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The Future of Transportation in Southern Nevada



February 3, 2003

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JOINT SENATE AND
ASSEMBLY TRANSPORTATION
DATE: 3/4/03 ROOM: 3143 EXHIBIT
SUBMITTED BY: JACOB SNOW

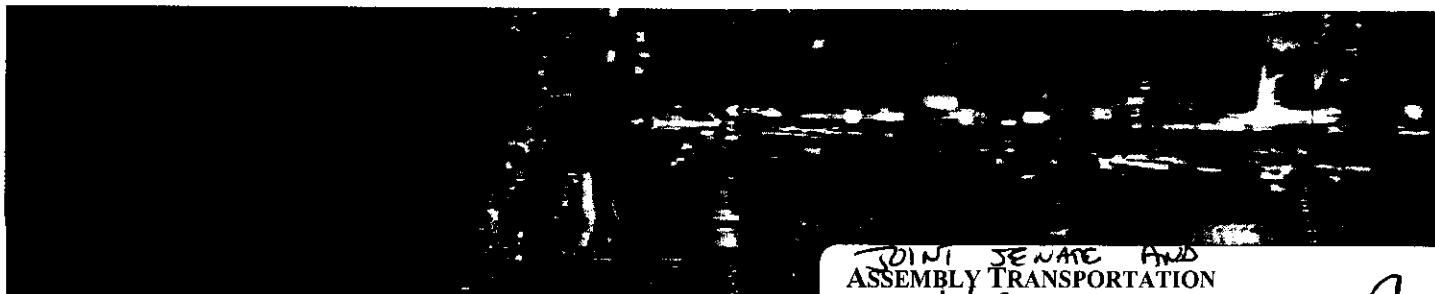
38 PAGES
C

C-1 OF 38

The Future of Transportation in Southern Nevada



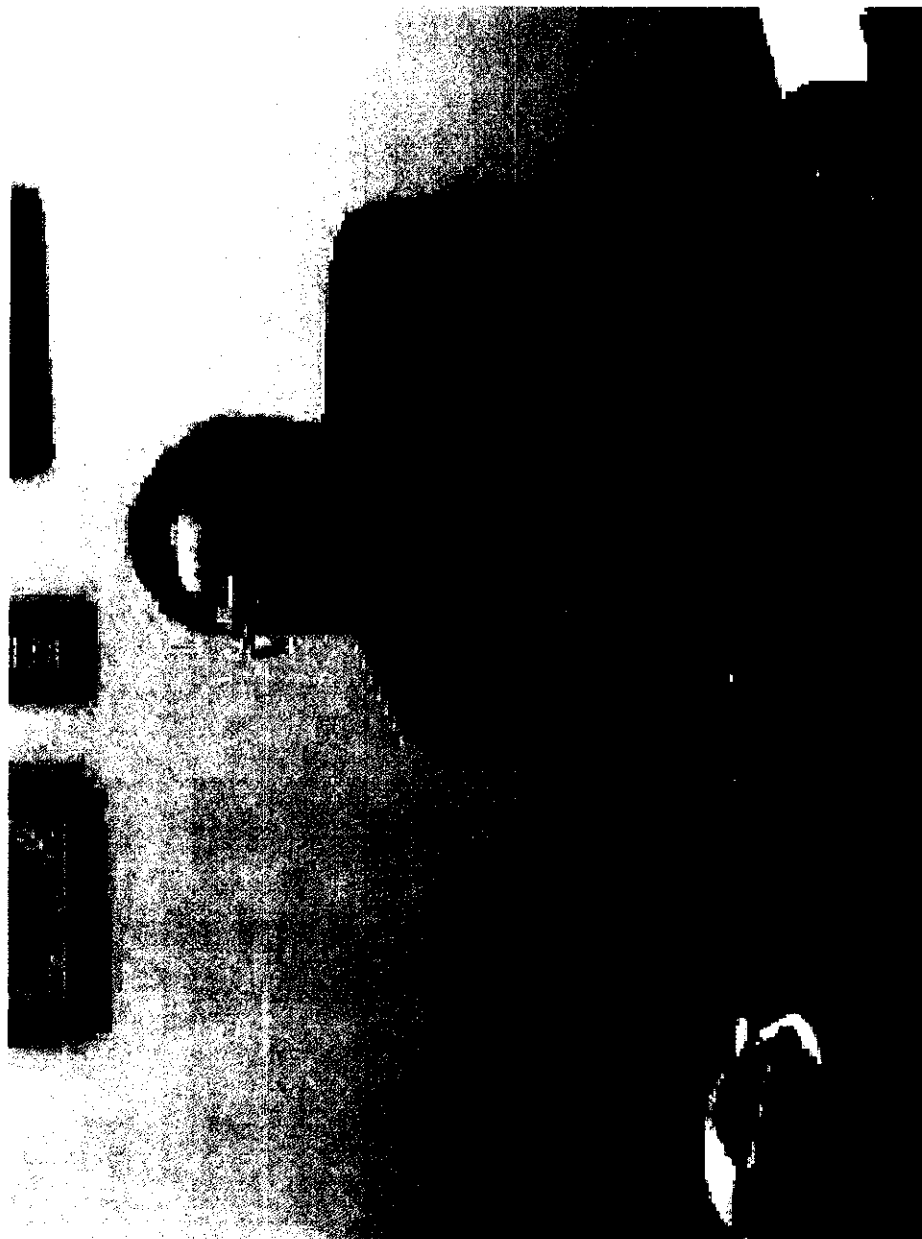
February 3, 2003



C-1 OF 38

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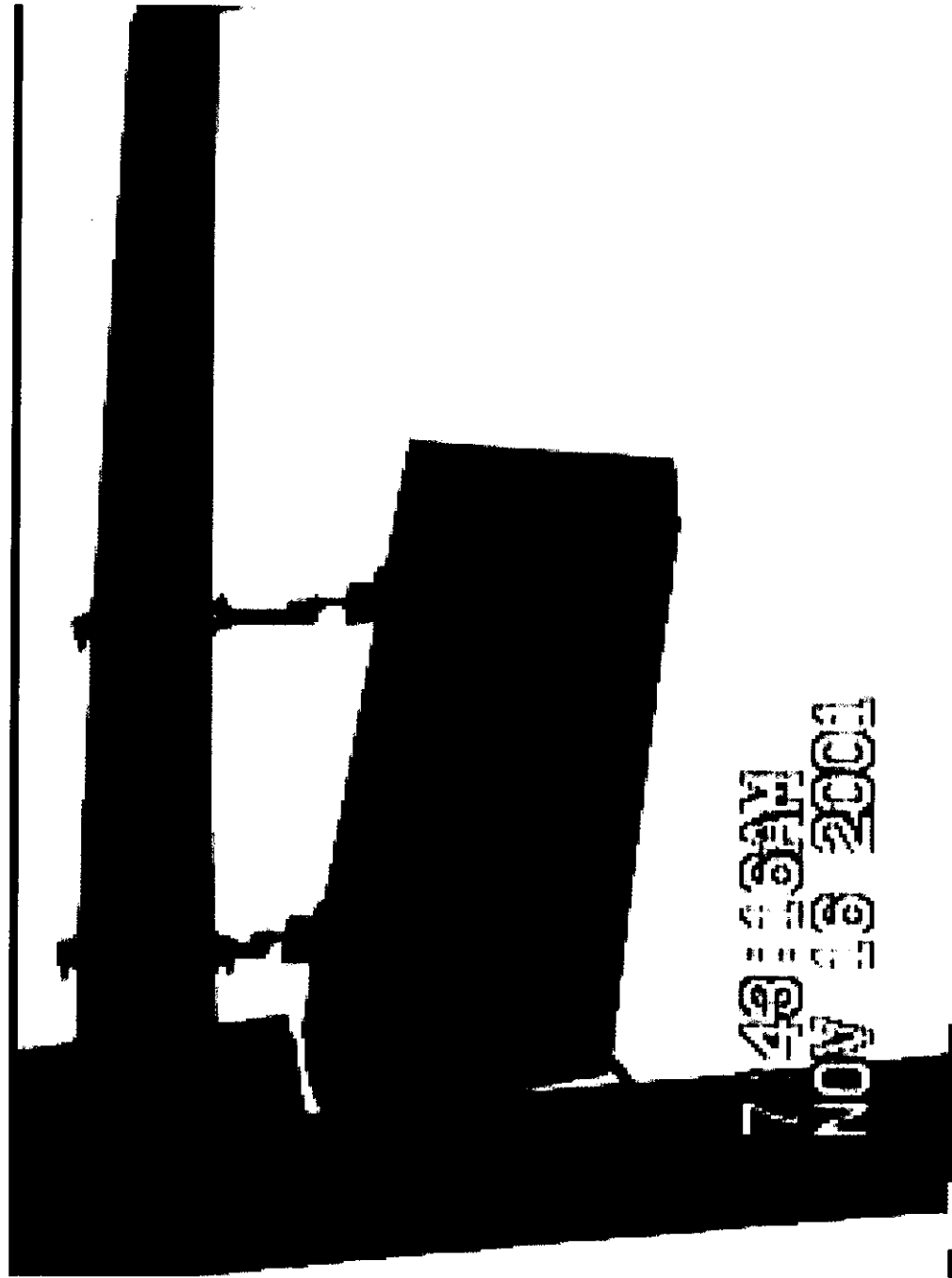
- William Bible, Nevada Resort Association President





Congestion Has Decreased Mobility...

LV Beltway: The '2nd Rainbow Curve'



....Affected Safety....

