional Transportation District, the Regional Air Quality Council and others to prepare transportation plans and programs, and to monitor transportation effects on air quality. DRCOG serves as the Colorado Department of Transportation’s (CDOT) Transportation Planning Region (TPR) for the greater Denver area in developing plans for the mountains and plains areas of the region. DRCOG also performs traffic signal coordination, travel forecasting, etc.

Transportation Demand Management
Since 1975, DRCOG has offered Denver metro area residents commuting assistance. Beginning as a carpool matching service, DRCOG’s services now include carpool and vanpool matching, school carpool matching, teleworking assistance, and other alternative transportation programs to help commuters avoid traffic congestion and reduce pollution. In 2008, DRCOG won a creative excellence award from the Association for Commuter Transportation for a targeted telework business assistance program.

Transit-Oriented Development
DRCOG serves as a resource for the region as it plans for and implements transit-oriented development (TOD), including providing station area planning grants, corridor implementation activities, and catalytic projects. DRCOG, from a policy standpoint, focuses significant regional effort on the importance of coordinated TOD planning.

Area Agency on Aging
DRCOG plans and coordinates a continuum of services available to older adults living in the Denver metro area (excluding Boulder County and southwest Weld County). DRCOG assesses the needs of the region’s seniors and develops strategies to meet those needs, while allocating federal Older Americans Act funds to service providers in the region. The Ombudsman Program works to serve the
needs and protect the rights and dignity of residents of the region’s long-term care facilities, such as nursing homes and assisted living facilities.

Legislative Policy
DRCOG serves as a forum for addressing regional issues and acts as an advocate for regionalism through its legislative and policy development activities at the national and state levels. Position papers on state and federal issues are published each year. DRCOG’s legislative activity is generally focused on:

- Proposals of special significance to the Denver region, or those that would have a unique effect on local governments in the region.
- Proposals that affect DRCOG as an agency or that would affect one or more of its programs.
- Legislation to implement DRCOG special task force recommendations.

STRUCTURE AND GOVERNANCE

DRCOG is a non-profit 501(c)4, voluntary association of local governments. It is a public agency, but not a government unit – it does not have statutory authority to require local governments to be members or to adhere to its plans, nor does it have authority to tax, issue bonds, or legislate.

DRCOG has 56 participating member governments and each has an elected official as its representative on its Board. In addition, the Governor appoints three non-voting representatives to the Board, and Denver Regional Transportation District has a non-voting representative. The Board’s work is informed by a comprehensive set of committees that involve many individuals, groups and organizations in DRCOG’s decision-making process.
FUNDING

Federal transportation planning dollars comprise the majority of DRCOG’s funding sources. Participating members pay dues (based on their population and assessed valuation), which contribute to 8 percent of DRCOG’s budget and provide important local match for federal funds. In addition, dues help fund the organization’s state and federal legislative advocacy efforts. The Board adopts its operating budget each fall.
PUBLIC OUTREACH AND ENGAGEMENT

DRCOG continuously engages the public in visioning, planning, and decision-making through:

- Its OUR Shared Vision website, an online forum for community members to gather information, share ideas and provide feedback on how to make the Denver region the best place to work, live, and play.
- Active social media.
- Public meetings that are well promoted.
- Annual listening tour.
- Broad and inclusive committee and task force structure.
- Public workshops, presentations and discussions with special interest organizations, forums and conferences, opinion polls and surveys, and focus groups and interviews.
- Annual reports and annual reviews of FasTracks projects.
MEMBERSHIP

DRCOG represents 47 cities and towns, and 9 counties in the Denver region.

- Adams County
- Arapahoe County
- Boulder County
- City and County of Denver
- Clear Creek County
- Douglas County
- Jefferson County
- Gilpin County
- City of Arvada
- Town of Foxfield
- Town of Frederick
- Town of Georgetown
- City of Glendale
- City of Golden
- City of Greenwood Village
- City of Northglenn
- Town of Parker
- City of Sheridan
- City of Aurora
- Town of Bennett
- City of Black Hawk
- Town of Bow Mar
- City of Brighton
- Town of Castle Rock
- City of Centennial
- City of Central City
- City of Cherry Hills Village
- City of Idaho Springs
- City of Lafayette
- City of Lakewood
- Town of Larkspur
- City of Littleton
- City of Lone Tree
- Town of Silver Plume
- Town of Superior
- City of Thornton
- Town of Columbine Valley
- City of Commerce City
- City of Dacono
- Town of Empire
- Town of Englewood
- Town of Erie
- City of Federal Heights
- Town of Firestone
- City of Longmont
- City of Louisville
- Town of Lyons
- Town of Mead
- Town of Morrison
- Town of Nederland
- City of Westminster
- City of Wheatridge
- City and County of Broomfield
San Diego Association of Governments

OVERVIEW

The San Diego Association of Governments (SANDAG), a public agency, is an association of governments that serves as the region’s MPO and is responsible for regional decision-making, regional planning, transportation planning and capital funding. SANDAG is empowered by the federal and state government to serve the region as:

- MPO
- Public agency responsible for regional planning, decision-making, and select implementation, including roadway design and construction
- Public agency responsible for transit planning, funding allocation, project development, and select construction and transit operations
- Area Agency on Aging (AAA)
- Co-lead Air Quality Planning

SANDAG’s programs and activities are primarily funded by federal transportation planning dollars. It carries out its work with a fulltime professional and support staff, and uses a comprehensive committee structure and public engagement process to solicit broad input from members, stakeholders and the general public.

In 2003, a new state law (SB 1703) consolidated all of the roles and responsibilities of SANDAG with many of the transit functions of the Metropolitan Transit Development Board and the North San Diego County Transit Development Board. The consolidation allowed SANDAG to assume transit planning, funding allocation, project development, and eventually construction in the San Diego region, in addition to its other ongoing regional roles. These interdependent and interrelated responsibilities permit a more streamlined, comprehensive, and coordinated approach to planning for the region’s future.

MISSION

SANDAG serves as the forum for regional decision-making. It builds consensus; makes strategic plans; obtains and allocates resources; plans, engineers, and builds public transportation; and provides information on a broad range of topics pertinent to the region’s quality of life.
FUNCTIONAL/STRATEGIC GOALS

- Implement the regional vision and guiding principles of San Diego Forward (Regional Plan).
- Improve mobility by providing more transportation choices through implementation of TransNet, a voter-approved transportation improvement fund that invests in public transportation, goods movement, Transportation Demand Management (TDM), emerging technologies, and active transportation.
- Develop and implement strategies to improve the quality of life in the region as characterized by a sustainable economy, healthy environment, public safety, and more housing choices consistent with the components of the Regional Plan and the SANDAG mission.
- Enhance organizational effectiveness both internally and externally through continuous improvements, technological solutions, employee engagement, professional development and training, and fiscal discipline. Partner with federal, state, and local agencies to ensure rapid delivery of projects, as well as engaging in strategic efforts to increase communications with member and partner agencies, committees, and the public.
- Pursue new funding and innovative solutions to fiscal, economic, and environmental challenges and opportunities.

ROLES AND RESPONSIBILITIES

Transportation Planning
Allocates millions of dollars each year in local, state, and federal funds for the region's transportation network.

Land Use and Regional Growth
Provides the regional framework to connect land use and transportation systems, manage population growth, preserve the environment, and sustain economic prosperity. Oversees San Diego Forward (Regional Plan), which provides a single vision for the San Diego region and an implementation program to make the vision a reality.

Sustainable Mobility Programs and Services
Collaborates with regional agencies to implement sustainable mobility projects, programs, and services that improve mobility, reduce traffic congestion, increase reliability, enhance customer service, and address air quality and climate change goals.

Regional Operations and Services
Manages operational programs and customer services to deliver enhanced mobility and public safety services for the region. Provides maintenance and support of intelligent transportation and regional law enforcement data systems for travelers and public safety agencies in the San Diego region.
Public Safety
Its Public Safety program combines regional public safety policy with state-of-the-art technology and research capabilities.

TransNet
Oversees TransNet projects, including $13.7 billion in highway, transit, bike and pedestrian projects.

Borders
Brings together elected officials and representatives from San Diego, Imperial, Riverside, and Orange counties, and Mexico with the goal of creating a regional community.

Environment
Preserves thousands of acres of open space, protects threatened and endangered species, replaces sand on the region’s beaches, and promotes energy efficiency and climate change efforts.

Economics and Finance
Evaluates, monitors, and reports issues affecting the fiscal stability and economic prosperity of the region.

Regional Airport Access
SANDAG and the San Diego County Regional Airport Authority work to improve infrastructure that will be needed to accommodate air traffic in the region, as well as surface transportation that will serve airport facilities, including high-speed rail.

Modeling and Research
Employs technologies, methodologies, and models to enhance and expand agency research and analysis capabilities, and conducts key economic research - equipping SANDAG to provide comprehensive assessments of complex policy and operational issues, today, and into the future.

Sustainable Development
Works with partner agencies and stakeholders to advance the region’s sustainability goals and policies, including those related to air quality and climate change.

External Support and Communications
Develops strategies to effectively engage the public and communicate essential information regarding the development of regional projects and programs. Expands member agency and stakeholder awareness and use of cost effective innovative tools, emerging technologies, and advanced practice methods.
SANDAG uses a Policy Advisory Committee, along with working groups, to provide considerable opportunities for public involvement and technical expertise. Representatives from member agencies, non-member organizations, and the general public offer insights, expertise and recommendations suggestions for consideration by elected members of the Board.

In addition to voting member agencies, representatives from Imperial County, Caltrans, the United States Department of Defense, the San Diego Unified Port District, the San Diego County Water Authority, San Diego Metropolitan Transit System, North County Transit District, Southern California Tribal Chairmen’s Associate, and the Consul General from Mexico serve on the Board of Directors as non-voting, advisory members.

SANDAG uses a Policy Advisory Committee, along with working groups, to provide considerable opportunities for public involvement and technical expertise. Representatives from member agencies, non-member organizations, and the general public offer insights, expertise and recommendations suggestions for consideration by elected members of the Board.
Each May, the SANDAG Board adopts an overall work program and budget with federal, state, and local funds to support the association's regional responsibilities.

