REGIONAL TRANSPORTATION COMMISSION OF CLARK COUNTY

RESOLUTION NO. 123

SUPPORT FOR THE CITY OF LAS VEGAS DOWNTOWN HIGH OCCUPANCY VEHICLE AND CONGESTION PRICING STRATEGY

WHEREAS, The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) has provided funding for congestion mitigation and air quality improvement projects, within carbon monoxide non-attainment areas, which contribute to attainment of the National Ambient Air Quality Standard (NAAQS); and

WHEREAS, The Las Vegas Valley (Hydrographic Basin 212) has been found to be in non-attainment for carbon monoxide and must, under the provisions of the Clean Air Act Amendments of 1990, demonstrate attainment of the NAAQS by 1995; and

WHEREAS, Transportation-related, mobile source, emissions of carbon monoxide have been identified as the major contributor to the Valley's non-attainment status; and

WHEREAS, The initiation of travel demand management measures, and specifically vehicle trip reduction programs such as the encouragement of high occupancy vehicle use, have been recognized in the Congestion Management Plan, the Regional Transportation Plan Update (RTP Update) , the Transportation Improvement Program (TIP), and the State Air Quality Implementation Plan as making valuable contributions to carbon monoxide reductions; and

WHEREAS, The City of Las Vegas has proposed to implement a Downtown high occupancy vehicle and congestion pricing strategy aimed at providing an economic incentive, in the form of discounted parking rates, to multiple occupant vehicles; and

WHEREAS, An air quality analysis indicates that a reduction in the daily volume of mobile source carbon monoxide pollutant emissions can be reasonably anticipated from the implementation of the City proposal; and

WHEREAS, The City of Las Vegas proposal is found to be consistent with the recommendations of the Congestion Management Plan, the RTP Update, the TIP, the State Implementation Plan, and Federal guidance for the administration of Congestion Mitigation/Air Quality Improvement Program funding.

NOW, THEREFORE, BE IT RESOLVED that the Regional Transportation Commission does hereby support and endorse the City of Las Vegas proposal for the implementation of a Downtown High Occupancy Vehicle and Congestion Pricing Strategy.

BE IT FURTHER RESOLVED that the Regional Transportation Commission does amend the Clark County Transportation Improvement Program: Fiscal Years 1993-1995 to include the proposed facility.

BE IT STILL FURTHER RESOLVED that the Regional Transportation commission requests that the Nevada Department of Transportation provide careful and thorough consideration to funding the City's proposal under the ISTEA Congestion Mitigation/Air Quality Improvement Program provisions.

PASSES, APPROVED & ADOPTED this 11th **day of** May**, 1992**

Regional Transportation Commission

By: B L Woodbury
BRUCE L. WOODBURY, Chairman

ATTEST:

Laura A Toya
LAURA A. TOYA, Executive Secretary

DOWNTOWN LAS VEGAS HIGH OCCUPANCY VEHICLE and CONGESTION PRICING STRATEGY

INTRODUCTION

The City of Las Vegas, Nevada (the City) is proposing to implement a downtown congestion mitigation parking strategy. At the request of the City, the Regional Transportation Commission (RTC) Planning Division has conducted an evaluation of the anticipated transportation system benefits associated with the proposal. The City's intent is to increase high occupancy vehicle (HOV) usage by visitors, residents, and downtown employees. The evaluation documented herein identifies the reductions in mobile-source air pollutant emissions and intersection traffic congestion that may occur if a comprehensive congestion pricing strategy is adopted.

The programmatic elements of the strategy include:

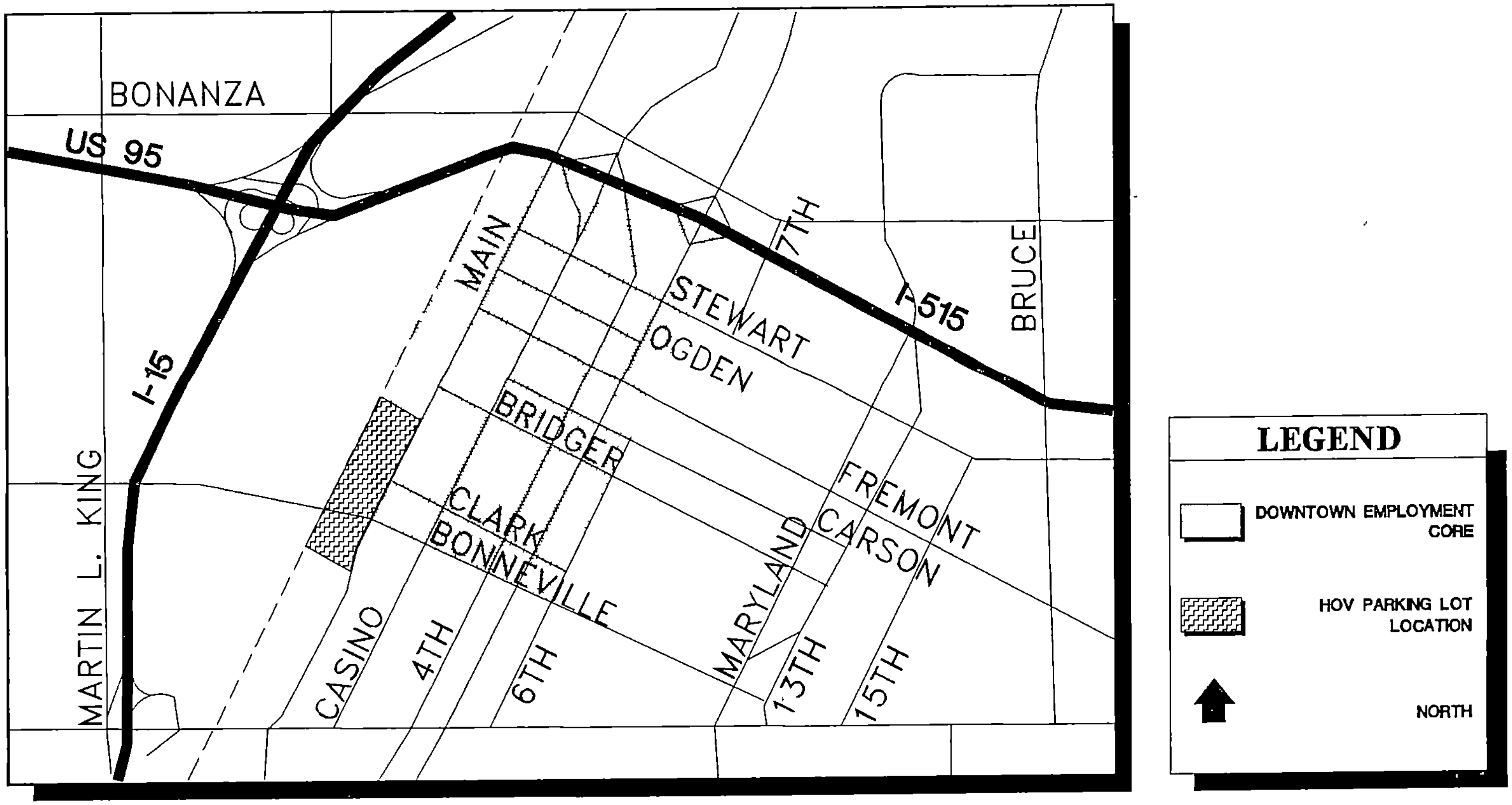
(1) Construction of a covered public parking facility on the perimeter of the downtown core (Figures 1 & 2).

(2) Establishment of a tiered pricing structure at the facility, that affords high occupancy vehicles (carpools) a substantial discount.

(3) Provision of free, regular and frequent shuttle service between the HOV parking facility and major downtown employment and visitor centers.

The City believes the **implementation** of a congestion mitigation strategy is consistent with previously adopted plans, and that it is not itself simply another study or analysis.

April 23, 1992



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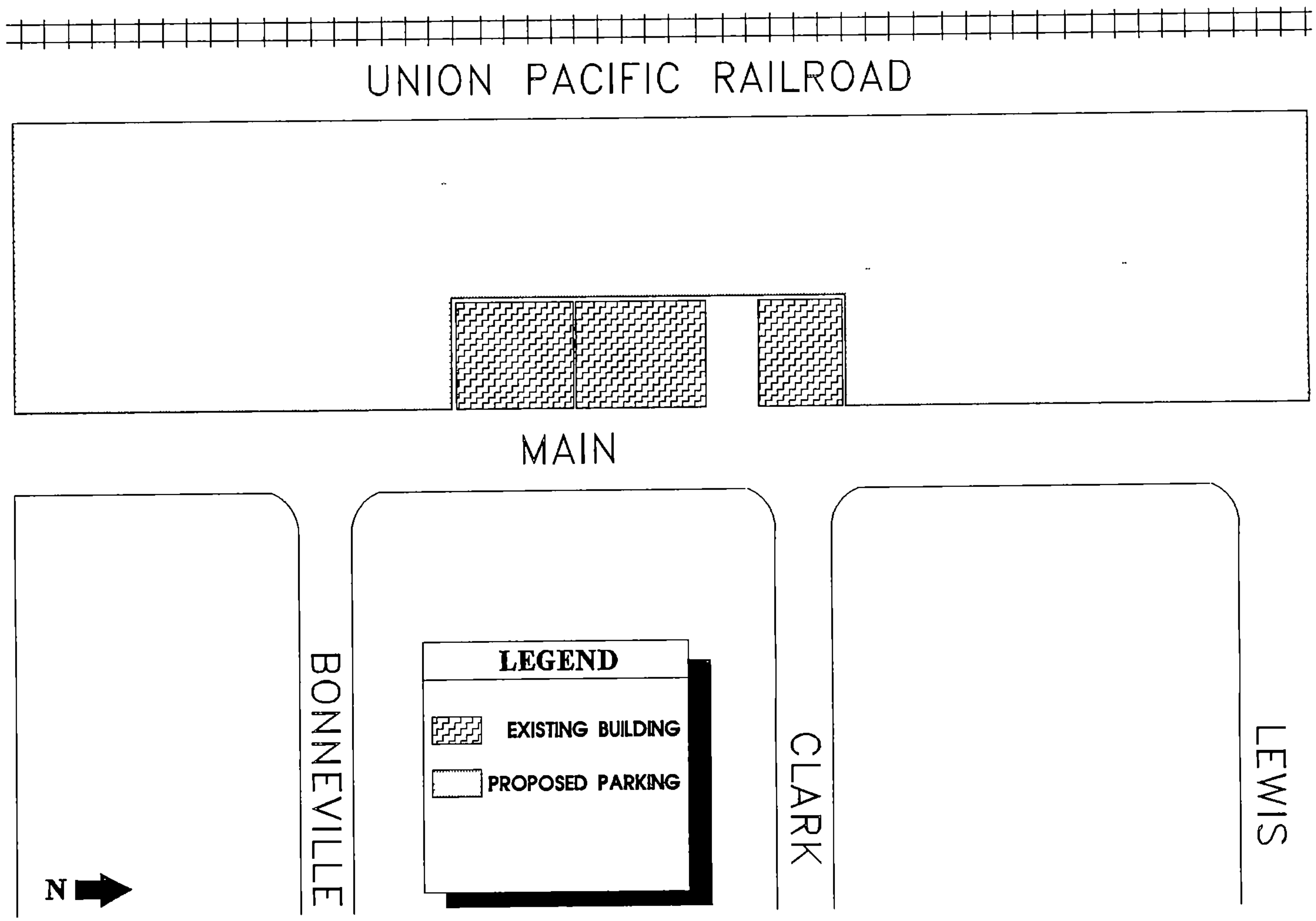
Source: *City of Las Vegas/Regional Transportation Commission*