LV Beltway at Green Valley Pkwy



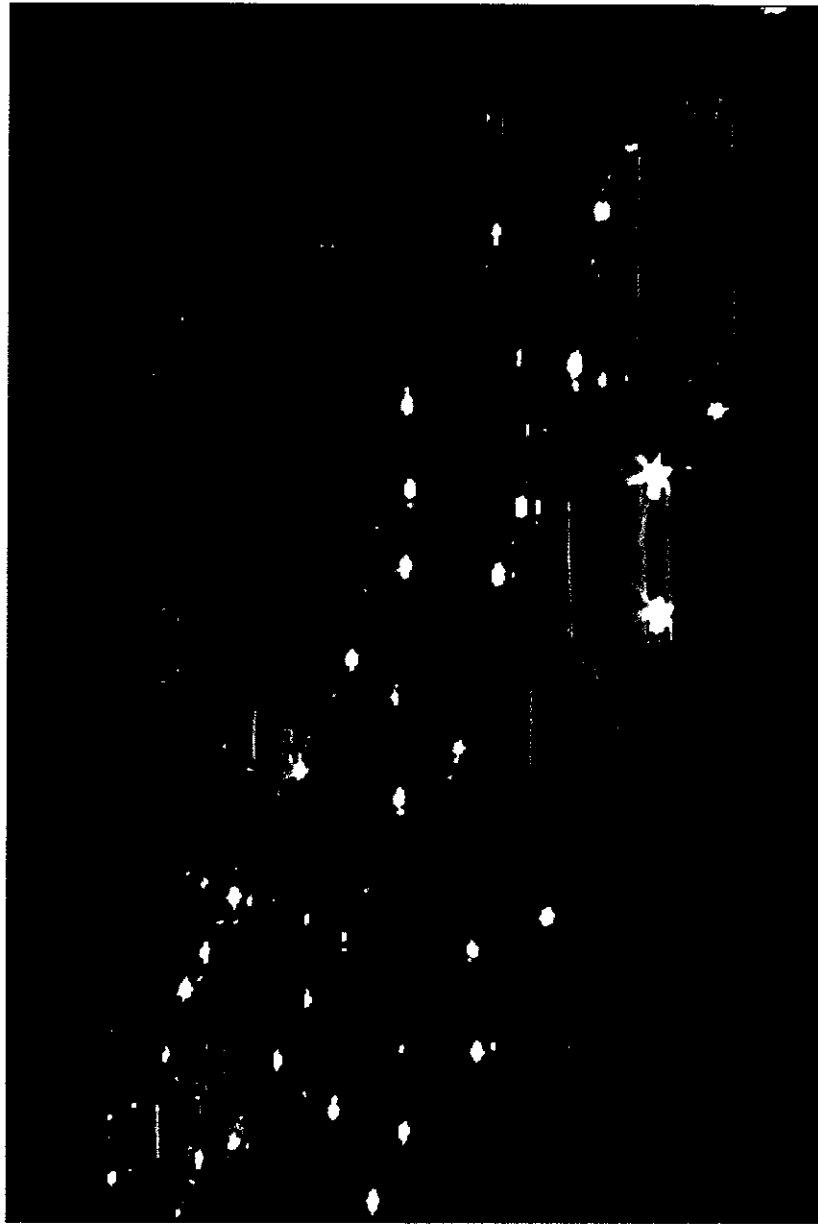
...And Compromised Air Quality

Quality of Life and Nevada's Economy Threatened





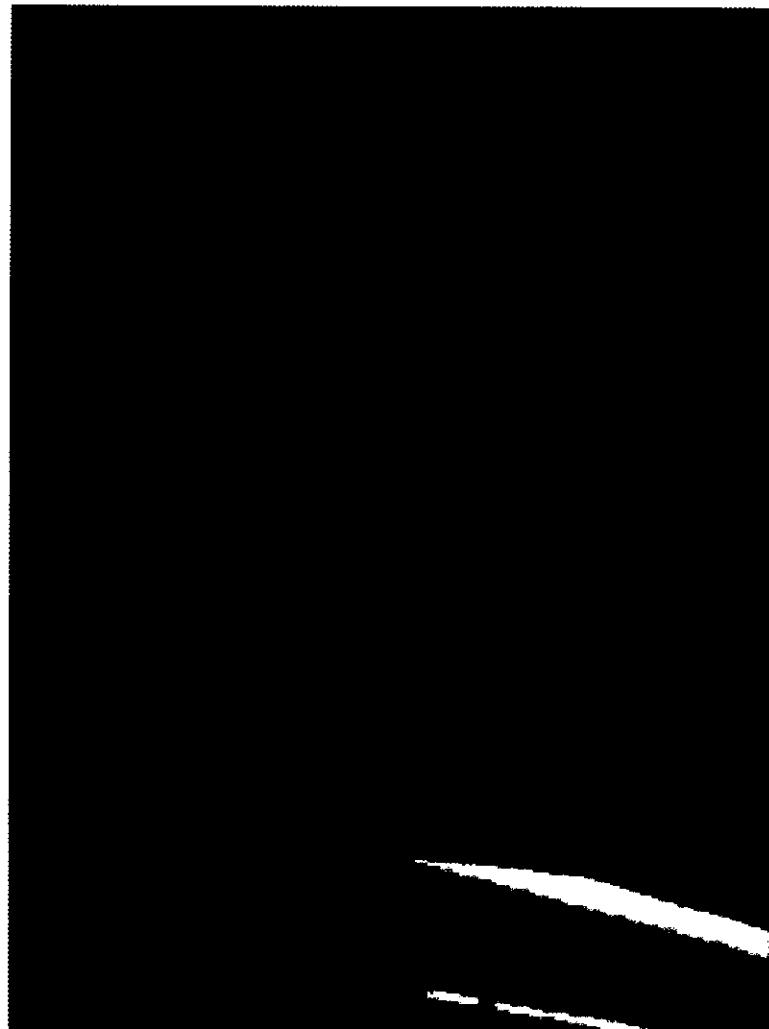
Additional Roadway Capacity Needs Are Increasing



- US 95 morning commute traffic

Southern Nevada Commuters Need Alternatives

Without more alternatives, our community will be gridlocked



Charleston Route 206; CAT carried over 45 million passengers in 2002

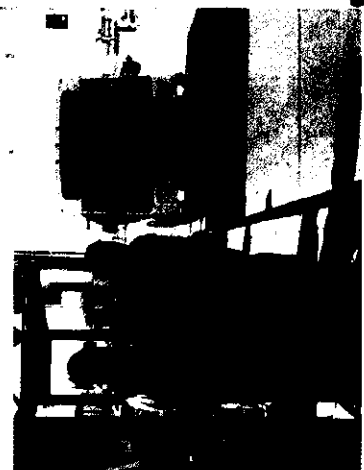
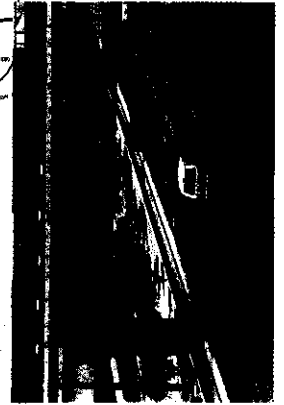
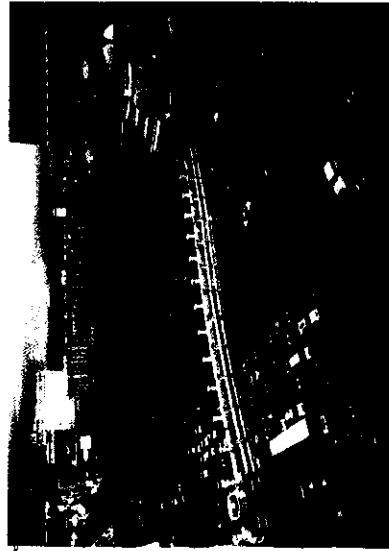