### SAN DIEGO ASSOCIATION OF GOVERNMENTS

#### FY 2016 PROGRAM BUDGET

**REVENUE AND EXPENDITURE SUMMARY**

<table>
<thead>
<tr>
<th>Line</th>
<th>Description</th>
<th>OWP Projects</th>
<th>Regional Operations and Services</th>
<th>Regional Capital Projects: Caltrans and Other Local Agencies</th>
<th>TransNet Program</th>
<th>Board Budget: Administrative Reserve</th>
<th>Total Program Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Federal Grants</td>
<td>$19,375,644</td>
<td>$562,135</td>
<td>$211,808,200</td>
<td>$124,353,000</td>
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<td>State Grants</td>
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<td>58,849,000</td>
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<td>3</td>
<td>TransNet Sales Tax Revenue</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>283,463,784</td>
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<td>4</td>
<td>Interfund TransNet Transfers (including debt proceeds)</td>
<td>5,511,930</td>
<td>1,290,168</td>
<td>453,027,000</td>
<td>96,621,000</td>
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<td>226,000</td>
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<td>5</td>
<td>Transportation Development Act Funds</td>
<td>12,099,559</td>
<td>7,830,800</td>
<td>2,581,000</td>
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<td>6</td>
<td>Member Agency Assessments</td>
<td>521,426</td>
<td>1,935,696</td>
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<td>226,000</td>
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<td>7</td>
<td>Other Local Funds</td>
<td>2,135,306</td>
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<td>8</td>
<td>Interest Income</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>4,080,000</td>
<td>-</td>
</tr>
</tbody>
</table>

**TOTAL REVENUES**

$41,344,602 $56,220,891 $734,722,000 $282,599,000 $287,543,784 $452,000 $1,402,882,278

<table>
<thead>
<tr>
<th>Line</th>
<th>Description</th>
<th>OWP Projects</th>
<th>Regional Operations and Services</th>
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<th>Board Budget: Administrative Reserve</th>
<th>Total Program Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>Direct Personnel Costs</td>
<td>$14,773,876</td>
<td>$7,422,658</td>
<td>$10,742,544</td>
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<td>Administrative (Indirect) Costs</td>
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<td>379,792</td>
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<td>11</td>
<td>Direct Project Costs</td>
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<td>46,993,441</td>
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<td>Board Related Functions</td>
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<td>Pass-Through Expenditures</td>
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<td>16</td>
<td>TransNet Administrative Allocations</td>
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<td>2,834,638</td>
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<td>17</td>
<td>TransNet Bicycle, Pedestrian, &amp; Neighborhood Safety</td>
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<td>5,669,276</td>
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<td>18</td>
<td>TransNet Independent Taxpayer Oversight Committee</td>
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<td>19</td>
<td>TransNet Major Corridors Program</td>
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<td>116,582,985</td>
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<tr>
<td>20</td>
<td>TransNet New BRT/Rail Operations</td>
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<td>-</td>
<td>22,271,749</td>
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<td>21</td>
<td>TransNet Transit System Improvements</td>
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<td>45,368,379</td>
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<td>23</td>
<td>Other Pass-Through</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>4,080,000</td>
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</tr>
</tbody>
</table>

**TOTAL EXPENDITURES**

$41,344,602 $56,220,891 $734,722,000 $282,599,000 $287,543,784 $452,000 $1,402,882,277
PUBLIC OUTREACH AND ENGAGEMENT

SANDAG’s work is based on the premise that “the goals for planning originate with the people.” It uses a mix of committees, working groups, public hearings, workshops, surveys, web-based information, social media, and publications to inform, gauge, and respond to the public regarding regional issues. SANDAG makes special efforts to encourage participation from all segments of the population, including traditionally underrepresented and underserved populations, such as elderly, disabled, low-income and minority.

The agency’s outreach is guided by its Public Participation Plan, which defines the process for communicating with and obtaining input from the public. The Public Participation Plan is designed to inform and involve the region’s residents in the decision-making process on issues such as growth, transportation, environmental management, housing, open space, air quality, energy, fiscal management, economic development, and public safety.
MEMBERSHIP

There are 19 city and county government voting members, nine nonvoting agencies, and governments with regional interests.

- City of Carlsbad
- City of Chula Vista
- City of Coronado
- City of Del Mar
- City of El Cajon
- City of Encinitas
- City of Escondido
- Metropolitan Transit System
- North County Transit District
- Imperial County
- City of Imperial Beach
- City of La Mesa
- City of Lemon Grove
- City of National City
- City of Oceanside
- City of Poway
- City of San Diego
- United States Department of Defense
- San Diego Unified Port District
- San Diego County Water Authority
- City of San Marcos
- City of Santee
- City of Solana Beach
- City of Vista
- County of San Diego
- California Department of Transportation
- City of San Marcos
- Southern California Tribal Chairmen’s Association
- Mexico (Consulate General of Mexico)
Sacramento Council of Governments

OVERVIEW

The Sacramento Area Council of Governments (SACOG) was formed as a regional commission and became a COG in 1980 under a Joint Powers Agreement. It is responsible for regional transportation planning, serves as the region’s MPO, and addresses air quality, land use, and housing. It plays the lead role in integrating city, county and other stakeholder interests in the region. As a result of its mandates and effective leadership, SACOG prepared and now stewards the nationally recognized Blueprint Transportation and Land Use Study, which is the region’s vision and action plan for future growth.

SACOG is empowered by the federal and state government to serve the region as:

- COG
- MPO
- Regional Transportation Planning Agency
- Designated Airport Land Use Commission

Most of the agency’s programs and activities are funded from sources related to its transportation mandates. It carries out its work with a fulltime professional and support staff, and uses a comprehensive committee structure and public engagement process to solicit broad input from members, stakeholders and the general public. The agency’s strengths are technical modeling and forecasting; integrating land use, transportation and air quality planning; and robust public education and engagement that drives input and decision-making.

MISSION

Provide leadership and a dynamic, collaborative public forum for achieving an efficient regional transportation system, innovative and integrated regional planning, and a high quality of life within the greater Sacramento region.
FUNCTIONAL/STRATEGIC GOALS

- Sustain the agency’s emphasis on information-based decision making by providing state-of-the-art data and tools to members, partners, stakeholders and residents to help them shape the futures of their communities and the region.
- Maximize strategic influence for the region through integrated regional transportation plans that produce unique and significant quality of life benefits for residents of the region.
- Serve as a source of high quality information, convener, and advocate on a range of regional issues when the agency’s involvement would provide unique, added value to promoting a sustainable future for the region.

ROLES AND RESPONSIBILITIES

TRANSPORTATION PLANNING AND ADMINISTRATION OF FUNDS

SACOG is the Metropolitan Planning Organization (MPO) for the six-county Sacramento region. It is responsible for developing the federally required Metropolitan Transportation Plan (MTP) and the state-mandated Sustainable Communities Strategy (SCS) in coordination with the 21 cities, six counties, and other partner agencies in the greater Sacramento region. Under memoranda of understanding, long-range transportation plans in El Dorado and Placer counties are also incorporated into the MTP/SCS.

HOUSING PLANNING

Prepares, monitors, and guides implementation of the Regional Housing Needs Plan (RHNP), a state requirement to determine the number of housing units cities and counties must plan for in their housing plan updates. The most important component of the plan is that it directs distribution of the allocations of housing units in each of four income categories.

LAND USE PLANNING

Implements the Preferred Blueprint Scenario (adopted in December 2004), a bold vision for growth that promotes compact, mixed-use development and more transit choices as an alternative to low density development. Additionally, SACOG adopted the Airport Land Use Compatibility Plan (ALUCP) for Sacramento International Airport and the corresponding Initial Study/Negative Declaration.

AIR QUALITY PLANNING

Identifies policies and strategies to reduce greenhouse gas emissions from passenger vehicles to targets set by the California Air Resources Board (ARB).

Airport land use planning

Identifies zones for safety, noise contours, and height restrictions, along with associated compatible land uses, for each public-use airport.
STRUCTURE AND GOVERNANCE

Under SACOG’s Joint Powers Agreement (JPA), each member city (excluding the City of Sacramento) and each member county (excluding Sacramento County) are entitled to one seat and one vote on the SACOG Board. The City of Sacramento may appoint two directors and is entitled to two votes. Sacramento County may appoint three directors and is entitled to three votes. Voting members are appointed by member jurisdictions from their county board of supervisors or city councils. The Board annually appoints members to standing committees (listed below), and over a dozen advisory committees, including:

- Government Relations & Public Affairs Committee
- Land Use & Natural Resources Committee
- Transportation Committee
- Strategic Planning Committee

FUNDING

SACOG is primarily funded through several continuing federal and state revenue sources, supplemented by short-term specific discretionary and non-discretionary grants and contracts. Like all MPOs, SACOG receives a standard formulized allocation of planning grants from the Federal Highway Administration and the Federal Transit Administration. It also receives pass through allocations of Congestion Mitigation Air Quality dollars from California Department of Transportation. California state law that requires sub allocation of Surface Transportation Program (STP) funds directly to MPOs in the urban areas. This sub allocation is much greater than the normal urban area set aside of STP for MPOs. Of note, SACOG members pay annual dues that are used to operate the organization and fund its advocacy efforts.
PUBLIC OUTREACH AND ENGAGEMENT

SACOG developed, adopted, and follows a Public Participation Plan that outlines specific procedures for outreach and input, including specific measures for creating opportunity for participation among traditionally under-served and under-represented communities. SACOG actively seeks opportunities to ensure and encourage robust public involvement in all program areas, from the earliest planning stages to implementation of specific solutions. A mix of strategies including, but not limited to committees, public hearings, workshops, surveys, and publications are used to inform, gauge, and respond to public concerns regarding regional issues. All SACOG meetings and hearings are open to the public.

A professional communications and government affairs team keeps local governments, policymakers and members of the public informed with a variety of publications and other tools. Information about specific programs and projects is regularly communicated through news releases, publications and community outreach.

MEMBERSHIP

SACOG represents six counties and 21 cities in the Sacramento region.

- City of Roseville
- City of Galt
- City of Yuba City
- City of Winters
- City of Folsom
- Town of Loomis
- City of Wheatland
- City of Elk Grove
- City of Marysville
- City of Lincoln
- City of Placerville
- City of Woodland
- City of Citrus Heights
- City of Davis
- City of Isleton
- City of Auburn
- City of Colfax
- City of Rocklin
- City of Live Oak
- City of Sacramento
- City of Rancho Cordova
- Yolo County
- Sutter County
- Placer County
- Sacramento County
- Yuba County
- El Dorado County
- City of West Sacramento
Envision Utah

OVERVIEW

Envision Utah, a 501(c)3 organization, guides the development of a broadly and publicly supported Quality Growth Strategy – a vision to protect Utah’s environment, economic strength, and quality of life. Envision Utah brings together business leaders, civic leaders and policymakers to work with the community to plan for future development of the greater Wasatch Front area. The organization grew out of a severe recession in the late 1980s that drove young people and workers of all ages out of the region.

Initially known as the Coalition for Utah’s Future, Envision Utah focused on economic development and unprecedented cooperation between the public and private sector to reinvigorate the Utah economy. Ironically, seven years after its formation, the economy had improved so much that it was driving rampant growth in Utah. The Coalition formed a subcommittee focused on developing a strategy to better manage growth by focusing on an integration between land use, transportation and air quality. This led, after involvement from the state’s governor and business community, to Envision Utah shifting its focus to “quality growth.”

Envision Utah is not an MPO or COG, but serves as a forum for regional decision making similar to western COGs. From the beginning, Envision Utah was private sector focused and led, an important distinction that continues today, and is often cited as a primary reason for its success.

Envision Utah is best known for the comprehensive vision plans it spearheads, including the recently updated Your Utah, Your Future Vision for 2050.

MISSION

Envision Utah engages people to create and sustain communities that are beautiful, prosperous, healthy and neighborly for current and future residents. A unique and dynamic public-private partnership, the organization develops and leads implementation of the Your Utah, Your Future Quality Growth Strategy.
ROLES AND RESPONSIBILITIES

Envision Utah’s fundamental role is bringing diverse stakeholders and policy makers together to plan for the region’s future, and develop consensus and support for action. It achieves this with a three-step process:

- Setting the stage through stakeholder involvement, scoping, values analysis, coordination with jurisdictions, establishing base cases, and a public relations campaign.
- Public workshops to educate attendees about the base case and its attendant impacts. Attendees then respond to the base case and indicate preferred cases.
- Scenario planning to develop and evaluate preferred alternatives.

STRUCTURE AND GOVERNANCE

Envision Utah has 15 fulltime employees that cover the disciplines of administration, communication, finance, and planning. The Executive Committee is made up well-known and high-ranking community leaders from all sectors and industries, as well as state and local government officials. Gary Herbert, recently reelected Governor of Utah, is an honorary Co-Chair of the Executive Committee. The Salt Lake City area’s MPO, the Wasatch Front Regional Council, has a seat on the Executive Committee. Envision Utah also has a 56-member Board of Directors that functions more like an advisory committee. The Board provides valuable input and representation from key stakeholders throughout the region.

FUNDING

Envision Utah is funded by a combination of charitable grants, local and state government grants, and program service revenue.