FIGURE 1: PROPOSED HOV PARKING LOT SITE LOCATION

REGIONAL TRANSPORTATION COMMISSION



CITY OF LAS VEGAS/ REGIONAL TRANSPORTATION COMMISSION

FIGURE 2: PROPOSED HOV PARKING LOT SITE PLAN

The net effect of the congestion strategy will be to impose an added out-of-pocket cost to on-street parking and single occupant vehicle trips into the downtown core. The incentives provided to those arriving in high occupancy vehicles of 2 or more passengers will include free covered parking in a security monitored lot, and free shuttle service to/from major downtown destinations.

The benefits of this comprehensive and multi-faceted project may provide include:

a) expeditious implementation of a transportation control measure identified in the State Air Quality Implementation Plans for carbon monoxide and particulate matter (PM10);

b) economic incentives for those willing to make high occupancy vehicle (carpool) trips;

c) economic disincentives for those continuing to use single occupant vehicles;

d) the potential for air quality improvement and traffic congestion mitigation; and,

e) additional downtown parking capacity to meet the needs of the visitors and residents alike.

Further, the project is deemed to be consistent with the travel demand management goals and objectives identified in the Regional Transportation Plan Update, the Congestion Management Plan, and reflected in the air quality conformity determination for the Clark County Transportation Improvement Program: FY'93-95.

PROBLEM IDENTIFICATION

The City of Las Vegas' 1990 Downtown Las Vegas Parking Study called for the establishment of a remote "park-and-ride" facility in the Southwest quadrant of downtown. This recommendation was supported by an analysis of existing parking supply and demand, and projections of future parking space shortages.

A 1989 survey conducted for the Downtown Parking Study found that:

a) during peak periods 3 employee vehicles enter downtown for each visitor-driven vehicle.

b) the average auto occupancy rate for the employee vehicles is 1.2 as compared to 2.5 persons per visitor vehicle.

c) 35% of the downtown employees who responded to the survey would utilize a free satellite parking lot served by a free shuttle service if it were made available.

The Downtown Las Vegas Parking Study inventory showed there were approximately 1,344 on-street and 14,806 off-street parking spaces available within the core downtown area. The weekday demand, based on the observed spaces occupied, was found to average 60 percent with weekend evening demand in the casino district only slightly higher (61.5%). Parking duration on weekdays averaged 72 minutes with a turnover rate of 2.5 vehicles per 180 minutes.

Demand for the 16,150 available parking spaces, as shown in Table 1, reaches a weekday peak of 11,150.

TABLE 1

	EMPLOYEES	VISITORS	TOTAL DEMAND
Weekdays	8,944	2,206	11,150
Weekends	5,064	2,822	7,886

source: Downtown Las Vegas Parking Study, 1990

Previous research and studies, cited in the Downtown Las Vegas Parking Study, has shown that at any one time up to 15 percent of parking spaces go unfilled due to the parkers leaving or entering the lot, illegal parking and the perception by parkers that a lot is full when occupancy rates reach 85 percent. Allowing for this 15 percent "buffer," the existing parking space demand was set at 13,120 and reflects a surplus of 3,030 spaces.