Significant Population Increases Every Decade Since 1950



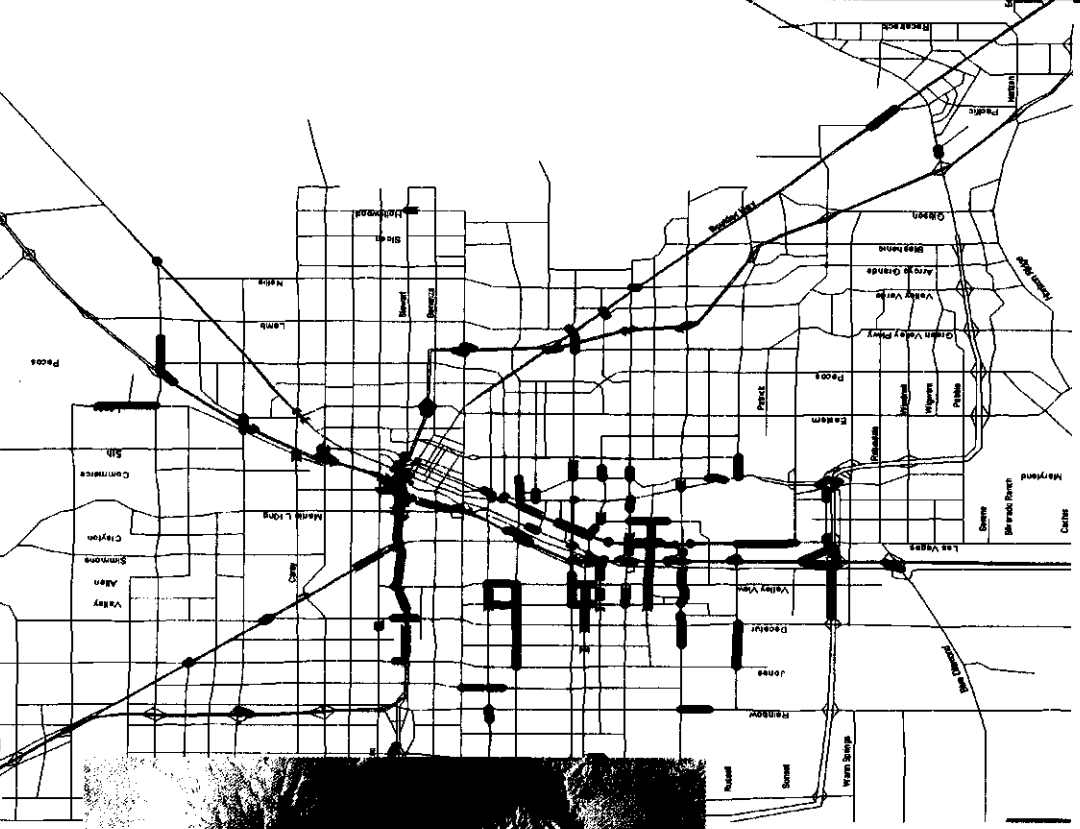
- 1990 Clark County
Population -
770,280

