February 1, 2018

Item #1

CITIZENS PARTICIPATION
Item #2

APPROVAL OF MINUTES

Item #3

TRAC GOALS, FRAMEWORK & AGENDA REVIEW
COMMITTEE GOALS

• Learn about Southern Nevada’s mobility challenges, new developments and opportunities.

• Learn about smart communities, emerging technologies and how these efforts can impact and improve mobility, accessibility and safety in Southern Nevada.

• Obtain feedback and recommendations on how to best address and prioritize mobility solutions.

MEETING FRAMEWORK

Meeting 4 – April 5, 2018 – On Board Discussions About High Capacity Transit Initial Corridors, Transit Oriented Development and Maryland Parkway; Paratransit and Senior Services Update; Smart Mobility and Innovation Update

Meeting 5 – June 7, 2018 – On Board High Capacity Transit and Maryland Parkway Recommendations; Pedestrian Safety Discussion; Smart Mobility and Innovation Update; Projects of Regional Significance Update; Transit Funding Discussion and Peer Communities

Meeting 6 – August 2, 2018 – On Board High Capacity Transit, Resort Corridor, Maryland Parkway, and Traditional Transit Updates and Recommendations; Smart Mobility and Innovation Update; Projects of Regional Significance Update; Transit Funding Discussion

Meeting 7 – October 4, 2018 – On Board Study Overall Update; Smart Mobility and Innovation Update; Transit Funding Discussion and Peer Communities Review

Meeting 8 – December 6, 2018 – Final Recommendations and Next Steps
AGENDA REVIEW

- Transit and Community Engagement
- On Board update
- How Transit Transforms a Community
- Smart Mobility & Innovation
- Upcoming Events

TRAC

Item #4

TRANSIT AND COMMUNITY ENGAGEMENT
FIELD TRIP VIDEOS

TRAC
TRANSIT FIELD TRIPS

Item #5

ON BOARD UPDATE
The numbers don’t lie
ON BOARD COMMUNITY STAKEHOLDER MEETING

Wednesday, February 7
9 am or 3:30 pm

Nevada State Museum
at the Springs Preserve
309 S. Valley View Blvd.

MARYLAND PARKWAY
WHY MARYLAND PARKWAY?

Connects to the top 5 transit lines

High-productivity route

Links key destinations

93,096 Residents

85,685 Jobs

PROPOSED ROUTE

Las Vegas Medical District
12,000

Downtown Las Vegas
30,000

Sunrise Hospital
4,600

Boulevard Mall
1,000

UNLV
5,500 employees
30,000 students

McCarran International Airport
16,000

- Downtown to Airport
- 8.7-Mile Route
- Technology Options:
  - Bus Rapid Transit
  - Light Rail
- 25 Station Locations
  0.35-mile spacing
### BENEFIT / COST COMPARISON

<table>
<thead>
<tr>
<th></th>
<th>Existing Route 109</th>
<th>Enhanced Route 109</th>
<th>BRT Build Alternative</th>
<th>LRT Build Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership (opening year)</td>
<td>9,000</td>
<td>10,000</td>
<td>13,300</td>
<td>16,100</td>
</tr>
<tr>
<td>Average travel time (min)</td>
<td>49</td>
<td>49</td>
<td>41</td>
<td>32</td>
</tr>
<tr>
<td>Capital cost (2016 $ / YOE $)</td>
<td>$15M</td>
<td>$29M</td>
<td>$298M / $366M</td>
<td>$573M / $705M</td>
</tr>
<tr>
<td>O&amp;M cost (2016 $)</td>
<td>$5.9M</td>
<td>$6.8M</td>
<td>$7.2M</td>
<td>$11.5M</td>
</tr>
<tr>
<td>O&amp;M cost per boarding</td>
<td>$1.87</td>
<td>$1.94</td>
<td>$1.55</td>
<td>$2.04</td>
</tr>
</tbody>
</table>

### NEXT STEPS

- **April 16 – May 17** – public comment period
- **June 2018** – TRAC makes recommendations
- **June 2018** – RTC Board receives summary of community input and selects preferred alternative
INSIGHTS TO MOBILITY ALONG MARYLAND PARKWAY

- **Michael Saltman**, President, The Vista Group
- **Dr. Len Jessup**, President, UNLV
- **Jorge Cervantes**, Chief Operations and Development Officer, City of Las Vegas
- **Dr. Robert Lang**, Director, Brookings Mountain West