<table>
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</table>
PUBLIC OUTREACH AND ENGAGEMENT

Envision Utah is very well known among Utahans for its extensive outreach and public engagement. The organization works diligently to engage diverse constituents in planning for prosperous and healthy neighborhoods. The engagement process includes several steps:

1. Setting the stage through stakeholder involvement, scoping, values analysis, coordination with jurisdiction, establishing base cases, and a public relations campaign.
2. Public workshops to educate attendees about the base case and its attendant impacts. Attendees then respond to the base case and indicate preferred cases.
3. Scenario planning to develop and evaluate preferred alternatives.
4. Continuous public engagement through public awareness campaigns (which include press conferences, press tours, radio and TV ads, campaign promo events, newspaper inserts, website and internet surveys, media interviews, public meetings, newspapers-in-education, letters from the governor, a documentary focusing on the region’s growth challenges, social media, blogs and internships).
5. Progress reporting: Newsletter, online Community Voice tool, annual events (Quality Growth Awards, Common Good Awards Luncheon) and press releases.
MEMBERSHIP

Board of Directors

- David Wolfgramm, Ivory Homes
- Jeff Hatch, Salt Lake County
- Wayne Niederhauser, President, Utah State Senate
- Gary R. Herbert, Governor, State of Utah
- Wes Curtis, Center for Rural Life
- Rebecca Chavez-Houck, state representative, Utah Legislature
- Andrew Gruber, Executive Director, Wasatch Front Regional Council
- Ty McCutcheon, President, Kennecott Land Company
- Natalie Gochnour), Associate Dean, David Eccles School of Business, University of Utah
- Stuart Adams, State Senator, Utah Legislature
- Derek Miller, World Trade Center Utah
- Dan Lofgren, President, Cowboy Partners
- Robert Grow, President & CEO, Envision Utah
- Lonnie Bullard, President, Jacobsen Construction
- Martin Bates, Superintendent, Granite School District
- Kathleen Clarke, Deputy Commissioner, Utah Department of Agriculture
- Jeff Edwards, President, Economic Development Corporation of Utah
- H. David Burton, Emeritus Presiding Bishop, LDS Church
- Bonnie Jean Beesley, former chair, Utah State Board of Regents
- Mike Allegra, General Manager, Utah Transit Authority
- Alan Matheson), Governor's Office
- Pamela Atkinson, Community Advocate
- Cindy Crane, Rocky Mountain Power
- Evan Curtis, State Planning Coordinator
- Richard Brunst, Mayor, Orem City
- Spencer P. Eccles, Managing Director, The Cynosure Group
- Larry Ellertson, Commissioner, Utah County Commission
- Scott Anderson, President & CEO, Zions Bank
- Spencer F. Eccles, Chairman & CEO, George S. and Dolores Doré Eccles Foundation
- Patrice Arent, Representative, Utah Legislature
• Brad Barber, Barber Consulting

• Jackie Biskupski, Mayor, Salt Lake City

• David Brems, Architect, GSBS Architects

• LuAnn Adams, Commissioner, Utah Dept. of Agriculture and Food

• Russ Cowley, Executive Director, Six County Association of Governments

• Karen Crompton, President & CEO, Voices for Utah Children

• Rolayne Rairclough, Trans. Consultant

• Mary Street, Land & Investment Specialist, Commerce Real Estate Solutions

• Ian Shelledy, Executive Director, Sustainable Startups

• Ralph Becker, Mayor, Salt Lake City

• Jake Boyer, President, The Boyer Company

• Sterling Brown, Vice President, Utah Farm Bureau Federation

• Terry Buckner, Associate Secretary, Presiding Bishopric Office, LDS Church

• Kristen Cox, Executive Director, Office of Management and Budget, State of Utah

• Brigham Daniels, Associate Professor of Law, Brigham Young University

• Cynthia Buckingham, Executive Director, Utah Humanities Council

• Mike Styler, Director, Utah Department of Natural Resources

• Jorge Fierro, The Fierro Group, Inc

• David Gee, Attorney, Parr Brown Gee & Loveless

• Bryson Garbett, President, Garbett Homes

• Wendy Fisher, Executive Director, Utah Open Lands

• Mike Caldwell, Mayor, Ogden City

• Lew Cramer, President & CEO, Coldwell Banker Commercial Intermountain

• Tom Dolan, Mayor, Sandy City

• Tage Flint, General Manager, Weber Basin Water Conservancy District

• Lisa Sun, Professor of Law, Brigham Young University

• LaVarr Webb, President, The Exoro Group
Andrew Jackson, Executive Director, Mountainland Association of Government

Roger Jackson, Architect, FFKR Architects

Charlie Lansche, V.P. of Public Affairs, Fidelity Investments

Erin Mendenhall, Council Member, Salt Lake City

Stephen Osguthorpe, Former Chair, Weber Basin Water Conservancy District

Warren Peterson, President, Farmland Reserve

Roland Radack, Executive Director, Church of Jesus Christ of Latter-day Saints Foundation

Bill Crim, United Way

Carly Burton, Executive Director, Utah Water Users Association

Craig Bickmore, Utah Auto Dealers

Dean Soukup, Goldman Sachs

Scott Howell, CEO, Howell Consulting

Marlin Jensen, former General Authority, Church of Jesus Christ of Latter-day Saints

Ben McAdams, Mayor, Salt Lake County

Mike Mower, Deputy for Community Outreach, Governor’s Office

Roland Radack, Executive Director, Church of Jesus Christ of Latter-day Saints Foundation

June Paste, Community Activist

J. Bonner Ritchie, retired professor, Utah Valley University

Brenda Scheer, University of Utah

Christian Gardner, Gardner Company

Dan Jorgenson, Bar J Ranch

George Arnold, Hamilton Partners

Michelle Hofman, MD, physician and professor, University of Utah

Ted Knowlton, Deputy Director, Wasatch Front Regional Council

Neylan McBaine, Brand Strategist, BonCom

Alan Ormsby, Executive Director, AARP

Pam Perlich, Senior Research Economist, Bureau of Economic & Business Research, University of Utah

Andrew Riggle, Public Policy Advocate, Disability Law Center

Jan Schraman, Vice President of Student Life, Brigham Young University

P Bret Millburn, Commissioner, Davis County

Clifton Sanders, Salt Lake Community College

David Ure, SITLA

Heidi Welker, Salt Lake Chamber
ENVISION UTAH

- Eric Millis, Director, Utah Division of Water Resources
- Jim Wall, former Deseret News
- Val Hale, Executive Director, Utah Governor's Office of Economic Development
- Justin Jones, Prosperity 2020
- Robert Bennett, Chairman, Bennett Group International
- Sarah Wright, Executive Director, Utah Clean Energy
- Tom Jensen, Wadman Construction
- Wilf Sommerkorn, Planning Director, Salt Lake City
- LaVarr Webb, President, The Exoro Group
- Brad Wilson, Representative, Utah Legislature
- Jerry Stevenson, State Senator, Utah Legislature
- Frank Pignanelli, Partner, Foxley & Pignanelli
- Jim Nielson, FIAIA, Dixon & Associates
- Joselyn Cousins, Regional Manager/Community Development, Federal Reserve Bank of SF
- Keith McMullin, Deseret Management Corporation
- Ron Bigelow, Mayor, City of Ogden
- Scott Hayashi, Bishop, Episcopal Diocese of Utah
- Jim Smith, President & CEO, Davis Chamber
- Blaine Walker, President, The Real Source
- Gary Uresk, City Administrator, Woods Cross City
- Lucille Stoddard, former member, Utah State Board of Regents
- Selma Sierra, Director of Energy & Environmental Policy, Utah State University Research Foundation
- Jeramy Lund, The Lund Foundation
- John Curtis, City of Provo
- Marlin Jensen, former General Authority, Church of Jesus Christ of Latter-day Saints
- Ralph Okerlund, Senator
- Lowry Snow, Representative, Utah Legislature
- Steve Price, Price Realty
- Amanda Smith, Executive Director, Utah Dept. of Environmental Quality
- Michalyn Steele, Professor, BYU Law School
- Peter Stempel, President, Stempel Form PC
- Robert Spendlove, Deputy for State and Federal Relations, Governor's Office
- Laura Hansen, Executive Director, Jordan River Commission
• Timothy Hawkes, Director, Trout Unlimited

• Jeff Holt, Chairman, Transportation Commission, Utah Department of Transportation
REGIONAL TRANSPORTATION COMMISSION
OF
SOUTHERN NEVADA

AGENDA ITEM

<table>
<thead>
<tr>
<th>Metropolitan Planning Organization</th>
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<th>Administration and Finance</th>
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<td>SUBJECT:  SOUTHERN NEVADA STRONG ANNUAL SUMMIT</td>
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| PETITIONER:  TINA QUIGLEY, GENERAL MANAGER  
  REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA |         |                           |
| RECOMMENDATION BY PETITIONER:  
  THAT THE SOUTHERN NEVADA STRONG STEERING COMMITTEE RECEIVE AN UPDATE  
  ON THE SOUTHERN NEVADA STRONG ANNUAL SUMMIT |         |                           |
| GOAL:  INTEGRATE THE SYSTEM GEOGRAPHICALLY |         |                           |

FISCAL IMPACT:

None

BACKGROUND:

The Regional Transportation Commission of Southern Nevada (RTC) held the Southern Nevada Strong (SNS) Annual Summit on September 26, 2016. The full agenda and program is included in the backup to this agenda item. Southern Nevada Strong Steering Committee member agencies were asked to provide a one page synopsis of their current efforts. Staff will provide a summary and presentation on this successful event.

Respectfully submitted,

RAYMOND HESS
Director of Planning Services

SNS  Item #6
October 27, 2016
Non-Consent
SOUTHERN NEVADA STRONG
OUR VALLEY. OUR VISION. OUR FUTURE.
SUMMIT
AGENDA

7:30 am — 8:00 am  Registration & Breakfast

8:00 am — 8:05 am  Welcome Remarks
   Debra March - SNS Steering Committee Chair and City of Henderson Councilwoman
   Tina Quigley - Regional Transportation Commission of Southern Nevada, General Manager

8:05 am — 8:15 am  Economic Development for Southern Nevada
   Steve Hill - Governor’s Office of Economic Development, Director

8:15 am — 8:45 am  Success Story 1: Improve Economic Competitiveness and Education
   Ryann Juden - City of North Las Vegas, Assistant City Manager
   David Brown - Land Development Associates, Owner

8:45 am — 9:15 am  Success Story 2: Invest in Complete Communities
   Dr. Joseph Iser - Southern Nevada Health District, Chief Health Officer
   Dan Williams - Three Square, Chief Operating Officer

9:15 am — 9:45 am  Success Story 3: Increasing Transportation Choice
   Mike Janssen - City of Las Vegas, Deputy Director of Public Works
   Erin Breen - University of Nevada, Las Vegas Vulnerable Users Project, Executive Director

9:45 am — 10:15 am  Success Story 4: Building Capacity for Implementation
   Stephanie Garcia-Vause - City of Henderson, Director of Community Development
   Rae Lathrop - Regional Transportation Commission of Southern Nevada, Manager of Regional Planning

10:15 am — 10:30 am  Break

10:30 am — 11:15 am  Keynote Speaker
   Charles Montgomery - Award-winning author of “Happy City: Transforming Our Lives through Urban Design”

11:15 am — 11:30 am  Closing

Emcee: Raymond Hess, Regional Transportation Commission of Southern Nevada, Director of Planning
Four years ago, Southern Nevada Strong (SNS) began as a roadmap to provide greater access
to employment opportunities, affordable housing, quality education, and transportation choices.
Implementation began in 2015 when the Regional Transportation Commission of Southern
Nevada (RTC) became the core administrator following the completion of the SNS Regional
Plan by the City of Henderson. Today, a year after this transition, we are proud to be a partner in
making our region a more sustainable place to live, work, and play. In addition to our partners’
successes, we’ve been hard at work to ensure SNS will continue to be at the forefront of all
regional planning efforts. Here is a snapshot of what we accomplished in the last year:

**SNS... COLLABORATES AND BUILDS PARTNERSHIPS**
We reconvened the Consortium Committee in 2015 to serve as the newly formed Steering
Committee, which advises SNS on priorities, strategies and direction for implementation
of the Regional Plan. In addition to the 13 original partners, we expanded representation to
include United Way of Southern Nevada, Las Vegas Metropolitan Police Department, Las
Vegas Global Economic Alliance, Federal Reserve Bank of San Francisco, Nevada Department
of Transportation and Urban Land Institute. SNS’s newest partnerships are with the Nevada
State Grant Office, United Way of Southern Nevada, and local jurisdictions and community
organizations to create a regional strategy for community grant competitiveness.