Local Government has Delivered On Our Promises

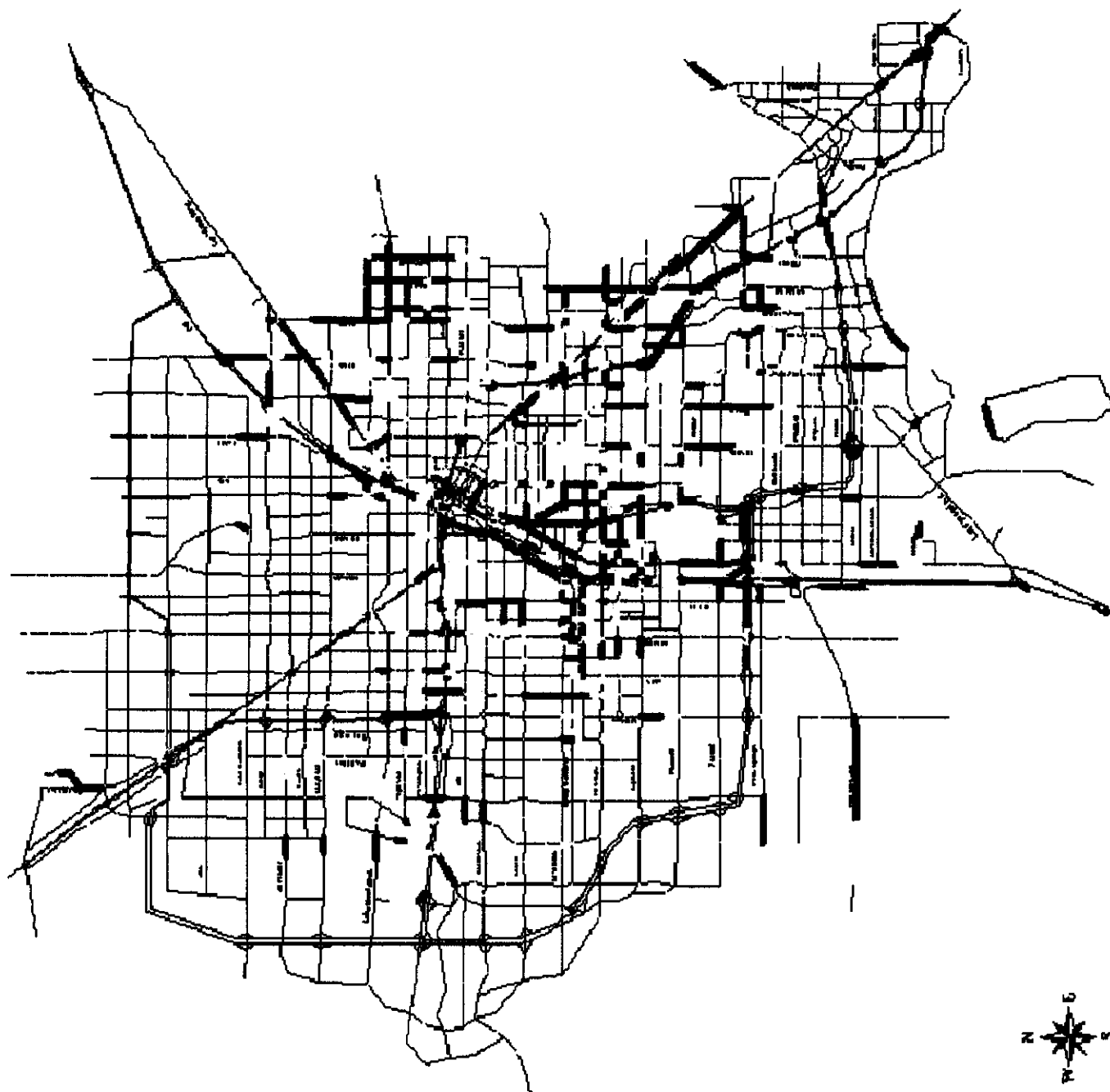


Growth And Demand Exceeded

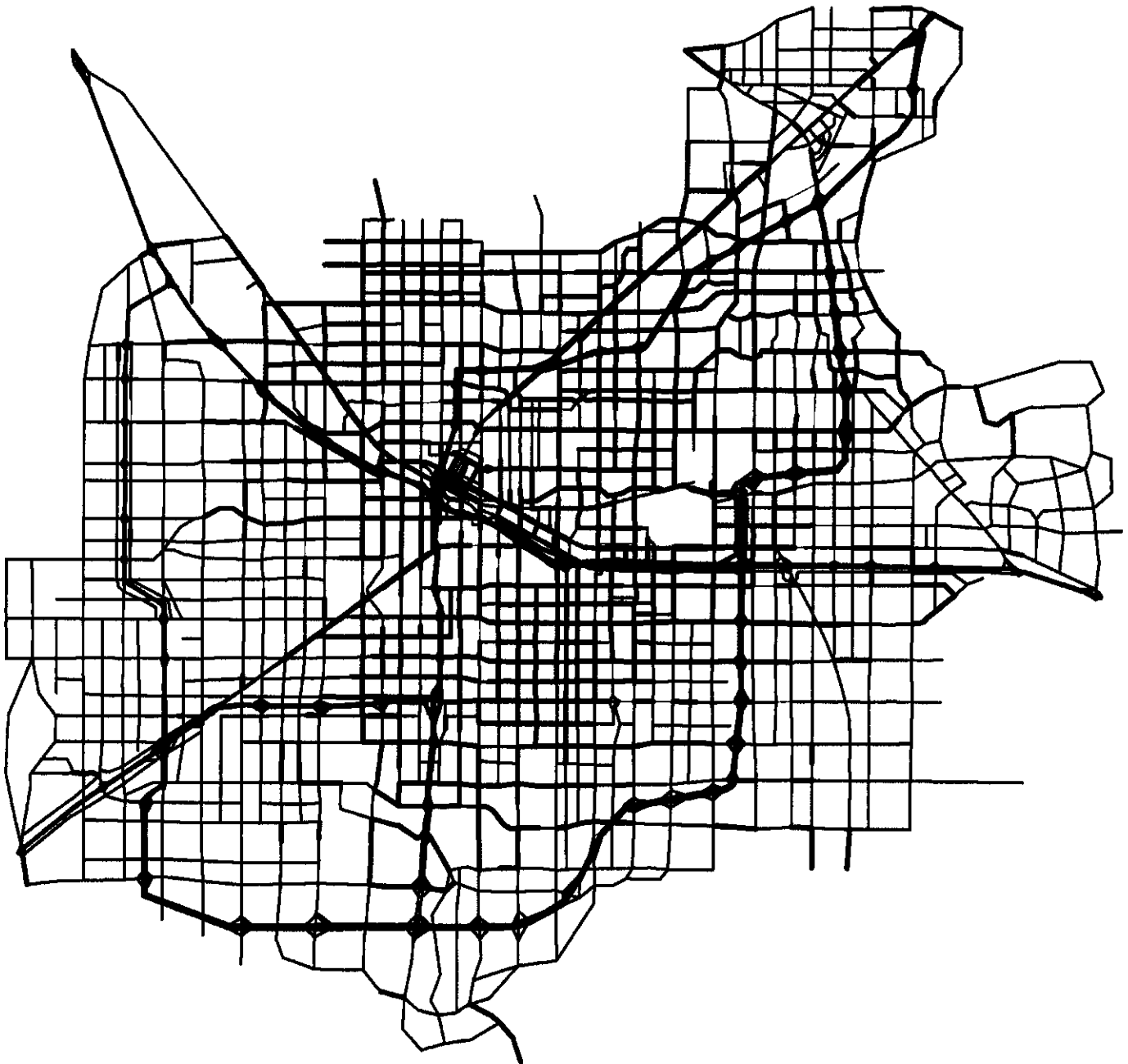
Funding 2000 Traffic Congestion - Gridlock



