ASSEMBLY BILL NO. 33–COMMITTEE
ON GROWTH AND INFRASTRUCTURE

(ON BEHALF OF THE JOINT INTERIM STANDING COMMITTEE
ON GROWTH AND INFRASTRUCTURE)

PREFILED NOVEMBER 4, 2026

Referred to Committee on Government Affairs

SUMMARY—Revises provisions governing regional transportation commissions. (BDR 22-434)

FISCAL NOTE: Effect on Local Government: May have Fiscal Impact.
Effect on the State: No.
Effect on the State Highway Fund: No.

~

EXPLANATION – Matter in ***bolded italics*** is new; matter between brackets **[**~~omitted material~~**]** is material to be omitted.

AN ACT relating to regional transportation commissions; authorizing certain regional transportation commissions to engage in transportation projects and construct, develop and operate high-capacity transit systems; and providing other matters properly relating thereto.

Legislative Counsel's Digest:

Existing law authorizes a regional transportation commission in a county whose population is 700,000 or more (currently Clark County) to: (1) provide grants of money to conduct research for and otherwise develop and implement certain transportation projects; (2) enter into agreements with private entities for certain transportation projects in accordance with federal law; (3) impose civil penalties for unauthorized parking at a transportation facility; and (4) impose fees for the use of services or facilities of the commission. Existing law further authorizes such a regional transportation commission to construct, develop and operate a high-capacity transit system with the approval of the county or city which owns any public right-of-way. (NRS 277A.430) Existing law also requires such a regional transportation commission to enter into agreements with other local governments to coordinate and collaborate on the development of a project or high-capacity transit system to share the costs related to such projects. (NRS 277A.440) Existing law also authorizes such a regional transportation commission to use a turnkey procurement process or competitive negotiation process in connection with a high-capacity transit project. (NRS 277A.450)

Existing law provides that such a regional transportation commission may recommend the imposition of additional tax on the gross receipts of any retailer

from the sale of tangible personal property sold at retail. If the commission submits its recommendations to the board of county commissioners, the board of county commissioners may submit a question to the voters at the next general election asking whether the tax recommended by the commission should be imposed in the county. If a majority of the voters approve the question, the board of county commissioners is required to impose the approved tax at the rate specified in the question submitted to the voters. A board of county commissioners may only submit one such question to the voters, and any such general election must be held on or before December 31, 2028. (NRS 277A.470, 277A.480)

Section 1 of this bill revises the applicability of the provisions governing transportation projects and high-capacity transit systems to apply to a regional transportation commission in a county whose population is 100,000 or more (currently Clark and Washoe Counties).

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

Section 1. NRS 277A.410 is hereby amended to read as follows:

277A.410 The provisions of NRS 277A.400 to 277A.490, inclusive, apply only to a commission in a county whose population is ~~[700,000]~~ ***100,000*** or more.