**SNS... MONITORS AND PROMOTES PROGRESS**
SNS is constantly monitoring the plan’s goals and assessing the progress of implementation
across the valley by meeting with all regional partners. By tracking progress, SNS helps identify
where efforts should be focused to have lasting impacts and to further implement the plan’s goals.
SNS launched a new website and quarterly newsletter to educate and engage the community on
successes being made across the valley to create complete communities. The SNS website now
includes the complete plan, goals, and the ability for partners to provide updates on their progress.

**SNS... BUILDS MOMENTUM AND INCREASES AWARENESS FOR THE VALLEY**
Over the course of the year, SNS hosted several sessions to learn from other regions
across the country, including Salt Lake City, Phoenix, Nashville, and Minneapolis/St. Paul.
These events informed staff and community members on best practices and techniques
to maintain successful regional plans. SNS was awarded a series of Technical Assistance
workshops from the Environmental Protection Agency to educate local planners and
developers of redevelopment opportunities along the busiest transit routes.

SNS will continue to promote and support implementation of the Regional Plan by
engaging the public and stakeholders, building and strengthening relationships,
and identifying and procuring technical and financial tools to all partners.
IMPLEMENTATION OF SNS GOALS AND OBJECTIVES
Like Southern Nevada Strong, City of Boulder City understands that providing complete communities creates a desirable living area that supports economic opportunity. Boulder City is a premier center for outdoor recreation. The city has several segments of the River Mountain Loop Trail, including the highest point on the trail with the best views. Bootleg Canyon Park provides outdoor recreation opportunities for cyclists, hikers, and zip liners. This past year, the city partnered with the Southern Nevada Public Lands Management Act through Clark County, the National Park Service, and Nevada Department of Wildlife (NDOW) to complete a one-of-a-kind nature discovery interpretive area. Boulder City is proud to boast that it is home to the first drone port in the world. Boulder City has put Southern Nevada on the map as a leader in drone testing facilities. In the years ahead we intend to fully develop the drone port and encourage ancillary industries to come to Southern Nevada. Diversifying the Southern Nevada economy is directly in line with the Southern Nevada Strong goal to offer a range of place types to attract and retain future workers, visitors, businesses and entrepreneurs.

COORDINATION WITH SNS PARTNERS ON IMPLEMENTATION
Geographically, Boulder City serves as the entry into Southern Nevada for all visitors driving in from Arizona and many visitors driving in from Southern California. The city has launched a design effort to improve the roadway corridor to establish an outstanding image for those entering Nevada. The city would like to thank its partners at the Regional Transportation Commission and the Nevada Department of Transportation for working with the city on this important project for Southern Nevada.

ENGAGEMENT WITH PUBLIC ON SNS PROGRAMS
The city is home to some of the best parks and sports complexes in Southern Nevada. In addition to hosting numerous weekend events that provide great opportunities for family-friendly functions, it also plays host to numerous sports tournaments. This past year, the city launched a program to renovate the primary baseball field. In the upcoming year, the city intends to further develop and improve this sport complex.

TOP PRIORITIES TO ACCOMPLISH WITHIN SNS GOALS NEXT YEAR
Boulder City owns and operates the third busiest airport in Nevada. It is proud to be home to several tour companies as well as provide an opportunity for skydiving in Southern Nevada. The city is working on updating the master plan for its airport and will continue to promote diverse opportunities for tourist to visit Southern Nevada.
CITY OF HENDERSON

IMPLEMENTATION OF SNS GOALS AND OBJECTIVES
The City of Henderson is actively implementing the goals of the SNS Regional Plan in a variety of ways. The largest and most holistic implementation effort is the city’s current Comprehensive Plan update – coined Henderson Strong – which directly integrates SNS research, public input, regional goals and strategies. Henderson Strong seeks to customize and apply the SNS Regional Plan principles at the local level and in creative ways that work for the Henderson community. The city is also actively building capacity to continue implementation efforts by pursuing grants, technical assistance and training opportunities that support plan goals and objectives. Henderson has also begun updating its development code to align regulations with policy recommendations and implement process improvements for public outreach efforts, among others. Momentum continues on the SNS-identified opportunity site – the Boulder Highway Corridor at Gibson/Broadbent – with an array of private development along the corridor, including the Cadence Master Plan, Henderson Hospital, and the Gateway Project. The city also secured an EPA Brownfields grant to better position Boulder Highway for transit and redevelopment through environmental site assessments and clean-up planning.

COORDINATION WITH SNS PARTNERS ON IMPLEMENTATION
The city serves as a leader for collaboration on SNS implementation efforts. Notable partnerships include joint efforts with Clark County representatives to secure EPA Brownfields Assessments for both Maryland Parkway and Boulder Highway Corridor; the Invest Health initiative comprised of Three Square Food Bank, Southern Nevada Health District, Dignity Health, and Clearinghouse CDFI; as well as continued collaboration on transportation initiatives with the RTC, and on regional land auctions and conservation with BLM, among other joint applications and partnerships.

ENGAGEMENT WITH PUBLIC ON SNS PROGRAMS
Henderson integrated public engagement best practices and SNS lessons learned into its public engagement strategy for Henderson Strong. Community members were able to participate through two phases of outreach in different activities and meetings, and through different mediums. Overall, the city received input from more than 3,500 direct survey responses, 1,700 in-person attendees and more than 84,000 social media and email impressions. During the two phases of public outreach, the City of Henderson hosted surveys, held open houses, conducted focus groups, conducted targeted stakeholder interviews, promoted social media posts, launched eblasts, hosted a designated website and presented at a variety of engagements to professional groups, boards and commissions.

TOP PRIORITIES TO ACCOMPLISH WITHIN SNS GOALS NEXT YEAR
The city is integrating SNS principles and priorities into existing city policies, planning and strategy documents such as:

• Henderson Strong Comprehensive Plan completion and adoption.

• The Master Transportation Plan incorporates complete streets principles and better integrates land use and transportation, as recommended by the SNS Regional Plan.

• The city’s Economic Development Strategy, takes a more holistic approach to planning that aligns economic competitiveness with place-making in the spirit of SNS. The city’s Economic Development Strategy is a chapter of the Henderson Strong Comprehensive Plan and includes place-based strategies to align and synthesize with business recruitment and workforce development efforts.
IMPLEMENTATION OF SNS GOALS AND OBJECTIVES
The City of Las Vegas’ top priorities align with the SNS implementation strategies and will continue to be a focus for the city. Included in its newly adopted “Vision 2045 Downtown Las Vegas Master Plan,” are goals that are supported by SNS. By 2045, Downtown should see a diversified economy, mixed use hubs, feature more complete streets supportive of multiple modes of transportation, and more park space, trees, and recreational opportunities. This will be accomplished through streamlined governance, new incentives, new infrastructure, public-private partnerships, and a new Business Improvement District, all of which are suggested in the SNS Regional Plan. The City of Las Vegas worked with UNLV and other partners to bring the new UNLV Medical School to the Las Vegas Medical District, a leading city priority and goal within SNS. Additionally, through adoption of the Downtown Master Plan and development of the Mobility Master Plan, the city identified opportunities to increase connectivity, ensure safety, provide multi-modal investments, and prepare for next-generation transportation through “smart city” applications.

COORDINATION WITH SNS PARTNERS ON IMPLEMENTATION
The City of Las Vegas regularly coordinates with SNS partners, especially for projects of regional significance. Most notably, the city has been partners with the RTC on transportation projects and studies (including those that cross jurisdictional boundaries), as well as working with other regional partners (including UNLV and LVGEA) on economic development opportunities.

ENGAGEMENT WITH PUBLIC ON SNS PROGRAMS
The City of Las Vegas continues to actively engage with the public on projects and programs that align with SNS objectives. One example includes the Downtown Master Plan (which included the Las Vegas Medical District and discussions of transit along Maryland Parkway), in which the city actively engaged with the public between October 2014 and June 2016. The outreach efforts, led by the city staff and a consultant team, included steering committee meetings with stakeholders, a social media campaign, a website, and community open houses that reached 2,400 participants and helped inform key planning themes for the vision and future of downtown Las Vegas.

TOP PRIORITIES TO ACCOMPLISH WITHIN SNS GOALS NEXT YEAR
Many of the city’s top priorities align with the SNS implementation priorities and will continue to be a focus for the city over the year. Specific examples include:

- Implementing the opportunity site strategies for Maryland Parkway and Las Vegas Medical District. The city is leading efforts to encourage infill development and redevelopment, and will be working to develop an implementation program that covers these areas, as well as other mixed-use hubs within downtown Las Vegas, such as the Arts District and Cashman Center.

- In both its Downtown Master Plan and Mobility Master Plan, the city committed to working with RTC and Clark County to pursue light rail and carry out infrastructure improvements to make walking and biking viable modes of transportation through the region.

- The development of the UNLV Medical School in the Las Vegas Medical District will continue to be a city focus.
IMPLEMENTATION OF SNS GOALS AND OBJECTIVES
During the past 12 months, the City of North Las Vegas has been focused on increasing pedestrian safety and transportation choice for its residents. Currently under design are complete street projects for Las Vegas Boulevard and Carey Avenue. These projects are intended to help create a safe and efficient street network that supports multi-modal travel. The city has also added bicycle lanes in the downtown area along Bruce Street. The city, in conjunction with the Southern Nevada Regional Housing Authority and in partnership with nonprofit agencies and institutions, received a Choice Neighborhood Planning Grant. This federal grant supports the development of comprehensive neighborhood revitalization plans focused on directing resources to address housing, people and neighborhoods. The City of North Las Vegas will focus its efforts on creating the conditions necessary for public and private reinvestment in a distressed neighborhood, including downtown North Las Vegas, an SNS Opportunity Site.

COORDINATION WITH SNS PARTNERS ON IMPLEMENTATION
The city actively participates with state, regional and local jurisdictions on projects focused on implementing the SNS Regional Plan. This collaborative approach to implementation will help ensure the city is focused on the SNS priorities. Recent projects include updating the SNRPC regional trails map, CCSD safety walk audits, NDOT Eastern Avenue-Civic Center Drive Safety Management Plan, and the RTC Unified Planning Work Program (UPWP) Northeast Valley Transportation Network study.

ENGAGEMENT WITH PUBLIC ON SNS PROGRAMS
The city’s Choice Neighborhood Planning initiative has partnered with more than 25 nonprofit agencies and institutions to help develop a Transformation Plan. The city hosted numerous community meetings and workshops to receive input from the public regarding the plan, and also conducted public surveys at community events, such as job fairs, school events, neighborhood association meetings, and markets.