As reported in the Downtown Parking Study, demand for parking space will increase, even under a low growth scenario, to exceed 20,400 spaces by the year 2000 (Table 2). This would result in a 4,000+ parking space deficit unless additional capacity is provided.

TABLE 2

	Number of Parking Spaces Required Peak Period - Year 2000		
Existing Supply	Low Growth Scenario	Moderate Growth Scenario	High Growth Scenario
16,150	20,440	20,800	21,310

The daily influx of vehicles into the downtown core contributes to traffic congestion on the arterials and collectors linking downtown with the regional freeway/expressway system and with local residential neighborhoods. The delays incurred both on I-15/515, US-95, and the surface streets have regional mobility ramifications, not the least of which is the degradation of the Valley's air quality.

The Las Vegas Valley (Hydrographic Basin No. 212) has been determined to be in nonattainment of National Ambient Air Quality Standards (NAAQS) for carbon monoxide (CO) and particulate matter (PM10). The Clean Air Act Amendments of 1990 (CAAA) mandate that

Clark County plan for and implement programs designed to reduce the daily contribution of CO and PM10 pollutants.

Key elements of the County's PM10 and CO Air Quality Implementation Plans are a variety of transportation control measures that include demand management options designed to mitigate the reliance on single occupant vehicles and improve overall operational efficiency.

POLICY BASIS FOR PROJECT IMPLEMENTATION

The RTC Planning Division has assisted the City of Las Vegas in assessing the policy basis for using federal funds for a portion of the project's cost through a review of federal legislation and prior local planning work.

The Downtown Las Vegas Parking Study found that a parking/transit strategy could reduce dependency on single occupant vehicles and improve the accessibility of the downtown core area. The Study went on to specifically recommend that the City undertake construction of a new lot with the dedication of parking spaces to carpool/vanpool users and the extension of the Downtown Trolley routes to shuttle between the lot and downtown casinos/offices.

The RTC's Congestion Management Plan (CMP), completed in 1990, established the RTC Commissioners' commitment to fund and implement Transportation Demand Management and High Occupancy Vehicle project development. Of particular significance, the CMP found it appropriate to:

> treat various high occupancy modes whether bus, vanpool, or carpool, as comparable trip reduction tactics deserving of public investment and provide financial support for any type of HOV use even non-traditional (non-transit) ones.

The Regional Transportation Plan Update (RTP Update), adopted by the RTC in January, 1992, establishes target mode shares for the year 2000.

	Peak Period Total Trips	Daily Total Trips
Single Occupant Vehicles	78%	69%
Multiple Occupant Vehicles	20%	30%
Transit	2%	1%

Attainment of these goals will increase the region's average vehicle occupancy rate from its 1990 level of 1.30 to 1.35. This equates to an approximate 4% reduction in vehicle trips.

The RTP Update also commits the RTC to institute a program of Transportation Demand Management (TDM) measures. One TDM component, an employer-based Rideshare Matching Service, has already been initiated. The RTC's intent is to concentrate on employment centers, such as downtown, and work cooperatively with public and private employers to increase awareness of Rideshare advantages and opportunities. The City of Las Vegas' timely construction of the proposed HOV parking facility will complement the RTC's Rideshare promotion and can enhance the potential success of RTC efforts to encourage HOV usage.

The Las Vegas Valley PM10 Air Quality Implementation Plan has been developed and adopted by the Clark County Board of County Commissioners to abate particulate matter (PM10) air pollution. It recommends emissions control strategies in an effort to attain and maintain PM10 National Ambient Air Quality Standards. Entrained dust from paved roads is identified in the AQIP as a major source of PM10 emissions. Preventive measures include those which restrict the deposition of loose material on the road surfaces and a reduction in the anticipated growth in Vehicle Miles Traveled. TDM programs which promote carpooling (reduce single occupant vehicle use) are recognized in the AQIP as offering the most potential for reducing congestion and VMT within the Valley. The AQIP also encourages the provision of facilities providing preferential treatment for high occupancy vehicles.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) delineates the RTC's responsibility, as the designated metropolitan planning organization (MPO), to provide for the effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies. The federal government's commitment to air quality improvement is such that in an area which is classified as nonattainment for carbon monoxide no federal funds may be programmed that will increase the capacity for single occupant vehicles unless that project is part of a region-wide congestion management system.

Indeed, the ISTEA provides a specific funding set aside for projects oriented towards air quality and congestion mitigation improvements. Interim guidance for the obligation of Congestion Mitigation and Air Quality Improvement (CMAQ) funds was issued by the Federal Highway Administration (FHWA) on February 20, 1992. The eligibility for these funds require the project to:

* Contribute to attainment of NAAQS.
* Come from a conforming transportation plan and transportation improvement program (TIP).
* Be consistent with the conformity provisions contained in Section 176(c) of the Clean Air Act.