- 2000 Clark County
Population – 1.4
million

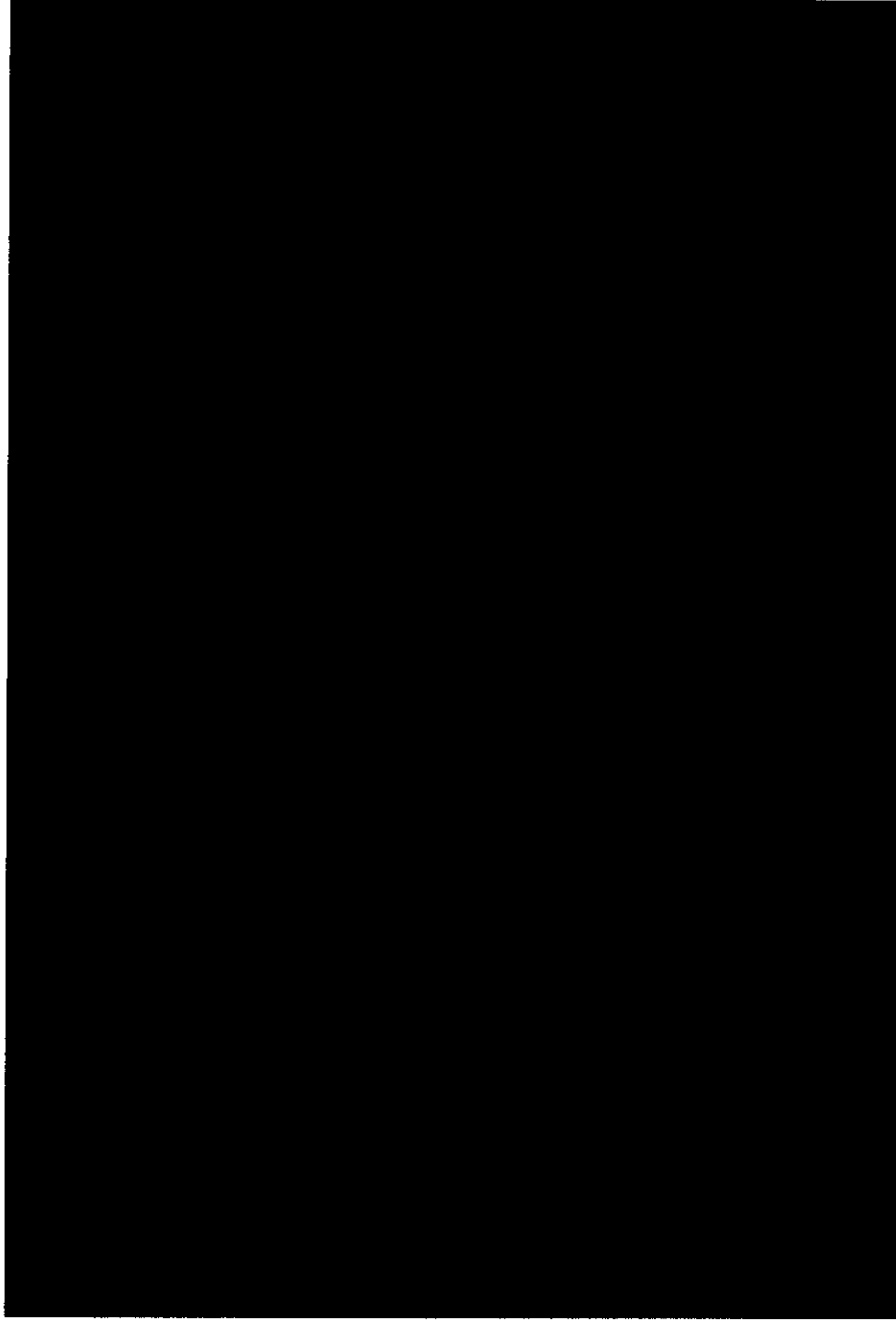


Mr. Tolson, Mr. Boardman, Mr. Nichols, Mr. Belmont, Mr. Ladd, Mr. Clegg, Mr. Glavin, Mr. Rosen, Mr. Tracy, Mr. Egan, Mr. Gurnea, Mr. Harbo, Mr. Hendon, Mr. Pennington, Mr. Quinn, Mr. Nease, Mr. Gandy.



Citizens Developed A Solution

Regional Transportation Commission Community Coalition (RTC3)