TOP PRIORITIES TO ACCOMPLISH WITHIN SNS GOALS NEXT YEAR
The City of North Las Vegas is focused on SNS top priorities. It is currently working with a consultant and the downtown business community to create a vision for the redevelopment of the Lake Mead “island” area. This visioning project builds on the work completed by the SNS Downtown North Las Vegas Implementation Strategies report. The city is also working on increasing transportation choice around several schools within its jurisdiction, as well as enhancing safety and comfort for pedestrians and bicyclists by reducing travel lane widths, installing bicycle lanes and constructing medians along a portion of Tonopah Avenue. Additionally, the city is investing in complete communities and will be expanding the recreational opportunities at the Kiel Ranch Historic Park within the next 12 months.
IMPLEMENTATION OF SNS GOALS AND OBJECTIVES
Clark County is actively working with the RTC and the City of Las Vegas to explore opportunities for bus rapid transit (BRT) and/or light rail along the Maryland Parkway Corridor. It is also working to amend land use and development code to reduce parking requirements for commercial and industrial uses, which was recommended in the SNS Regional Plan. Additionally, goals and objectives included in the SNS Regional Plan are being incorporated into the county’s comprehensive plan updates.

COORDINATION WITH SNS PARTNERS ON IMPLEMENTATION
In addition to the collaborations mentioned, programs and projects undertaken by Clark County in coordination with the Southern Nevada Regional Planning Coalition (SNRPC) and its partners are discussed and evaluated with the SNS goals and objectives in mind.

ENGAGEMENT WITH PUBLIC ON SNS PROGRAMS
When elements of its comprehensive plan are updated, Clark County holds public meetings (including Town Advisory Board/Citizen Advisory Council, Planning Commission, and Board of County Commissioners’ meeting) to solicit public input. Public open houses have also been held as various milestones have been reached on the Maryland Parkway Corridor Study. Clark County is also gearing up for the public outreach portion of its parking study.

TOP PRIORITIES TO ACCOMPLISH WITHIN SNS GOALS NEXT YEAR
Clark County priorities include:

- Amending its development code to create the Maryland Parkway Corridor Overlay District.
- Designating activity centers in updated land use plans where mixed use and transit oriented development (TOD) could be appropriate.
- Working with the RTC and a consultant to amend the development code in order to reduce parking requirement for commercial and industrial uses.
IMPLEMENTATION OF SNS GOALS AND OBJECTIVES
Clark County School District (CCSD) will open over a dozen new schools in the next few years to ease the burden of overcrowding. It will also continue to support its award-winning Career and Technical Academies and magnet Schools. Seven new magnet programs were added for the 2015-16 school year and four more will be added this school year. Additionally, CCSD expanded its Advanced Placement courses and was named College Board’s Advanced Placement District of the Year in 2014 due to a combination of increased participation and improved test scores.

COORDINATION WITH SNS PARTNERS ON IMPLEMENTATION
CCSD partnered with the City of Las Vegas on its Downtown Achieves and Reinvent Schools projects, both of which support schools located in the urban core. CCSD also partnered with the City of Henderson on its Summer Feed program, which is designed to help students in poverty access healthy food during the summer months. CCSD is working with the cities of Henderson, Las Vegas, and North Las Vegas to provide SafeKey, an inexpensive afterschool service for parents to ensure the safety and well-being of their students after school lets out.

ENGAGEMENT WITH PUBLIC ON SNS PROGRAMS
Every year, the Superintendent of the Clark County School District provides a “State of the District” address to inform the community of the achievements and activities of the district. CCSD hosts back-to-school fairs to provide an accessible opportunity for parents to register their children for school, get information on CCSD programs and services, and prepare for the coming school year. And, through its Family and Community Engagement Services (FACES) Division, the school district provides CCSD on the Move, a mobile vehicle that delivers strategies and resources directly to the community to get parents more involved in school. FACES also supports the University of Family Learning to encourage more parent and family participation in the academic success of their children.

TOP PRIORITIES TO ACCOMPLISH WITHIN SNS GOALS NEXT YEAR
Exploring community-based approaches to educational improvement and improving the developmental outcomes of children has long been a top priority for CCSD. For the first time in its history, CCSD will be offering free, full-day kindergarten in every elementary school. Supporting educational programming that addresses socioeconomic disparities and inequities is a continued effort of CCSD. Support for both the Victory and Zoom School initiatives, proven educational programs that help students struggling with learning English and students who live in poverty, is a top priority.
IMPLEMENTATION OF SNS GOALS AND OBJECTIVES
The Conservation District of Southern Nevada (CDSN) has partnered with the University of Nevada Cooperative Extension on two projects:

- An update to the Wat-er Our Chances program, which teaches elementary school children about water conservation.
- An urban agriculture grant program (through the National Association of Conservation Districts (NACD)), which, in coordination with the Zion United Methodist Church, will build a demonstration/community garden for educational purposes, as well as to grow produce for underserved neighborhoods.

Additionally, CDSN will continue the annual Storm Water Pollution Prevention poster contest to educate elementary students on water quality and water waste. These programs help support SNS’s efforts toward increasing access to healthcare, healthy food, parks and community services; protecting community members from the harmful effects of pollution and hazardous material, hazardous waste, and environmental contamination; and researching emerging issues and developing partnerships to improve access to affordable healthy food options.

COORDINATION WITH SNS PARTNERS ON IMPLEMENTATION
The CDSN works with the Clark County School District, MGM Resorts International, Terra Firma Organics, the Nevada Division of Environmental Protection, and other community partners to help further sustainability, conservation efforts, and STEM education throughout Southern Nevada. Through a partnership with Green Chips, CDSN developed the Small Business Program, which recognizes small businesses for sustainable efforts in their business practices. CDSN also partners with the Southern Nevada Christmas Tree Recycling Committee and Super Recycling Day with Channel 8 News.

ENGAGEMENT WITH PUBLIC ON SNS PROGRAMS
Through the programs mentioned above, and others, CDSN is engaging with school children, churches, general public and small business owners to educate and further sustainability and conservation practices.

TOP PRIORITIES TO ACCOMPLISH WITHIN SNS GOALS NEXT YEAR
CDSN will focus on the implementation and facilitation of the NACD urban agriculture grant, as well as the annual Storm Water Pollution poster contest. The CDSN will also continue to promote environmental education, build and facilitate partnerships, and promote conservation through all of its programs.
IMPLEMENTATION OF SNS GOALS AND OBJECTIVES
The Las Vegas Global Economic Alliance (LVGEA) recently completed an industrial land use study to identify large parcels of land that could benefit from additional infrastructure. While this study builds upon prior work from SNS, it also identified an inventory of individual parcels to be maintained by the LVGEA. Additionally, this inventory contains a comprehensive analysis of individual parcels in Southern Nevada compared to other markets and recommends proposed infrastructure improvements needed to make these parcels competitive. The Apex Industrial Park in North Las Vegas was identified as the leading site that could benefit from additional infrastructure and those upgrades are currently being completed. LVGEA worked with the RTC on the 2016 CEDS (Comprehensive Economic Development Strategy) update process. The CEDS committee will reconvene in the fall of 2016 to start the CEDS revision process. Once completed, LVGEA will share the updated report with RTC for inclusion and use toward SNS goals. The recently released Industrial Lands Study identifies employment land for future industries.

COORDINATION WITH SNS PARTNERS ON IMPLEMENTATION
In March, the LVGEA partnered with the Las Vegas Metro Chamber on (BE) Engaged, an event aimed at bringing together the business and education sectors. Since the event, LVGEA has partnered with Nevada Succeeds on its “What’s Next Nevada” program, which is exploring five specific bill draft requests for the 2017 legislative session. During the last legislative session, LVGEA was a strong supporter of securing needed funds for the UNLV School of Medicine. During the next legislative session, the LVGEA will continue to advocate for an increase in graduate medical education residencies to ensure that doctors remain in the valley after their formal education. LVGEA recently signed agreements with both the Small Business Development Center (SBDC) and Nevada Industry Excellence (NVIE) to better facilitate both lead generation and workforce pipeline.

ENGAGEMENT WITH PUBLIC ON SNS PROGRAMS
LVGEA has continued its tradition of hosting quarterly Connection Point breakfasts, highlighting discussion around topical issues, and continues to coordinate the monthly Economic Development Advisory Group (EDAG) meetings with all local municipalities. Recently, the LVGEA also signed memorandums of understanding with UNLV’s Small Business Development Center, as well as NVIE. Furthermore, LVGEA recently hosted the inaugural meeting of the Council of Chambers, which brought area chambers together.

TOP PRIORITIES TO ACCOMPLISH WITHIN SNS GOALS NEXT YEAR
LVGEA’s top priorities include:

- Approval of the regional transportation plan
- Finalizing the revised CEDS document
- K-20 education reform at the 2017 legislative session
IMPLEMENTATION OF SNS GOALS AND OBJECTIVES
The Las Vegas Metropolitan Police Department’s (LVMPD) safety initiatives that serve goals of Southern Nevada Strong include:

- Boulder Highway safety – LVMPD conducts regular enforcement along Boulder Highway, and has placed its speed reader on Boulder Highway more than any other area in the valley. To raise awareness of safety issues and the Southeast Area Command’s community oriented policing squad, LVMPD developed fliers for distribution in the area.

- Valley Wide Traffic Safety Plan – LVMPD developed the plan to combat the top six causal factors in fatal collisions, and received input from several agencies across the valley (Nevada Highway Patrol, Henderson Police Department, and North Las Vegas Police Department). Additionally, in 2016, Metro again began responding to property-damage-only collisions in January.

- See Something Say Something campaign – LVMPD’s Office of Community Engagement Fusion Liaison Officer Team provides training to raise awareness about the seven signs of terrorism.

- Enhanced community engagement – The Office of Community Engagement, established in 2015, provides resources, contacts and services to both the Metro and the community, and aims to strengthen community relations through transparent communication and proactive engagement through outreach, education, awareness, and engagement.

COORDINATION WITH SNS PARTNERS ON IMPLEMENTATION
LVMPD is committed to the SNS steering committee and will utilize its resources in policy development, public security, safety planning, and strategy building to implement services and outreach consistent with Southern Nevada Strong’s goals. LVMPD partners with several stakeholders on the SNS steering committee to provide outreach and education on violence prevention, counter terrorism, multicultural and interfaith efforts, and peacebuilding community outreach projects.

ENGAGEMENT WITH PUBLIC ON SNS PROGRAMS
Each of LVMPD’s Area Command COP teams work with community coalitions whose members represent a diverse cross section of the jurisdictions served. LVMPD intends to actively leverage these partnerships to contribute to Southern Nevada Strong initiatives.

TOP PRIORITIES TO ACCOMPLISH WITHIN SNS GOALS NEXT YEAR
LVMPD is aiming to utilize its community relationships to assist in the gathering and assessing of community transportation needs that will enhance the overall quality of life of the constituents it serves. It also intends to work with its traffic bureau to identify ways to improve access to transportation in areas where public transportation is lacking. LVMPD has committed to providing SNS with necessary crime and public safety statistics to contribute to an impactful analysis toward the development of short- and long-term plans.
IMPLEMENTATION OF SNS GOALS AND OBJECTIVES
As part of Project Neon – the state’s largest public works project – the Nevada Department of Transportation (NDOT) has begun work on I-15, which is expected to greatly improve the transportation system in Southern Nevada. Additionally, NDOT’s Regional Transportation Study aims to identify choke points and possible solutions to the transportation network in the region. NDOT has also worked with the Metropolitan Planning Organization (MPO) and the local entities to develop and implement projects that will improve air quality.

COORDINATION WITH SNS PARTNERS ON IMPLEMENTATION
NDOT regularly coordinates with the MPO in the development of the Regional Transportation Plan and the Transportation Improvement Plan. It is constantly looking at ways to reduce congestion, cut greenhouse gas emissions, and improve air quality in the region.

ENGAGEMENT WITH PUBLIC ON SNS PROGRAMS
NDOT sponsored projects are included in the Regional Transportation Plan and the Transportation Improvement Plan, both of which are submitted to the public for comment. During the public comment period, the projects are open for public input.