The FHWA and the Environmental Protection Agency (EPA) have agreed that projects may be funded without a project level conformity analysis or further consultation with EPA when meeting the following criteria:

1. Transportation activities in an approved State Implementation Plan (SIP).
2. The transportation control measures (TCMs) included in Section 108(b)(1)(A) of the Clean Air Act Amendments of 1990, except as excluded by the ISTEA.
3. Developing and establishing management systems for traffic congestion, public transportation facilities and equipment, and intermodal transportation facilities and systems.

Congress has authorized a fiscal year 1992 expenditure in excess of $4 million for such projects within the State of Nevada. The Federal share for eligible activities and projects is 80 percent.

The City recognizes that the Nevada Department of Transportation (NDOT) has not, as yet, established the procedures by which Congestion Mitigation and Air Quality Improvement (CMAQ) funds will be allocated between the State's two nonattainment areas (Washoe County and Clark County). It is the City's desire that delays in allocating much needed funding for the implementation of CMAQ programs be avoided.

BENEFIT SUMMARY

The regional travel demand (TRANPLAN) model was used to assess the demand for parking and hence the viability of a congestion pricing strategy. Extracted from the model's 1992 scenario were estimates of total trip interchanges between the downtown core and the balance of the metropolitan area. Daily there are 245,000 person trip originations or destinations (188,500 vehicle trips) occurring downtown. This assumes an average vehicle occupancy of 1.30 as reported in the RTP Update and substantiated by the UNLV Transportation Research Center.

Given a regional average speed of 28.5 mph (Transportation Improvement Program:FY'93-95), and an average trip length of 10.5 minutes (RTC Household Travel Survey, 1990), daily travel totals associated with downtown trips can be generated. The vehicle hours traveled (VHT) associated with the 188,500 downtown vehicle trips can be approximated by multiplying the number of trips by the average travel time (10.5 minutes or 0.175 hours): VHT = 32,987.5 hours. Vehicle miles travelled (VMT) is then the product of these hours of travel and the regional average speed (28.5 mph): VMT = 940,144 miles.

The proposed HOV parking facility will include 1,250 spaces. Table 3 presents the regionwide, daily air quality benefits which might reasonably be anticipated at various levels of HOV usage of the parking lot. Each scenario has assumed that one-half of the HOVs would carry a two-person carpool and one-half would carry a three-person carpool. The carbon monoxide (CO) and particulate matter (PM10) emission rate factors were drawn from the Clark County Transportation Improvement Program: FY'93-95, prepared by the RTC in February, 1992.

TABLE 3

% of Total Spaces Occupied by HOVs	10%	25%	40%	60%	75%
Vehicle Trip Reduction	188	469	750	1,125	1,406
VMT Reduction	935	2,338	3,741	5,611	7,014
VHT Reduction	33	82	131	197	246
CO Emission Reduction (grams)	13,728	34,320	54,912	82,369	102,961
PM10 Emission Reduction (grams)	986	2,465	3,944	5,917	7,396

A proposal, such as this HOV parking facility, which seeks to minimize vehicle trips provides the maximum in emission reduction benefits. The emission regime of the average vehicle trip finds a significant percentage of the emission volume occurs regardless of the trip length or speed. Thus, recent research has concluded that only through the total elimination of trips are significant reductions in emissions to be gained. Specifically, TDM strategies such as parking management, land use controls and gas taxes have the "most significant impact on peak and off-peak trips." Modeling has demonstrated that an aggressive parking management program could result in as much as a 5.1% decline in VMT with an accompanying decline in CO, PM10, hydrocarbon (HC) and oxides of nitrogen (NOx) emissions. [William Loudon and Deborah Dagang, "Predicting The Impact of Transportation Control Measures On Travel Behavior and Pollutant Emissions"; Transportation Research Board, 1992 Annual Meeting]

A U.S. Department of Transportation publication, The Coordination of Parking with Public Transportation and Ridesharing, indicates that "parking policies such as preferential parking for carpools and vanpools can increase the attractiveness of ridesharing where no adequate public transportation exists.." Specifically, this report cites preferential parking and a differential price structure based on vehicle occupancy as strategies widely employed by both the public and the private sector. In Seattle, Washington, carpools of three or more persons can register for a permit entitling them to free downtown parking at any of 615 designated carpool spaces. The Prudential Insurance Company in Boston reported that at least 34% of their employees shifted to carpools when a $2.50/day parking fee was dropped for HOVs of three or more.

A Portland, Oregon program is quite similar to efforts in Las Vegas, with the development of the HOV parking facility linked with efforts at providing Rideshare matching services. Again, Portland has found the Rideshare to be particularly effective when incentives such as discounted carpool parking and park-and-ride lots are provided (Ridesharing - Transportation Demand Management,TRB 1989).

As an alternative to reduced parking rates for carpools, employers may provide a subsidy that varies according to vehicle occupancy. An example, cited by the US DOT, of this type of differential parking rate structure which been applied by some private firms is shown in Table 4.

