August 28, 2019

Item #1

CITIZENS PARTICIPATION
APPROVAL OF MINUTES

TRAC GOALS & 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 input and feedback and make recommendations on how to best address and prioritize mobility solutions.

• Explore current and future mobility funding and resources.

MEETING FRAMEWORK

• **Meeting 2** – Thursday, October 3 at 2:30 p.m.

• **Meeting 3** – Thursday, November 7 at 2:30 p.m.

• **Meeting 4** – Thursday, December 5 at 2:30 p.m.
AGENDA REVIEW

- Major Project Update
- Transit System Update
- Transit Financial Overview
- Potential Transit Funding Sources
- Upcoming Events

Item #4

MAJOR PROJECT UPDATE
Reinventing Train Travel in America

- Privately-owned, built and operated high-speed passenger rail system, connecting strategic city pairs
- Currently operate in Florida with stations in Miami, Ft. Lauderdale and West Palm Beach; extension to Orlando under construction
- Focus on first-class customer experience
- Opportunities to expand nationwide, connecting other strategic city pairs
- “Too close to fly, too far to drive”
Our Current South Florida System

- Started construction in late 2014, completed late 2017
- Invested $1.5bn in equity; $2.7B in PABs; no operating subsidies; lease of state highway ROW
- Commenced operations in January 2018, opened Miami station in May 2018
- Executed a trademark and licensing agreement with Virgin Group and rebranding to Virgin Trains USA
- Operating hourly service along 67-mile corridor with stops in Miami, Fort Lauderdale and West Palm Beach

Stations Linked to Multiple Transit Options

1. Within five block radius of Miami’s Largest Destinations
2. Connecting three transit systems today collectively moving over 30 million people each year, and planned future connectivity to Tri-Rail
3. 130,000 sq. ft. of retail, shopping and dining
4. Fully integrated with first/last mile travel solutions – formed strategic partnership with Lyft for seamless pick-up/drop-off
Transit-Oriented Development

Virgin Miami Central

Las Vegas Expansion

Travel from Southern California to Las Vegas in 90 minutes at less than the cost of driving or flying

1. One-third of all visitors to Las Vegas originate from Southern California
2. Addressable market of 56 million annual trips\(^{(1)}\)
3. 1.5 hour train ride vs. nearly 3 hour drive with frequent departures
4. Multiple partnership opportunities with hotels and resorts
5. Will improve travel to the world’s top convention destination.

\(\text{(1)}\) Represents addressable market for the Las Vegas expansion as suggested by the Steer Davies Gleave Ridership & Revenue report.
Economic and Environmental Benefits for Nevada

$1.98 Billion
Direct economic impact to Nevada’s economy

1,000+
Jobs created through rail-line construction

460
Jobs created post rail-line construction

645 Million
Pounds of carbon removed from the air

$11 Million
Vehicle miles removed annually

4.5 Million
Cars removed from I-15 annually

Questions?

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(407) 803-3969
Item #5

TRANSIT SYSTEM UPDATE

ABOUT OUR TRANSIT SYSTEM
8/28/2019

PUBLIC TRANSIT TODAY

BUS SERVICE

SENIORS

64.4 Million Passenger Trips in FY 2019

39 Transit Routes

$114.4 Million Contracted Service Cost for FY 2019

VETERANS

PARATRANSIT

2500

Regional Transit
PARATRANSIT SERVICE

1.35 Million Total Rides in Fiscal Year 2019
$39.9 Million Contracted Service Cost for FY2019
Ride Fixed Route Free

SPECIALIZED SERVICES FOR SENIORS & VETERANS

63K Senior Trips Fiscal Year 2019
28K VMTN Trips Fiscal Year 2019

320K Downtown & Veterans Medical Center Express (DVX) Trips Fiscal Year 2019
$7.3 Million Contracted Service Cost for Senior/ Specialized Services Fiscal Year 2019
ENHANCING TRANSIT SAFETY

Transit Investments Thus Far:

- Re-location of bus shelters
- Improved lighting at bus shelters
- Improved security measures including implementation of LiveTrax

INNOVATION THROUGH MOBILITY ON DEMAND
PARATRANSIT RIDE ON-DEMAND PILOT

WORKFORCE MOBILITY PROGRAM
MICROTRANSIT ON THE STRIP

EXISTING TRANSIT CHALLENGES

- Declining Revenue and Ridership on Strip
- Limited Paratransit Service Area
- Limited Fixed Route Service in Developing Areas
- Limited Revenue Sources
**Item #6**

**TRANSIT FINANCIAL OVERVIEW**

**FY 2018 TRANSIT REVENUE FOR OPERATIONS**

<table>
<thead>
<tr>
<th>Source</th>
<th>Millions</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sales Tax</td>
<td>$155.1</td>
<td>65%</td>
</tr>
<tr>
<td>Fare Revenue</td>
<td>$75.1</td>
<td>32%</td>
</tr>
<tr>
<td>Transit Advertising</td>
<td>$3.8</td>
<td>2%</td>
</tr>
<tr>
<td>Operating Grants</td>
<td>$1.4</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Other</td>
<td>$2.0</td>
<td>1%</td>
</tr>
</tbody>
</table>