TOP PRIORITIES TO ACCOMPLISH WITHIN SNS GOALS NEXT YEAR
Top priorities include:

- Continued coordination with the MPO on the development of the Regional Transportation Plan and the Regional Transportation Improvement Program.
- Actively looking for suitable roads for additional bicycle lanes during maintenance projects.
- Continued support of the region’s Congestion Mitigation and Air Quality Program to reduce overall congestion related emissions.
IMPLEMENTATION OF SNS GOALS AND OBJECTIVES

• The RTC completed reviews of all 13 regional partners and identified supporting activities for SNS implementation. These reports will be used in the future to assess progress on SNS.

• Leadership for Southern Nevada Strong transitioned from the City of Henderson to the RTC. The RTC acts as the Core Administrator of SNS and has hired a team of four staff members to work within the new department.

• The RTC is in the final stages of the environmental analysis for mass transit investment along Maryland Parkway.

COORDINATION WITH SNS PARTNERS ON IMPLEMENTATION

• Over the past year, the RTC held a series of three transit oriented development (TOD) workshops. These workshops informed different stakeholder groups about best practices from across the country. Another workshop will occur in late 2016 focused on how the private sector can be effectively engaged concerning TODs.

• The RTC is working with CCSD and SNHD to complete Safe Routes to School walk audits of local schools, which will ultimately inform the RTC of pedestrian and bicycle access to local schools.

• The RTC is working with UNLV, Clark County, and the City of Las Vegas to plan the Spencer Greenway Corridor Trail and UNLV Campus Bike Plan – both of which promote multi-modal transportation along one of the valley’s important corridors.

ENGAGEMENT WITH PUBLIC ON SNS PROGRAMS

• The RTC is working with existing formal and informal workgroups and coalitions to garner input on the Regional Bicycle and Pedestrian Plan. Pop-up meetings, charrettes, email list serves, and online comment tools were deployed to maximize participation.

• The RTC partnered with the City of Las Vegas to host stakeholder and public workshops on a Complete Streets study for Bruce Street. This effort was supported by a technical assistance grant from the EPA.

• The RTC received over 6,500 survey responses for the Regional Transportation Plan Vision survey. Residents were provided the opportunity to identify their priorities and values regarding transportation investments and funding. The results of this survey will be folded into the Regional Transportation Plan, which identifies the next 20 years of transportation priorities for the valley.

TOP PRIORITIES TO ACCOMPLISH WITHIN SNS GOALS NEXT YEAR

• The RTC is beginning a long-term high capacity transit study for the entire valley. This study will inform future mass transit investment across the entire valley.

• The RTC will continue to support implementation of the four implementation sites: Maryland Parkway; Boulder Highway; Downtown North Las Vegas; and the Las Vegas Medical District. For example, the RTC in partnership with NDOT, will fund a multi-modal Transportation Investment Study to focus on Boulder Highway.

• The RTC will continue to build understanding, expertise and leadership in community development through future lunch-and-learn sessions, workshops, special events, social media efforts, and other outreach events for stakeholders and the public.
IMPLEMENTATION OF SNS GOALS AND OBJECTIVES
The SNHD Office of Chronic Disease Prevention and Health Promotion (OCDPHP) has worked with community partners, stakeholders, and local and regional entities to increase access to healthy foods and increase opportunities for physical activity. Examples of activities include promotion of healthy vending policies, acceptance of electronic benefits transfer (EBT) at farmers’ markets, support for school gardens, development of complete streets policies, and regional trails expansion and improvements.

COORDINATION WITH SNS PARTNERS ON IMPLEMENTATION
OCDPHP staff work closely with Clark County, local municipal planning staff, RTC, CCSD, and other local partners to improve access to healthy foods, and increase opportunities for physical activity. SNHD has executed formal contracts with several of these partners supported with funding from the CDC Partnerships to Improve Community Health (PICH) grant. SNHD staff also facilitates and/or participates as members of multiple coalitions and work groups that address healthy living practices.

ENGAGEMENT WITH PUBLIC ON SNS PROGRAMS
OCDPHP maintains the Get Healthy Clark County (www.gethealthyclarkcounty.org) and Viva Saludable (www.vivasaludable.org) websites with social media components that aim to educate and engage the community.

TOP PRIORITIES TO ACCOMPLISH WITHIN SNS GOALS NEXT YEAR
SNHD is focused on increasing the community’s access to healthy foods and beverages and opportunities for physical activity.
IMPLEMENTATION OF SNS GOALS AND OBJECTIVES
The Southern Nevada Water Authority (SNWA) continues to promote water conservation through Title 31 of Clark County Code and through the cash incentive programs for turf conversion and high-efficiency fixtures on new construction. Advertisements and other forms of public communication have been and will continue being created to help keep Southern Nevada water smart. SNWA also supports compact development and regulations to reduce water consumption through the Las Vegas Valley.

COORDINATION WITH SNS PARTNERS ON IMPLEMENTATION
SNWA staff work with partners to promote sustainable water practices and to better align businesses (such as dry cleaners, gas stations, hotels and other similar users) with such practices.

ENGAGEMENT WITH PUBLIC ON SNS PROGRAMS
SNWA’s Conservation program utilizes the Springs Preserve to offer outreach and education to the community. SNWA staff also attends development and agency meetings to update stakeholders on drought conditions and the benefits of conservation.

TOP PRIORITIES TO ACCOMPLISH WITHIN SNS GOALS NEXT YEAR
SNWA continues to work on alternative energy provision models and completed a solar project at the water treatment plant. More than 90 percent of SNWA’s fleet is operating on alternative fuel. SNWA also offers three electric vehicle charging stations for employees and the public at the Springs Preserve.
IMPLEMENTATION OF SNS GOALS AND OBJECTIVES
United Way of Southern Nevada (UWSN) has been informing nonprofit organizations about the SNS Regional Plan through its Nonprofit Connector. UWSN has also partnered with schools and parents through its family engagement resource centers and early education programs.

COORDINATION WITH SNS PARTNERS ON IMPLEMENTATION
UWSN is working with SNS staff to create a strategy to increase federal grant competitiveness and, ultimately, grant awards within Nevada. UWSN works with the entire nonprofit sector to provide resources and support for goals and activities identified in the regional plan including organizations working to improve educational attainment and to increase the quality of life for every resident.

ENGAGEMENT WITH PUBLIC ON SNS PROGRAMS
United Way works with the region’s nonprofit community to engage them in advocacy efforts, especially surrounding the needs of pre-K education and college or career readiness.

TOP PRIORITIES TO ACCOMPLISH WITHIN SNS GOALS NEXT YEAR
UWSN will be working to increase public engagement and communication within the organization. This lends strong support to SNS’s role of building capacity for implementation. UWSN will be a partner to engage community leaders and residents on strategies and goals for SNS.
IMPLEMENTATION OF SNS GOALS AND OBJECTIVES
The University of Nevada, Las Vegas (UNLV) has worked both internally and externally with community partners to pursue several key goals listed in the SNS plan, including:

- **Healthy communities** – UNLV participated in the Community Health Improvement Plan (CHIP) with the Southern Nevada Health District, submitted several grants pertaining to food insecurity in partnership with Three Square Food Bank, engaged in several healthy communities workgroups, and placed numerous interns with community partners working in the areas of public health, health disparities, and transportation.

- **Maryland Parkway Opportunity Site** – UNLV is working on an infill development strategy along Maryland Parkway with the RTC, Clark County, and City of Las Vegas. Plans for the corridor include transit improvements, mixed-use and transit-oriented development (TOD), and a complete streets design.

- **Active transportation** – The university is working on its Bike Master Plan, which aims to improve bikeability and walkability throughout its campus.

COORDINATION WITH SNS PARTNERS ON IMPLEMENTATION
In the areas of public health and healthy communities, UNLV has established community partnerships with more than 60 agencies throughout the Las Vegas Valley and placed interns at 15-20 of these agencies on an annual basis. These interns work on projects that directly impact the health of our communities. The university has also coordinated with community partners and submitted grants to federal agencies to address issues such as food insecurity, housing, transportation, and social determinants of health. Partnering agencies on these grants include City of Henderson, City of Las Vegas, Three Square, UNR Cooperative Extension and Rebuilding Together of Southern Nevada. UNLV is also collaborating with SNS, RTC, Clark County, City of Las Vegas, and neighborhood stakeholders along Maryland Parkway to develop infill strategies along the corridor. It is also working with regional partners on making streets safer and more accessible for residents, specifically along Boulder Highway.

ENGAGEMENT WITH PUBLIC ON SNS PROGRAMS
Because UNLV has the capacity to significantly impact on the community, engaging with the public to gather input and feedback is a top priority across departments. Recent engagement efforts include combining data collection efforts, and more effectively utilizing social media and web communication platforms to inform both the public and the campus community about how to get involved.

TOP PRIORITIES TO ACCOMPLISH WITHIN SNS GOALS NEXT YEAR
UNLV hopes to assemble several interdisciplinary teams to apply for grants in key areas listed in the SNS Regional Plan. Two areas of particular interest include: 1) the built environment, and 2) access to care as critical determinants of health.
IMPLEMENTATION OF SNS GOALS AND OBJECTIVES
Urban Land Institute (ULI) has held educational programs on redevelopment, public-private partnerships and public art to educate and inform the real estate and development communities in Southern Nevada about goals they have in common with SNS.

COORDINATION WITH SNS PARTNERS ON IMPLEMENTATION
ULI members are on the SNS Steering Committee, the Maryland Parkway Coalition and Clark County’s Public Art Selection Committee. SNS continues to be a part of its Smart Growth Committee.

ENGAGEMENT WITH PUBLIC ON SNS PROGRAMS
ULI has held informational tours and programs directly related to SNS projects, including Maryland Parkway, Westside School, and the Transportation Investment Plan. ULI also presented an overview of SNS when it was transferred to the RTC.

TOP PRIORITIES TO ACCOMPLISH WITHIN SNS GOALS NEXT YEAR
ULI will be applying for grants to support workshops on form-based codes, transit-oriented development (TOD), and creative placemaking. It is also interested in assisting with the planning and implementation of the Spencer Greenway Trail. Additionally, ULI is also working on implementation of its plan for redevelopment of the Sahara-Decatur area.
The Southern Nevada Regional Planning Coalition (SNRPC) has overseen every step of the Southern Nevada Strong project; from its inception to the transfer from the City of Henderson to the RTC.

Under the SNRPC’s guidance, the SNS Regional Plan was the first federally recognized sustainability plan for Southern Nevada. The SNS project reinforces SNRPC’s mission to bring public jurisdictions in Southern Nevada together to promote intergovernmental cooperation and trust built on careful planning and accountability. The SNRPC continues to partner with SNS in the implementation process and looks forward to continuing regional collaboration throughout Southern Nevada.

This past spring, thanks to the efforts of City of Henderson, SNS was recognized by the national American Planning Association for public outreach efforts during the planning phase.
Charles Montgomery is an award-winning author, urbanist and leader of a consultancy building more happiness into cities. His award-winning book, “Happy City”, examines the intersection of urban design and the emerging science of happiness. Collaborating with the Guggenheim Museum, Futurewise, the Government of Mexico City and other entities, Montgomery has created experiments and design methods that help participants alter their relationships with their cities, and with each other. He has mapped the emotional effects of public space, and tested the relationship between architecture and human kindness.

Montgomery and his team have advised and lectured planners, students, and decision-makers in Canada, the US, Mexico, Saudi Arabia and the UK. Montgomery’s writings on urban planning, psychology, culture and history have appeared in magazines and journals on three continents. Among his numerous awards is a Citation of Merit from the Canadian Meteorological and Oceanographic Society for outstanding contribution towards understanding of climate change science. He lives in Vancouver and Mexico City. Learn more at www.thehappycity.com.
As a Nevada resident for more than 40 years, Debra March has built a career of helping our community and our state be a better place to live. After graduating from the University of Nevada, Las Vegas, she served as a state park ranger in locations throughout Nevada, where she promoted the value of parks and open spaces for a healthy quality of life. Debra moved to Southern Nevada as deputy administrator with the Nevada Real Estate Division, creating and implementing policies for responsible home ownership and, from 1996 to 2009, she led efforts for the development of livable communities as director of UNLV’s Lied Institute for Real Estate Studies.