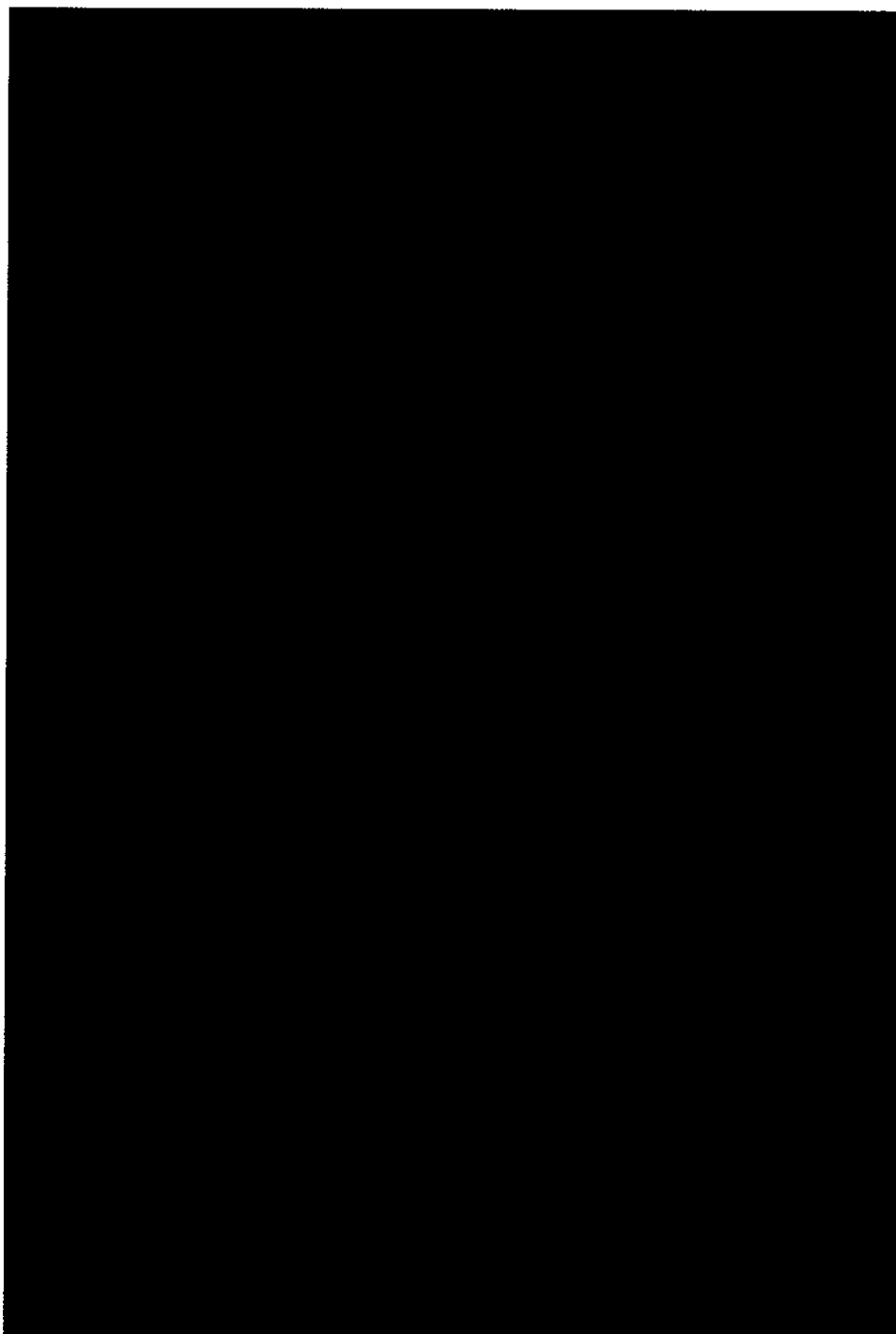


- Citizen coalition met for fourteen months



RTC3 Discovered the Answer Is Multimodal

- John Potts, Howard Hughes Corporation

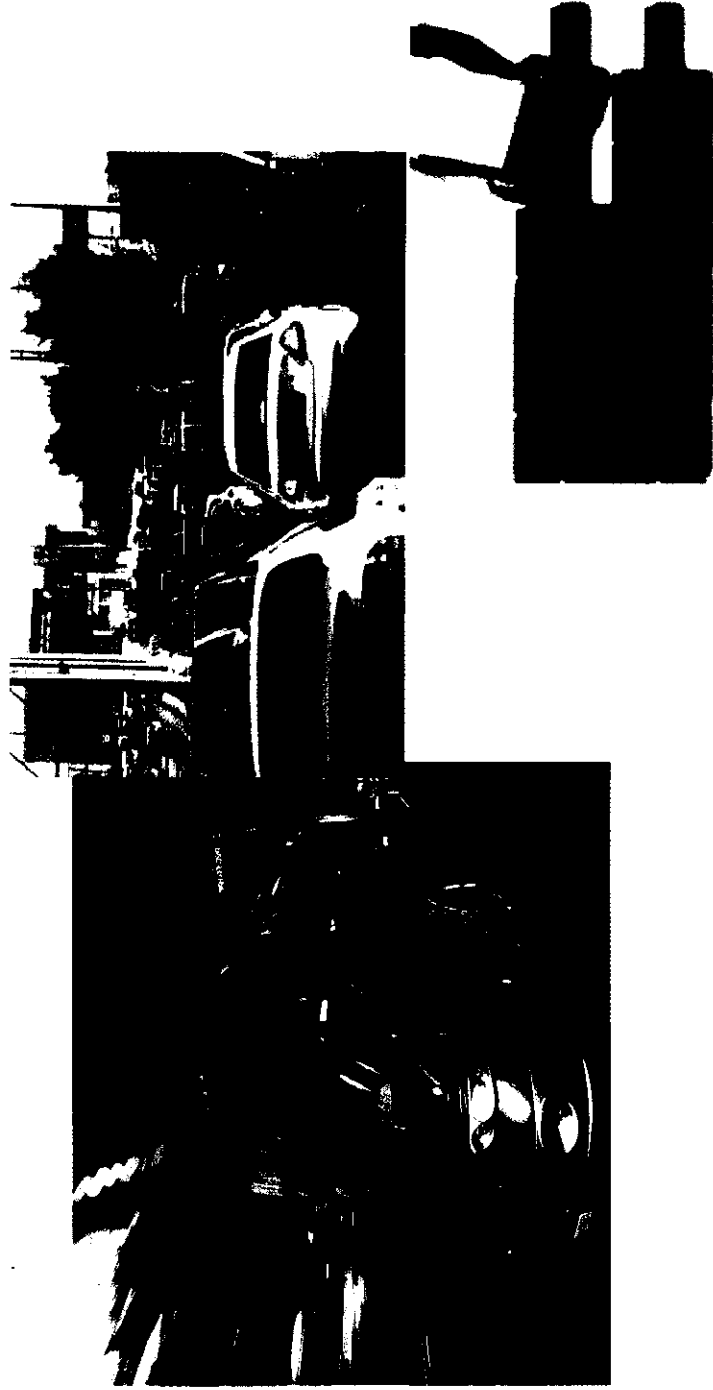




Multimodal Answer

We can no longer rely on road building to solve our transportation issues