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**TRAC**

Item #6

HOW TRANSIT TRANSFORMS A COMMUNITY
IMPACT OF TRANSIT INVESTMENT

CAROLYN FLOWERS | AECOM SENIOR VICE PRESIDENT, TRANSIT MARKET SECTOR LEAD

CHALLENGES FACING THE REGION

MOBILITY, CONNECTIVITY, ACCESSIBILITY

CHANGING ROLE OF “TRADITIONAL” TRANSIT

NEW TECHNOLOGY, NEW PLAYERS
## POTENTIAL LOCAL & REGIONAL FUNDING SOURCES FOR TRANSIT

<table>
<thead>
<tr>
<th>Traditional Tax-and Fee-Based Funding Sources</th>
<th>Business, Activity, and Related Funding Sources</th>
<th>Revenue Streams from Projects</th>
<th>New “User” or “Market Based” Funding Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Revenues</td>
<td>Employer/Payroll Taxes</td>
<td>Joint Development</td>
<td>Tolling (fixed, variable, and dynamic; bridge and road)</td>
</tr>
<tr>
<td>Sales Taxes</td>
<td>Vehicle rental and lease fees</td>
<td>Value Capture/beneficiary charges</td>
<td>Congestion Pricing</td>
</tr>
<tr>
<td>Property Taxes</td>
<td>Parking Fees</td>
<td>Special Assessment Districts</td>
<td>Emission Fees</td>
</tr>
<tr>
<td>Contract or purchase-of-service revenues</td>
<td>Realty transfer tax and mortgage recording fees</td>
<td>Community improvement districts/community facility districts</td>
<td>VMT Fees</td>
</tr>
<tr>
<td>Lease revenues</td>
<td>Corporate franchise taxes</td>
<td>Impact fees</td>
<td></td>
</tr>
<tr>
<td>Vehicle Fees</td>
<td>Room/occupancy taxes</td>
<td>Tax-increment financing districts</td>
<td></td>
</tr>
<tr>
<td>Advertising revenues</td>
<td>Business License fees</td>
<td>Right-of-way leasing</td>
<td></td>
</tr>
<tr>
<td>Concession revenues</td>
<td>Utility Fees/taxes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Donations</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Business Taxes</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
VISION FOR THE FUTURE

Connecting the region

High performance modes and higher quality connections

Leveraging the transit investment to increase mobility

Programs predicated on federal participation in capital investment

Local funds contributing to match the federal investment

Specific projects defined in the plan

CRITERIA IN SELECTING AND EVALUATING FUNDING SOURCES

Local and state governance traditions and philosophies of taxation and spending

The types of transit agencies and services to be funded

The elements for which funding is being sought (e.g., ongoing agency programs or individual projects)

The type of source that is desired and that is appropriate (e.g., pay-as-you-go funding or debt financing [bonding])

Local and regional perspectives on the role of public transportation in the community now and in the future
DECISION CRITERIA

Revenue yield adequacy and stability

Cost efficiency in the application of sources

Equity in the application of the alternatives across demographic and income groups as well as regional jurisdictions

Economic efficiency in balancing who pays with who benefits from investments

Political and popular acceptability

Technical feasibility. Among these criteria, revenue

OVERVIEW OF THE DECISION FOR SALES TAX INITIATIVES

A Tale of Two Cities

Charlotte, NC | Los Angeles, CA
CHARLOTTE, NC

THE CHARLOTTE 2030 PLAN
MECKLENBURG COUNTY WIDE SALES TAX

• Sales tax is **7.25%**, consisting of **4.75%** North Carolina state sales tax and **2.50%** Mecklenburg County local sales taxes. The local sales tax consists of a **2.00%** county sales tax and a **0.50%** special district sales tax (used to fund transportation districts, local attractions, etc).

• It is collected by the merchant on all qualifying sales made within Mecklenburg County

• Mecklenburg County collects a **2.5%** local sales tax, the maximum local sales tax allowed under North Carolina law

• This county has a **higher sales tax** than 98% of North Carolina’s other cities and counties
Projected transit oriented development of $1.8B along light rail (outside of uptown light rail stations).
Los Angeles County has passed **four** transportation sales tax increases for a combined rate of **2.0%**.

**RECENT SALES TAX MEASURE**

**Measure M is Approved!**
GOALS OF MEASURE M

- Ease traffic congestion
- Repave local streets, repair potholes, and synchronize signals
- Make public transportation more accessible, convenient, and affordable for seniors, students, and the disabled
- Expand rail and rapid transit system
- Expand rail and rapid transit system
- Embrace technology and innovation
- Provide accountability and transparency
- Earthquake-retrofit bridges
- Make public transportation more accessible, convenient, and affordable for seniors, students, and the disabled
- Embrace technology and innovation
- Provide accountability and transparency

The following programs will receive the indicated funding over 40 years.

- **Bus & Rail Operations**
  - $39.9 Billion
  - (Metro and other city bus service, such as Big Blue Bus, Long Beach Transit, Foothill Transit, etc.)

- **Local Street Improvements**
  - $22.5 Billion
  - (Street/pothole repairs, signals, etc.)

- **State of Good Repair**
  - $3.4 Billion
  - (Keeping the system in good working condition)

- **Programs for Students, Seniors and the Disabled**
  - $3.4 Billion
  - (Keeping fares affordable)

- **Bike & Pedestrian Connections to Transit**
  - $2.4 Billion
  - (Including Safe Routes to School)

- **Regional Rail**
  - $1.9 Billion
  - (Metrolink)

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**Communicating to public:**

Infographic of sample costs
ADDITIONAL INFORMATION FOR MARYLAND PARKWAY RECOMMENDATION

Item #8

UPCOMING EVENTS
UPCOMING EVENTS

March 23, 2018 – TOD FIELD TRIP TO
SALT LAKE CITY

Item #9

OPEN DISCUSSION
Item #10

FINAL CITIZENS PARTICIPATION