A Henderson resident for over 25 years, Councilwoman March has a long track record of service to the city and her community. She served on the City of Henderson Planning Commission from 2004 to 2009. With a demonstrated passion for economic development, smart growth, citizen involvement and sustainable community planning, Debra was appointed to represent Henderson’s Ward II residents in July 2009 and was subsequently elected to full terms in April 2011 and April 2015. She served as mayor pro tem from July 2015 to June 2016. Councilwoman March serves with the mayor and fellow council members as the legislative branch of the Henderson community, responsible for setting policies that have earned the city the reputation of being one of the best places in the nation to live.

In 2014, March was appointed to (NLCM) the National League of Cities First Tier Suburbs Council and in 2015 was elected vice chair. In 2015, she was appointed to the National League’s Transportation and Infrastructure Committee. She is a current board member, founding member and former vice chair of the Urban Land Institute Nevada District Council, graduate of Leadership Las Vegas Class of 1991, former board member of Nevada HAND, and served as president of the Nevada League of Cities and Municipalities (NLCM) from, 2012 to 2013. She was also a member of the Boulder Highway Investment Strategy and Regional Rapid Transit Authority Advisory Committees, as well as a member of the Henderson Open Space and Trails Advisory and Limited Transition Area Committees.

Councilwoman March is the vice chair of the Regional Transportation Commission of Southern Nevada Board of Commissioners, vice chair of the Clark County Regional Flood Control District Board of Directors and serves as council liaison to the Henderson Planning Commission. As a member of the Henderson Chamber of Commerce board of directors, she was on the founding board and first year advance chair of Leadership Henderson. She was the first chair of Southern Nevada Strong, which is overseen by the Regional Transportation Commission. March volunteers with the Lied Institute for Real Estate Studies, as a member of the Chairman’s Council of the Henderson Community Foundation and is a past national board member for the American Planning Association. She was named to the advisory board of the Rocky Mountain Land Use Institute, Roseman University of Heath Science MBA Advisory Board, Green Chips Trustee Advisory Board and is a member of the bi-state I-11 Corridor Study committee.

In recognition of her contributions to the community, Councilwoman March received a lifetime achievement award in 2015 from the Lied Institute for Real Estate Studies. In 2013, she was named Nevada Public Official of the Year by the NLCM; recipient of the Associate Member of the Year by NAIOP Southern Nevada Chapter; and Citizen of the Year by the Greater Las Vegas Association of Realtors.

In her spare time, March plays golf and enjoys hiking, biking and white water rafting.
As general manager of the Regional Transportation Commission of Southern Nevada, Tina Quigley knows what it means to think big. In a city of 2.1 million residents and 42 million annual visitors, Quigley is at the forefront of visionary thinking and planning for the future. She recognizes that an enhanced multi-modal and technologically advanced transportation infrastructure will help ensure that Southern Nevada can continue to attract tourists, residents and new business. She has embraced and pushed for sweeping technological advances; she has advocated for future planning; and she has built critical partnerships to well position the region for ongoing and sustained economic vibrancy.

With more than 25 years of experience in air and ground transportation management and a licensed pilot herself, Quigley leads the only agency nationwide that is solely responsible for a region’s public transit system, traffic management, roadway design, construction funding and transportation planning. In fact, the National Transit Database named the RTC as one of the most efficient transit providers in the nation, an accolade and distinction that speak volumes about Quigley’s leadership.

A rising star in the national transportation industry, Quigley is on the leading edge of improving how residents, workers and visitors travel the Las Vegas valley. Working with more than a dozen regional partners, she oversees the administration of Southern Nevada Strong, a federally recognized, collaborative regional plan to build and invest in complete communities that provide access to diverse employment opportunities, affordable housing, quality education and sustainable transportation choices. Simultaneously, she led the charge in developing with the Las Vegas Convention and Visitors Authority and local leaders the Transportation Investment Business Plan that recommends changes to improve how people travel to and from McCarran International Airport, the resort corridor and convention center.

Southern Nevada is setting the pace for testing new technologies that can move people and goods more effectively and save the lives of motorists and pedestrians. Quigley’s leadership alongside the Nevada Center for Advanced Mobility (NCAM) and Nevada Institute for Autonomous Systems is advancing the development and eventual deployment of Connected and Autonomous Vehicles (CAVs). These vehicles will be able to communicate with RTC’s integrated traffic signal system and help transform southern Nevada’s urban landscape by creating a more connected network for motorists, transit riders and freight operators.

She has long recognized the foundational importance of an efficient, more modern transportation infrastructure to economic development. Of particular note is her leadership with the business community, local governments and community residents to secure fuel revenue indexing to generate more than $700 million to fund roadway improvements, traffic signals and bicycle and pedestrian safety initiatives.

A former manager at McCarran International Airport, one of the nation’s busiest and most active airports, Quigley holds a Bachelor of Science degree in Aviation Business and Planning from Embry Riddle Aeronautical University. She is the recipient of numerous awards for her significant professional achievements, including the Woman of Distinction Award for Government Services by the National Association of Women Business Owners, the Carolyn M. Sparks Founders Award from the Nevada International Women’s Forum and 2012 Women in Transportation from Metro Magazine for her bold vision and leadership.
Steve Hill is the Director of the Nevada Governor’s Office of Economic Development (GOED), having been appointed to the position by Governor Sandoval in October of 2011. Under Hill’s leadership, GOED structured “Moving Nevada Forward,” the plan for diversifying Nevada’s economy.

In the past several years, GOED has played an integral part in bringing businesses such as Tesla, Faraday Future, Barclaycard, Apple, Hyperloop, Take Two Interactive, and Catamaran to Nevada – businesses that have, and will, create thousands of jobs and bolster the state’s economy.

Under Hill’s direction, GOED has also ushered in new technology-based industries as economic development opportunities, including unmanned aerial and autonomous vehicles, water technology, and personalized medicine. Hill has also been appointed by Governor Sandoval to lead the Southern Nevada Tourism Infrastructure Committee as its Chairman.

Hill was the founder of Silver State Materials, a concrete, sand, and gravel supplier in the Las Vegas area since 1987. Silver State was purchased by CalPortland in 2008.

Hill received a degree in Mechanical Engineering from Rose-Hulman Institute of Technology. He and his wife, Molly, are longtime residents of Las Vegas and have three adult children.
Ryann Juden was named the Assistant City Manager of the City of North Las Vegas in August of 2015. Prior to joining the city in September 2013 as chief of staff, Mr. Juden served as a member, vice-chair and chairman of the city’s Park and Recreation Advisory Board from 2007-2011. He oversees inter-governmental collaboration and coordination, legislative initiatives and strategies, communications and marketing, economic and business development, and the North Las Vegas Library District.

Mr. Juden joined the city during an unprecedented period of crisis. The city was experiencing rapidly decreasing municipal bond ratings, significant legal battles with labor groups, substantial short and longterm budget deficits, ongoing conflicts with local governments, and the threat of state receivership. Mr. Juden was tasked with developing strategies to resolve the union conflicts, revamp and increase the city’s economic development department, and solve the city’s longterm financial challenges. Mr. Juden developed specific plans to solve each of these issues and worked as a member of the city’s executive team to implement the solutions. In 2014, he developed the strategy and plan used to successfully resolve and settle the city’s longterm labor disputes. He also helped implement a comprehensive plan to restructure the city government with operational and organizational challenges.

Following the 28th special legislative session of the Nevada Legislature in September 2014, Mr. Juden was tasked with developing the strategy to use the new economic development tools created by the legislature to induce infrastructure development in the 18,000 vacant acres of land in the Apex industrial area. Mr. Juden oversaw the implementation of an aggressive strategy to seek and find a business for the vacant park resulting in finding and securing a business building – 3 million square feet manufacturing plant. This $1 billion facility is projected to create over 13,000 direct, indirect and induced jobs and over $87 billion in economic impact over the next 20 years.

As a member of the city’s four member executive team, under Mr. Juden’s leadership the city: balanced its FY 2014-15 budget without layoffs or service reductions for the first time in seven years; saw its bond rating increased and its outlook changed from negative, to stable, to positive; reduced the seven year budget deficit from $152 million in FY 2013-14 to $74.4 million in FY 2014-15 and to $23 million in FY 2015-16.

Mr. Juden has a BA in Political Science from Brigham Young University and a Juris Doctor from the University of Iowa, College of Law. He has extensive federal and state public policy experience working as an intern and constituent services aid in the United States House of Representatives and with the White House Office of Faith Based and Community Initiatives as a state liaison. As an Eagle Scout he remains active in Boy Scouts, enjoys cycling and coaches three youth soccer teams.
David Brown began his career in 1996 with the Reno Engineering Corporation. As project manager he performed design and construction management duties for the 2,000 acre South Meadows Business Park. South Meadows is home to over 20 million square feet of industrial and commercial space.

In 1998, Reno Engineering became the lead development team on a master planned industrial park in northern Nevada, the Tahoe Reno Industrial Center. His responsibilities included master planning what would become the largest industrial park in the western United States. He also managed the design and permitting of the water, sewer, and roadway infrastructure for the park. At build-out, Tahoe Reno will encompass more than 102,000 acres.

In 1999, David moved to Northern California to take a position as a principal civil engineer with Bellecci and Associates. There, David was responsible for entitlement, design, and construction management for over 3,000 acres of commercial, industrial, and residential projects.

In 2002, David moved to Southern Nevada to join TRC as vice president of development. He was responsible for overseeing all of the firm's private development work in Nevada and Arizona. David managed a design and engineering staff of over 20 professionals.

In 2004, one of TRC's clients, Omega Development, recruited David to join their development team. As acquisitions and project manager, he was responsible for overseeing development of over 600 condominium units and acquisitions of over 250 acres of land. David was responsible for marketing and sales of excess land inventory of over 100 acres.

In 2007, David joined the team of Industrial Properties Development as vice president of development. He is responsible for overseeing development for the 3,250 acre Mountain View Industrial Park, including the annexation into North Las Vegas, entitlements, and utility and roadway extensions. He also served as the development manager for over 4,000 acres of land in the Apex Industrial Park.

In 2010, David founded Land Development Associates (LDA), a full service development consulting firm. LDA has successfully developed over $200 million in projects through the Las Vegas Valley - from acquisition and entitlements through construction support and certificate of occupancy.

In addition, David has a bachelor's degree from San Jose State University in civil engineering and professional engineering licenses in California and Nevada.
Dan Williams began his role as Chief Operating Officer at Three Square Food Bank in October 2012. Since then, he has been working diligently to expand on Three Square’s mission of providing wholesome food to hungry people in Southern Nevada, while passionately pursuing a hunger-free community.

Williams oversees an operations team tasked with seeking opportunities to expand Three Square’s food acquisition, warehousing and distribution capability to partner agencies. His primary responsibilities include upholding the organization’s unparalleled customer service standards, bringing cohesion amongst agency partners, strengthening and expanding the food bank’s business relationships and sustaining its exponential growth.

Since Williams began at Three Square, he has worked to grow the variety, type and quality of food available to Three Square’s 180 agency partners, especially a larger selection of fresh fruits and vegetables. He has also worked to increase awareness of Three Square’s food recovery program – an initiative collecting fresh, sealed, unsellable food that would otherwise have been thrown away. When Williams began at Three Square, the organization rescued an average of 6.5 million pounds of food per year. This year they are on pace to rescue 14 million pounds.

A seasoned leader in the local retail and wholesale food industry, Williams brought more than 33 years of relevant experience to Three Square.