Total: $237.3
FY 2018 TRANSIT EXPENSES

MILLIONS

- Wages & Benefits: $17.5 | 7%
- Transfers: $11.3 | 5%
- Fuel: $9.8 | 4%
- Security: $8.4 | 4%
- Paratransit and Special Services Contract: $44.8 | 19%
- Other: $29.2 | 13%
- Fixed Route Contract: $110.3 | 48%

Total: $231.3 MILLIONS

TRANSIT EXPENSES FY18 – OTHER CATEGORY

MILLIONS

- Misc.: 0.1 | <1%
- Ticket Stock & Copying: 0.5 | 2%
- Insurance & Taxes: 0.6 | 2%
- Call Center, Fixed Route: 0.6 | 2%
- Consulting: 0.7 | 2%
- Certification: 720 | 3%
- Bike Share: 0.8 | 3%
- Furniture, Fixtures & Equipment: 0.9 | 3%
- Community Engagement: 0.9 | 3%
- Credit Card & Mobile Ticket Fees: 1.1 | 4%
- CNG Compression: 1.2 | 4%
- Bus Repair: 5.8 | 20%
- Shelter Cleaning/Maint.: 3.2 | 11%
- Utilities: 3.0 | 10%
- Facility Cleaning & Maint.: 2.0 | 7%
- Eqt. Maint.: 1.9 | 7%
- Land Rental: 1.7 | 6%
- Software Support: 1.7 | 6%
- Club Ride: 1.3 | 5%

Other Total: $29.2 MILLIONS
OPERATING REVENUE AND EXPENSE

DISCLAIMER: TRANSIT BUDGET ONLY

TRANSIT BUDGET & IMPACT ITEMS

- $14 Million Annual Cost for Fleet Replacement
- Decreasing Transit Ridership on Las Vegas Strip
DEFICIT FISCAL MANAGEMENT
WE HAVE BEEN HERE BEFORE

- Implemented hiring freeze
- Froze management pay
- Cut travel
- Cut memberships (American Public Transportation Association)
- Reduced contractor costs
- Cut fixed route transit service
- Retracted paratransit service area
- Eliminated paratransit unlimited monthly pass
- Started conversion from diesel fuel to compressed natural gas (CNG)
- Received CNG excise tax credits
- Increased fares
Item #7

POTENTIAL TRANSIT FUNDING SOURCES

FACTORS WHEN CONSIDERING FUNDING OPTIONS

- Is the program to be funded for operating or capital needs?
- What is the size of the program to be funded?
- Is there a nexus between funding sources and program needs?
- Is the funding for a new program or for expansion of an existing program?
CRITERIA TO CONSIDER WHEN EVALUATING FUNDING OPTIONS

- Sufficiency
- Stability, predictability and volatility
- Creditworthiness
- Horizontal and vertical equity
- Administrative ease
- Competing needs and political barriers
- Exportability
- Regressivity

TRADITIONAL FUNDING SOURCES FOR TRANSIT (RTC)

- Fare Revenue
- Sales Tax
- Grants
REVENUE OPTIONS FOR DISCUSSION AND POSSIBLE CONSIDERATION

- Vehicle registration fees
  - Electric and hybrid vehicles
  - All vehicle types
  - Fees based upon other factors (i.e. weight)
- Vehicle sales surcharges (used in Europe)
- Parking fees
  - Based upon a percentage of revenue from parking
  - Based upon a per-parking-space charge

REVENUE OPTIONS FOR DISCUSSION AND POSSIBLE CONSIDERATION

- TNC fees and assessments
  - Based upon revenue generated
  - Based upon a per-trip application
- Congestion mitigation pricing
  - Based upon entering certain congested zones
  - Based upon time of day
  - Based upon time within the congested zone
- Vehicle miles traveled
- Event surcharges
REVENUE OPTIONS FOR DISCUSSION AND POSSIBLE CONSIDERATION

- Electric utility-related charges
- Value capture
  - Special assessments
  - Tax increment
- Property tax
- Transient lodging tax
- Sales tax
  - Additional tax units
  - Expansion of the tax base
  - Allocation

Distribution of Personal Consumption Expenditures
United States, Q1 1959 – Q1 2010

- Tax is limited to tangible goods; among the nation’s narrowest sales tax bases
- Heavily reliant on construction-related activity
- Heavily dependent on visitor expenditures
- Implicit and explicit exemptions
- Internet-based losses, material and increasing.
Item #8 – Upcoming Events

September 27, 2019
Boring Company

Item #8 – Upcoming Events

WE'RE BACK
SAVE THE DATE
GO-NV Summit
Monday, January 6, 2020
GO NV
Item #9

OPEN DISCUSSION

Item #10

FINAL CITIZENS PARTICIPATION