TABLE 4

	% of Parking Cost Paid by Employer
Single Occupant Vehicle	0%
Two-person Carpool	50%
Three + person Carpool	100%

PROPERTY ACQUISITION and DEVELOPMENT COSTS

The City of Las Vegas evaluated the merits of the proposed site against possible alternative locations. It is the City's contention that no comparable site is currently available which meets the access, congestion mitigation and air quality improvement benefits as outlined in the project introduction. The Main Street and Bonneville site is close enough to all downtown employers and attractions to realisticly be of use to visitors and residents. Additionally, the site overlays the proposed Bonneville underpass of the Union Pacific Railroad and thus could conveniently serve persons heading to the new Clark County office complex being constructed immediately to the West. This locational consideration is critical because the change of mode and any resultant increased travel time associated with use a remote parking lot can be a strong disincentive to commuter use.

The City has prepared preliminary property acquisition and improvement development cost estimates. The City's analysis considered two options. A preferred scenario would involve fee simple purchase of the parcel from the Union Pacific Railroad. As an alternative the lease of the property was also considered. This would require less initial capital but a greater long term operating cost.

Under either scenario the annual operating costs are estimated, at $108,000. A portion of the proposed on-street parking meter revenue increase is intended to finance this facility's operational expenses.

Option A: Anticipated Preliminary Project Cost Estimate - Property Purchase

Purchase of Property - UPRR Sale	$2,800,000
Paving and Striping	1,065,500
Lighting	298,000
Access Control	96,000
Security	46,000
Landscaping	20,000
TOTAL PURCHASE and IMPROVEMENTS	$4,325,500

Option B: Anticipated Preliminary Project Cost Estimate - Property Lease

Lease of Property (13 year term) at $220,000 per year	$2,860,000
Paving and Striping	1,065,500
Lighting	298,000
Access Control	96,000
Security	46,000
Landscaping	20,000
TOTAL PURCHASE and IMPROVEMENTS	$4,385,500

The next steps of the process include:

1) Selection of a real property appraiser.

2) Establishment of minimum standards for the appraisal consistent with commonly accepted practices and FHWA/NDOT guidelines.

3) Conduct of a detailed appraisal reflecting, to the extent possible:

   a) valuation data
   b) purpose function of the appraisal
   c) adequate description of the physical characteristics of the property
   d) statement of observed encumbrances, if any
   e) title information, location, zoning and present use
   f) analysis of the highest and best use
   g) a minimum five year sales history
   h) all relevant and reliable approaches to value consistent with commonly accepted appraisal practices
   i) description of comparable sales, including a description of all relevant physical, legal and economic factors
   j) statement of the value of the real property
   k) effective date of valuation, date of appraisal, signature and certification of appraisal

4) A review of federal privatization requirements and an assessment of private verses public operation scenarios for the new facility.

5) Initiation, by the City, of a request to alter the downtown Trolley route, thus providing service to the new HOV parking facility.

KEYS TO SUCCESS

The constructing of a facility for high occupant vehicle use will not, by itself, ensure an increase in carpooling. Rather, the City of Las Vegas proposal has to be implemented within the context of a broader strategy. The components of this overall commitment to vehicle trip reduction, congestion relief and air quality improvement comprise the keys to successfully attaining the project's full benefit.

Four strategic elements can readily be identified.

Increase the Cost of ALL Downtown Single Occupant Vehicle (SOV) Parking - This would include increasing the rates at on-street meters from the current $0.25/hour as well as the rates charged in off-street lots. Given that the reported average vehicle occupancy rate for visitors in the Downtown core is 2.5, an increase in SOV parking rates should have limited impact on tourist attraction to Downtown.

Reduce the Geographic Area Within Which Free On-street Parking is Available - This action naturally parallels the increase in the hourly metered parking rates.

Reduce the Supply of SOV Parking Spaces - Eliminate single occupant vehicle parking along certain streets and in vacant lots around Downtown. This will provide the added benefits of opening street capacity now lost to curb parking and reducing particulate matter (PM10) pollution resulting from the dust created by vacant lot parking.

Promote and Encourage the Use of Carpools - The RTC is working with several Downtown employers, assisting in the creation of employee carpools. This should be expanded to all major employers with minimum required employee participation rates established. Carpool users should enjoy low cost, close-in and secure parking with shuttle service to their final destination.

Finally, the benefits of improved air quality and reduced congestion will be enjoyed regionally. Thus, effects toward reduced single occupant vehicle commuting need the political support and commitment of all local entities.

ACTION RECOMMENDATION

The recommended action would lead to the implementation of a downtown congestion pricing strategy and includes:

1) Completion of an environmental assessment of the proposal and receipt of an appropriate finding which will permit the project to proceed.

2) Obtaining a long-term lease, or title, to an approximately 11.25 acre site located west of Main Street in the southwest quadrant of the downtown core (Figures 1 and 2). This site should provide adequate space for approximately 1,250 new, covered public parking stalls.

3) Completion of on-site improvements including paving, lighting, fencing, and the erection of sun-shades and a fee collection booth/security officer shelter.