His skill set includes strategic planning, business transformation, internal structuring, and increasing profits while improving the culture of service offerings. Prior to his role at Three Square, Williams was also involved with numerous non-profit organizations, and Three Square agency partners, including Catholic Charities of Southern Nevada, Salvation Army of Las Vegas, United Way of Southern Nevada and The Boys and Girls Clubs of Southern Nevada.

Born and raised in Las Vegas, Williams has seen the vast growth and the need to give back to his community. Williams is a firm believer that hunger can be solved in America through changing culture around food waste and distribution. He strives every day to meet the needs and stabilize the lives of food-insecure Nevadans.
Mike Janssen
DEPUTY DIRECTOR OF PUBLIC WORKS OF CITY OF LAS VEGAS

Mike has been with the City of Las Vegas for the past 20 years. He’s currently the Deputy Director for the Department of Public Works where he manages the Transportation Engineering Division. This division consists of 93 employees who design, construct, maintain, and operate various elements of the city’s transportation system including traffic signals, streetlights, and signs and markings. This division is charged with securing and programming funding for transportation improvements, including street rehabilitation, congestion mitigation, and traffic safety. The division also supports the development community during the entitlement process and ensures the necessary public street improvements are provided by each development proposed.

Prior to working for the City of Las Vegas, Mike worked as a civil engineer for the New York State Department of Transportation’s New York City offices managing bridge and highway construction projects. Mike received his undergraduate degree in Civil Engineering Technology from the Rochester Institute of Technology and a Master of Public Administration from the University of Nevada, Las Vegas. He’s a registered Professional Engineer and was named Transportation Engineer of the Year in 2013 by the Nevada chapter of the Institute of Transportation Engineers.

Erin Breen
EXECUTIVE DIRECTOR OF UNIVERSITY OF NEVADA, LAS VEGAS VULNERABLE USERS PROJECT

Erin Breen is the director of the Vulnerable Road Users Project, part of the Transportation Research Center, in the department of Engineering at the University of Nevada, Las Vegas. An avid safety advocate for the past 20 years, Erin is passionate about saving the lives of every road user, but she’s especially dedicated to those traveling by human-power. Through years of advocacy, education and partnerships, Erin has developed a unique perspective on the role each of us play in the goal of reaching zero fatalities; and, how planning and design for zero fatalities enhances community sustainability and quality of life.

A close-to-lifetime resident of Las Vegas, Erin’s schooling after first grade has all been in Clark County. She began her professional career in special education and relishes that she’s still in the education field, and only one building over on campus! Erin and her husband, David Wold have one daughter, two “completely perfect” grandsons and a few rescues, of the two- and four-legged variety.
Stephanie Garcia-Vause serves as the City of Henderson’s director of Community Development and Services ensuring high quality development and service standards, as well as progressive long-term city planning. She brings more than two decades of planning expertise and experience working to promote a vibrant, balanced, and cohesive city through the built environment to her leadership post.

Stephanie has participated in regional planning efforts in the Las Vegas Valley since 1997 and most recently those of the Southern Nevada Regional Planning Coalition (SNRPC). The City of Henderson has provided staff support to the SNRPC on such notable projects as the Growth Summits (2003) and the Regional Open Space Plan (2007), among others.

Under her leadership, the City of Henderson competed for and secured a $3.5 million Sustainable Communities Grant – on behalf of the SNRPC and the region – which led to Southern Nevada’s first regional planning initiative, Southern Nevada Strong (SNS). Stephanie served as project director for SNS and ultimately produced the first federally-recognized Regional Plan for sustainable development allowing all local municipalities to compete for funding never before available. Her efforts positioned Henderson as a leader in regional planning and increased the city’s economic competitiveness as a region overall.

Stephanie is highly committed to both her craft and serving the community. She is a longtime member of both the APA as well as the American Institute of Certified Planners. She was named Professional Planner of the Year in 2015 by the Nevada Chapter of the APA and Public Administrator of the Year by the American Society for Public Administration Nevada Chapter. She was appointed by the Secretary of the Interior (2015) to serve a three-year term on the Mojave-Southern Great Basin Recreation Advisory Committee, where she currently serves as vice chair.

She has served on the Board of Directors for HopeLink of Southern Nevada, the Boys and Girls Clubs of Southern Nevada and her local homeowner’s association, all in addition to her leadership duties on her daughters’ Girl Scout Daisy Troop. Stephanie holds a bachelor’s degree in Political Science from the University of California, Berkeley, and master’s degree in Public Administration from the University of Nevada, Las Vegas.
After earning both her B.A. in Environmental Science and an M.A. in Energy and Environmental Analysis from Boston University, Rae Lathrop returned to Nevada to volunteer as an AmeriCorps VISTA. This one year assignment placed Rae at UNLV to create connections between the university and Las Vegas’ nonprofit community to match students to volunteer opportunities. After her term, Rae worked for an environmental nonprofit, where, within her four year tenure, she served as Associate Director overseeing all programs, convening stakeholder groups, facilitating organizational planning, and managing operations.

Rae joins the Southern Nevada Strong team with an enthusiasm to make positive change within the Las Vegas Valley and to integrate the ideas of community impact with urban planning. Throughout her career, Rae has maintained an active community role by serving on multiple nonprofit boards, which includes being a founding board member of the Southern Nevada Chapter of the Young Nonprofit Professionals Networks, where she now serves as Board Chair.
Even though the Southern Nevada Strong summit takes place once a year, you can regularly stay up-to-date on everything happening in Southern Nevada.

Follow us on Facebook
@SouthernNevadaStrong

Like us on Twitter
@SNVStrong

We want to know what you thought about the summit. Share your photos from today with #SNSummit2016

Want to know more about Southern Nevada Strong and what it means to your community? Visit the new! Southern Nevada Strong website: SouthernNevadaStrong.org

Want to hear more about our valley's success stories? Sign-up for quarterly newsletters at SouthernNevadaStrong.org
IMPROVING ECONOMIC COMPETITION & EDUCATION

RYANN JUDEN | Assistant City Manager, City of North Las Vegas (left) and DAVID BROWN | Owner, Land Development Associates (right)
INVESTING IN COMPLETE COMMUNITIES

DR. JOSEPH ISER | Chief Health Officer, Southern Nevada Health District

DAN WILLIAMS | CEO, Three Square
INCREASING TRANSPORTATION CHOICE

MIKE JANSSEN | Deputy Director of Public Works, City of Las Vegas

ERIN BREEN | Executive Director, UNLV Vulnerable Users Project
BUILDING CAPACITY FOR IMPLEMENTATION
HAPPY CITY: THE KEYNOTE ADDRESS

CHARLES MONTGOMERY | Author of “Happy City”

Attendees take part in a “selfie exercise”

CHARLES MONTGOMERY and TINA QUIGLEY
Various stages of the Sunbeam Exercise, during which attendees provided suggestions – written on sunbeams – for how to make Southern Nevada stronger.
SNS SUNBEAM EXERCISE

THE PROMPT: Please share ideas for how we can make Southern Nevada stronger.

Word cloud (created using Wordle™) generated from feedback from the Sunbeam Exercise at the 2015 SNS Summit. Word clouds give greater prominence to words that appear more frequently in a given text. Common words included in the word cloud were standardized when detected necessary (i.e., “biking,” “walkability,” and “bikeable” were entered into the word cloud as “bikeable”).

THE TALLY

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<td>Community</td>
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<td>Better</td>
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<td><strong>Total # of responses:</strong></td>
<td><strong>63</strong></td>
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FEEDBACK BY SNS THEME

- **ICCS**
  - Create new ways for neighbors to connect, collaborate and collaborate for the betterment of the community. Break down the walls (physically and metaphorically) of neighbors.
  - Increase collaboration between private, public and nonprofit sectors.
  - All jurisdictions collaborate to plan for and create walkable, bikeable, sustainable walkable communities.
  - Implement neighborhood plans or standard zoning that encourages walkable, bikeable, sustainable communities.

- **BCI**
  - Create a community where I can let my daughter walk and bike to school without worrying about her safety.
  - Enhance EQUALITY for all citizens in regard to education, transportation, health and housing.
  - Engage citizens (e.g., schools, playgrounds).
  - Get more political leaders involved — they make funding and remove decisions.

- **IECE**
  - Light rail on Maryland Parkway.
  - Incorporate real urban living developments and connect to efficient and desirable transit options.

- **ITCS**
  - Notable Suggestions:
    - Implement neighborhood plans or standard zoning that encourages walkable, bikeable, sustainable communities.
    - Enhance EQUALITY for all citizens in regard to education, transportation, health and housing.
    - Engage citizens (e.g., schools, playgrounds).
    - Get more political leaders involved — they make funding and remove decisions.
    - Light rail on Maryland Parkway.
    - Incorporate real urban living developments and connect to efficient and desirable transit options.
Q2 How useful was the information presented at the SNS Summit?

Answered: 38  Skipped: 0

- Extremely useful: 26.67%
- Very useful: 40.00%
- Moderately useful: 33.33%
- Slightly useful: 0%
- Not at all useful: 0%
Q3 Which Success Story did you find most useful or productive? (Choose all that apply)

Answered: 30  Skipped: 0
Q6 How likely are you to attend the Southern Nevada Strong Summit next year?

- Extremely likely: 63.33%
- Very likely: 30.00%
- Moderately likely: 3.33%
- Slightly likely: 3.33%
- Not at all likely: 0%

Answered: 30  Skipped: 0
**REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA**

**AGENDA ITEM**

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**SUBJECT:** SOUTHERN NEVADA STRONG REGIONAL UPDATES

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

**RECOMMENDATION BY PETITIONER:**
THAT THE SOUTHERN NEVADA STRONG STEERING COMMITTEE RECEIVE REGIONAL UPDATES

**GOAL:** INTEGRATE THE SYSTEM GEOGRAPHICALLY

**FISCAL IMPACT:**

None

**BACKGROUND:**

Collaboration and coordination is critical to the success of Southern Nevada Strong. Since the Southern Nevada Strong Steering Committee represents a broad spectrum of interests, it would be beneficial for Steering Committee members to share information and updates related to implementation of the Regional Plan.

While no action may be taken on the subjects discussed, this item provides opportunity for the exchange of information.

Respectfully submitted,

RAYMOND HESS
Director of Planning Services

**SNS**  
**Item #7**  
**October 27, 2016**  
Non-Consent
REGIONAL TRANSPORTATION COMMISSION
OF
SOUTHERN NEVADA

AGENDA ITEM

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SUBJECT: SOUTHERN NEVADA STRONG STEERING COMMITTEE AGENDA ITEMS

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

RECOMMENDATION BY PETITIONER:
THAT THE SOUTHERN NEVADA STRONG STEERING COMMITTEE DISCUSS FUTURE AGENDA ITEMS (FOR POSSIBLE ACTION)

GOAL: INTEGRATE THE SYSTEM GEOGRAPHICALLY

FISCAL IMPACT:
None by this action

BACKGROUND:
The Regional Transportation Commission of Southern Nevada (RTC), as core administrator of the Southern Nevada Strong (SNS) initiative, 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,

RAYMOND HESS
Director of Planning Services

SNS Item #8
October 27, 2016
Non-Consent
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<td><strong>SUBJECT:</strong> CITIZENS PARTICIPATION</td>
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<td><strong>PETITIONER:</strong> TINA QUIGLEY, GENERAL MANAGER</td>
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<td>REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA</td>
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<td><strong>RECOMMENDATION BY PETITIONER:</strong></td>
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<tr>
<td>THAT THE SOUTHERN NEVADA STRONG STEERING COMMITTEE CONDUCT A COMMENT PERIOD FOR CITIZENS PARTICIPATION</td>
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<td><strong>GOAL:</strong> INTEGRATE THE SYSTEM GEOGRAPHICALLY</td>
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**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,

RAYMOND HESS
Director of Planning Services

SNS Item #9
October 27, 2016
Non-Consent