- Transportation Alternatives
- Additional Roadway Capacity
- “Smart Roads” or ITS



Transportation Alternatives

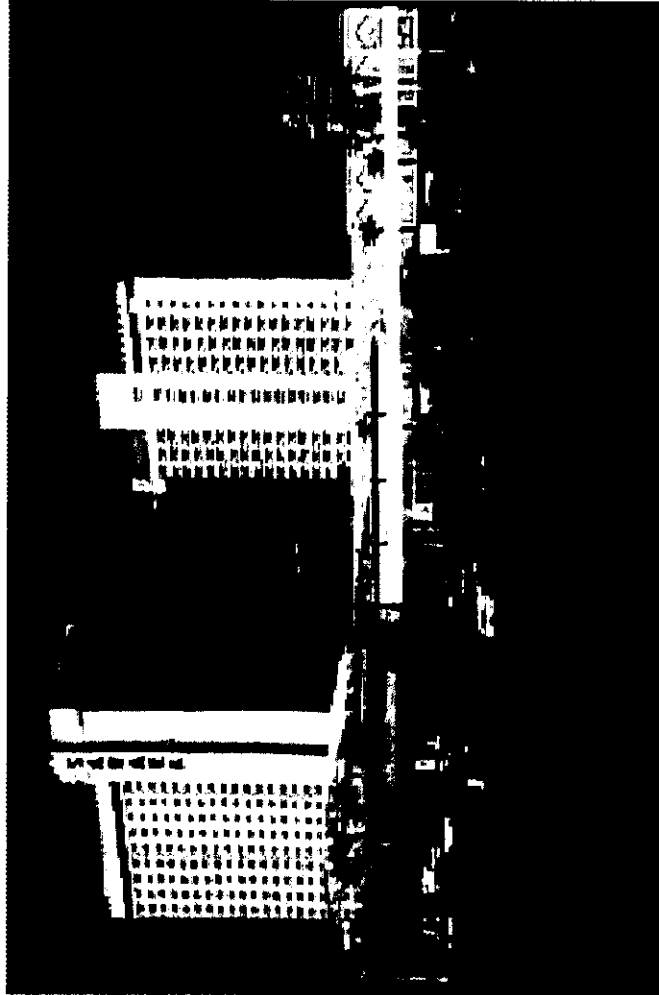
The Mode To Improved Air Quality



- Brendan Fraser in "Blast From the Past," New Line Cinema 1999



RTC Vision of Transportation Future



Where's Waldo?