4) Operation of the lot with 24 hour attendance. Parking fees will be set to encourage high occupancy vehicle use. As an example, the daily/monthly parking fees could be set at:

   Single Occupant Vehicle - $1.00/$20.00
   Two Occupant Vehicle - $0.50/$3.00
   Three+ Occupant Vehicle - FREE/FREE

5) Provision of FREE Trolley shuttle service between the lot and the downtown's employment centers and visitor attractions. As envisioned, the Trolley would depart the lot at least every 20 minutes, with more frequent service during peak demand periods.

6) Institution of a similar parking fee schedule at other City metered public parking lots.

The City of Las Vegas believes this action conforms to the policies and objectives of the Clean Air Act Amendments of 1990, the Intermodal Surface Transportation Efficiency Act of 1991, and the Regional Transportation Plan Update. More specifically, it is felt that this project serves to achieve the intent of the Congestion Mitigation/Air Quality Improvement Program in that it:

a) is an innovative and immediate action solution to the Las Vegas Valley's traffic congestion.

b) is consistent with the transportation-related air pollution mitigation activities identified in the Clark County PM10 Air Quality Implementation Plan and anticipated to be included in the carbon monoxide AQIP currently being prepared.

c) conforms to the eligibility provision of Section 108(b)(1)(A) of the CAAA of 1990 in that it provides a transportation corridor parking facility serving multiple occupancy vehicles and transit service, and it is designed to limit single occupant vehicle use in a downtown area characterized by high emission concentrations during periods of peak traffic volume.

PREVIOUS WORK

Congestion Management Plan (1990)
Downtown Las Vegas Parking Study (1990)
Regional Transportation Plan Update (1991)
Transportation Improvement Program, FY'93-95
PM10 Air Quality Implementation Plan, Clark County, NV (1991)

MAY 06 1992

CITY OF LAS VEGAS
DOWNTOWN REDEVELOPMENT AGENCY

AGENDA DOCUMENTATION

Date ~~May 6, 1992~~

TO:	FROM:
REDEVELOPMENT AGENCY	WILLIAM J. NOONAN EXECUTIVE DIRECTOR

SUBJECT: DISCUSSION AND POSSIBLE ACTION TO ADOPT THE EMPLOYMENT PLAN POLICY FOR REDEVELOPMENT PROJECTS

PURPOSE / BACKGROUND

During the 1991 Legislative session, the Nevada Legislature passed Assembly Bill 664 which requires that proposals for redevelopment projects contain employment plans. The employment plan must outline the methods an employer will utilize to employ the target groups identified by the State legislature; who are:

1) economically disadvantaged
2) physically handicapped
3) members of racial minorities
4) veterans
5) women

Staff has prepared a policy which has been reviewed by the City Attorney's office.

A copy of the Law (Attachment "1") and the policy (Attachment "2") are attached for your review.

FISCAL IMPACT

None

RECOMMENDATIONS

It is the recommendation of the Executive Director that the Agency Board adopt the employment plan policy.

Agenda Item

IV. C.

Assembly Bill No. 664—Assemblymen Arberry an[illegible] dell Williams

CHAPTER 621

AN ACT relating to the redevelopment of communities; requiring a proposal for a project of redevelopment to include an employment plan; and providing other matters properly relating thereto.

THE PEOPLE OF THE STATE OF NEVADA, REPRESENTED IN SENATE AND ASSEMBLY, DO ENACT AS FOLLOWS:

Section 1. NRS 279.572 is hereby amended to read as follows:

279.572 *1.* Every redevelopment plan must show:

[1.] *(a)* The amount of open space to be provided and the layout of streets.

[2.] *(b)* Limitations on type, size, height, number and proposed use of buildings.

[3.] *(c)* The approximate number of dwelling units.

[4.] *(d)* The property to be devoted to public purposes and the nature of those purposes.

[5.] *(e)* Other covenants, conditions and restrictions which the legislative body prescribes.

[6.] *(f)* The proposed method of financing the redevelopment plan in sufficient detail so that the legislative body may determine the economic feasibility of the plan.

2. As appropriate for the particular project, each proposal for a project must also include an employment plan. The employment plan must include:

(a) A description of the existing opportunities for employment within the area.

(b) A projection of the effect that the redevelopment project will have on opportunities for employment within the area.

(c) A description of the manner in which an employer relocating his business into the area plans to employ persons living within the area of operation who are:

(1) Economically disadvantaged.

(2) Physically handicapped.

(3) Members of racial minorities.

(4) Veterans.

(5) Women.

ATTACHMENT "1"

Pg. 051
May 06, 1992

ATTACHMENT "2"

EMPLOYMENT PLAN POLICY

A. What is the purpose of the Employment Plan Policy?

The purpose of this Employment Plan policy is to encourage developers and build-to-suit owners/lessees participating in a redevelopment project funded by the Redevelopment Agency to hire individuals of specially targeted population groups who live within the area of operation and who are economically disadvantaged residents, physically handicapped, members of racial minorities, veterans or women.

B. Who must submit Employment Plans?

1. Developers: As appropriate for the redevelopment project, the developer shall submit to the Redevelopment Agency an employment plan for the construction phase of the redevelopment project in accordance with the requirements of this policy. For purposes of this policy, a "developer" means any person or entity who is proposing to construct commercial, office, retail or industrial space with the assistance of the Redevelopment Agency and includes both developers of speculative space and build-to-suit developers.

   A "developer of speculative space" means any developer who constructs commercial, office, retail or industrial space for the purpose of conveying or leasing to an unknown owner and/or tenant. A "build-to-suit developer" means any developer who constructs commercial, office, retail or industrial space in accordance with the customized specifications of a known owner and/or lessee to whom the space will be conveyed or leased upon completion of the redevelopment project.

2. Build To Suit Owners/Lessees: As appropriate for the redevelopment project submitted by a build-to-suit developer, the owner/lessee for which the redevelopment project is to be constructed shall submit to the Redevelopment Agency an employment plan for the post construction phase of the redevelopment project in accordance with the requirements of this Policy.

   For purposes of this Policy, "build-to-suit owner/lessee" means the owner and/or lessee of commercial, office, retail or industrial space which has been constructed by the developer to the customized specifications of the owner/lessee.

3. Owners/Lessees: An owner/lessee of speculative commercial, industrial, office or retail space shall be exempt from submitting an employment plan.

C. What is the term of the Employment Plan?

1. The developer shall adhere to the employment plan only during the construction phase of the development.

2. The build-to-suit owner/lessee shall adhere to the employment plan for four (4) years beginning with the start of construction.

D. What information must the developer provide in the employment plan?

The developer shall provide the Agency with a list and amount of all contracts to be let for the construction of the redevelopment project.

E. What procedures shall the Developer adhere to?

The developer is required to submit an employment plan for the construction phase of the redevelopment project, and shall be referred to the City's Minority Vendors Listing. The developer shall notify the vendors identified in the Minority Vendors Listing of all contracts to be let for the redevelopment project. A copy of the notification shall be submitted to the Redevelopment Agency.

F. What information must be in the employment plan submitted by build-to-suit Owner/Lessee?

1. **A description of the existing opportunities for employment within the area.** This information is available from the Nevada Employment Security Department. The Agency shall make every effort to assist the build-to-suit owner/lessee in obtaining this information for inclusion in the employment plan.

2. **A projection of the effect that the redevelopment project will have on opportunities for employment within the area.** In other words, the number of new jobs created as a result of the redevelopment project and a description of the skills required to fill the positions. The build-to-suit owner/lessee must supply this information to the Redevelopment Agency.

3. **A description of the manner in which the build-to-suit owner/lessee relocating his business or creating a new business in the area plans to employ persons (if additional employees are determined to be necessary) living within the area of operation who are:**

   a. economically disadvantaged
   b. physically handicapped
   c. members of racial minorities
   d. veterans
   e. women

   The build-to-suit owner/lessee shall, as part of the employment plan, identify one or more of the following referral agencies for the purpose of receiving qualified job applicants:

a. Nevada Employment Security Department
b. Nevada Business Services
c. Nevada Black Chamber of Commerce
d. Latin Chamber of Commerce
e. Las Vegas Indian Center
f. Nevada Association for the Handicapped
g. Nevada Welfare Department
h. Women's Development Center
i. St. Vincent's Job Desk
j. Community College of Southern Nevada
k. Bureau of Vocational Rehabilitation of Southern Nevada

G. <u>What procedural guidelines must build-to-suit Owner/Lessee follow?</u>

1. The build-to-suit owner/lessee agrees to notify in writing the referral agency of job positions available for hire at least 30 working days prior to the employer's anticipated hiring date.

2. Such written notification shall include a description of the required job qualifications, the rate of pay, the anticipated hiring date, and the date by which the referral agency must refer qualified applicants to the build-to-suit owner/lessee in order to be considered for hiring to the vacant position including management, technical and professional positions.

3. The build-to-suit owner/lessee need not notify the referral agency of any vacancy to be filled by an internal promotion from his own work force.

4. In the event that the referral agency fails to refer qualified individuals for consideration of the vacant job openings of which the build-to-suit owner/lessee has notified the referral agency, the build-to-suit owner/lessee will be free to directly fill any and all remaining positions for which no qualified applicants have been referred by the referral agency.

5. The build-to-suit owner/lessee shall make the final decision on hiring new employees but shall be encouraged to select employees from among qualified persons referred by the referral agencies.

6. The build-to-suit owner/lessee will not discriminate against any applicant for employment because of race, religion, age, handicap, color, sex or national origin.

7. The Redevelopment Agency shall be copied on all written correspondence between the build-to-suit owner/lessee and the referral agency.

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H. <u>What are the Reporting Requirements</u>?

1. The developer shall inform the Agency of the selected bidder after the bid is awarded, including a justification for not selecting the minority vendor, if such is the outcome. Backup documentation shall be provided to the Agency, as requested.

2. The build-to-suit owner/lessee shall submit a report to the Redevelopment Agency within thirty (30) calendar days after the end of each calendar quarter. This report will address the number of referrals hired and retained (continuously employed) during each quarter. This reporting requirement will end four (4) years from the start of construction.

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