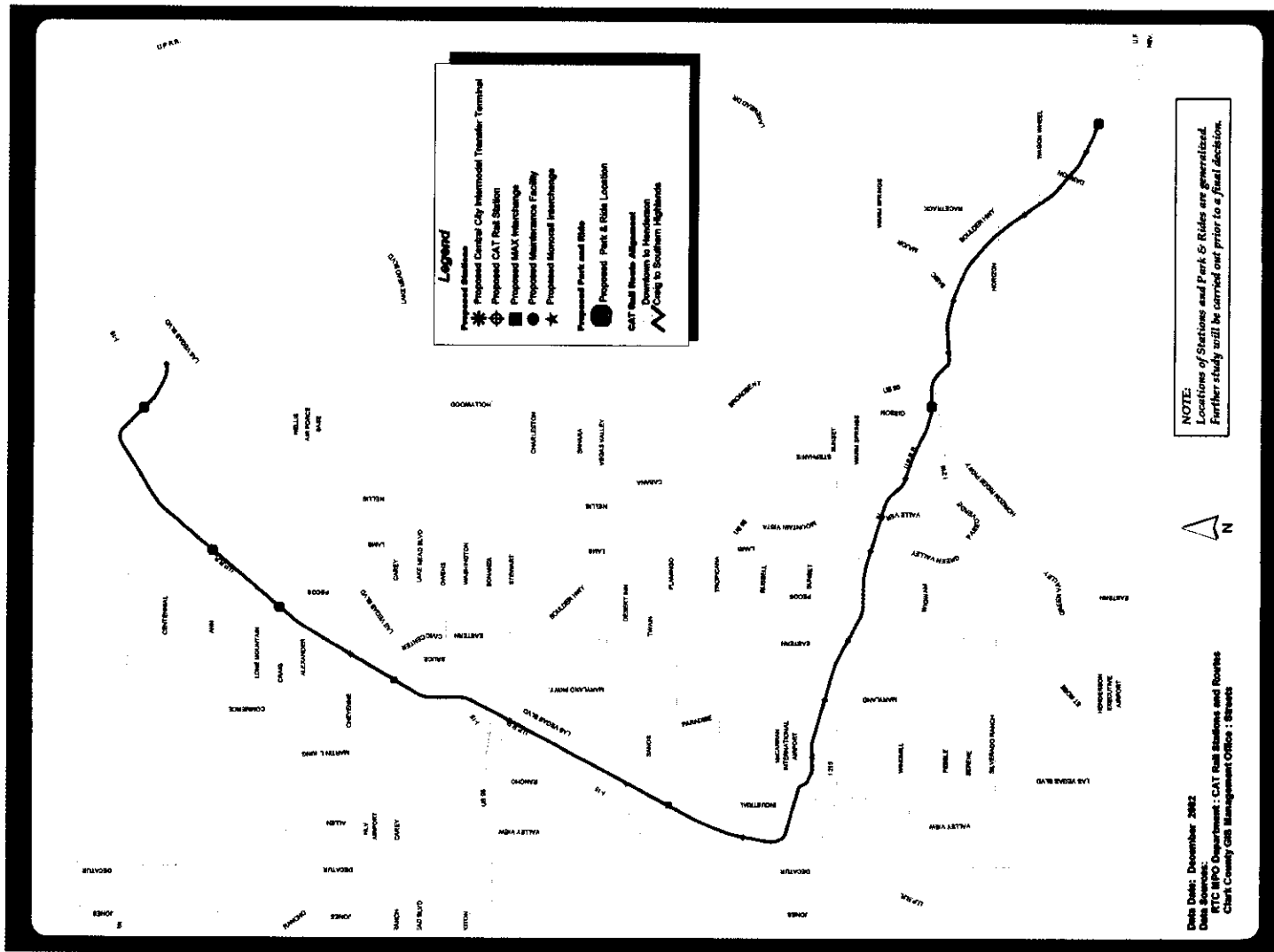
CAT Rail



- First Line on Henderson Spur route
- Ultimate plan to operate in UPPR Right-of-Way through LV Valley



CAT Rail Conceptual Route(s)



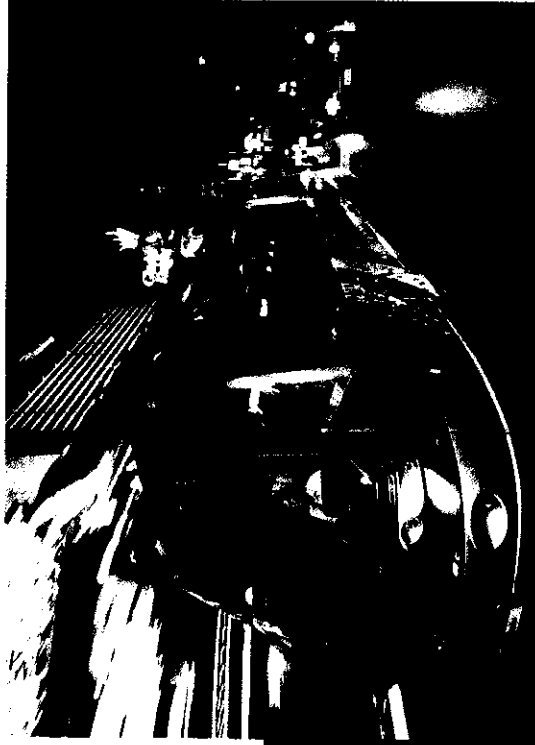
CAT Rail



Right-of-Way already secured for DMU line in Airport Connector



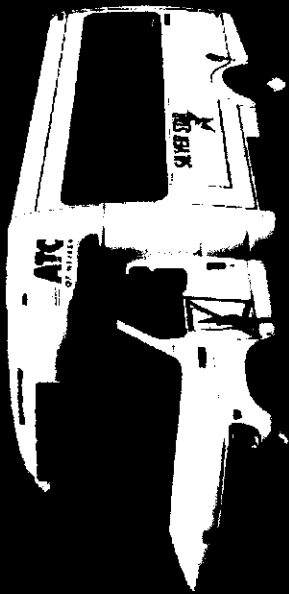
Metropolitan Area Express (MAX)



- Demonstration project
- Rail-like service at a lower cost
- Southern Nevada has committed local funding
- Championed by Nevada Congressional Delegation
- Continued federal assistance needed to ensure success

Metropolitan Area Express (MAX) Station Design





The RTC also
recognized a
need for
specialized
services

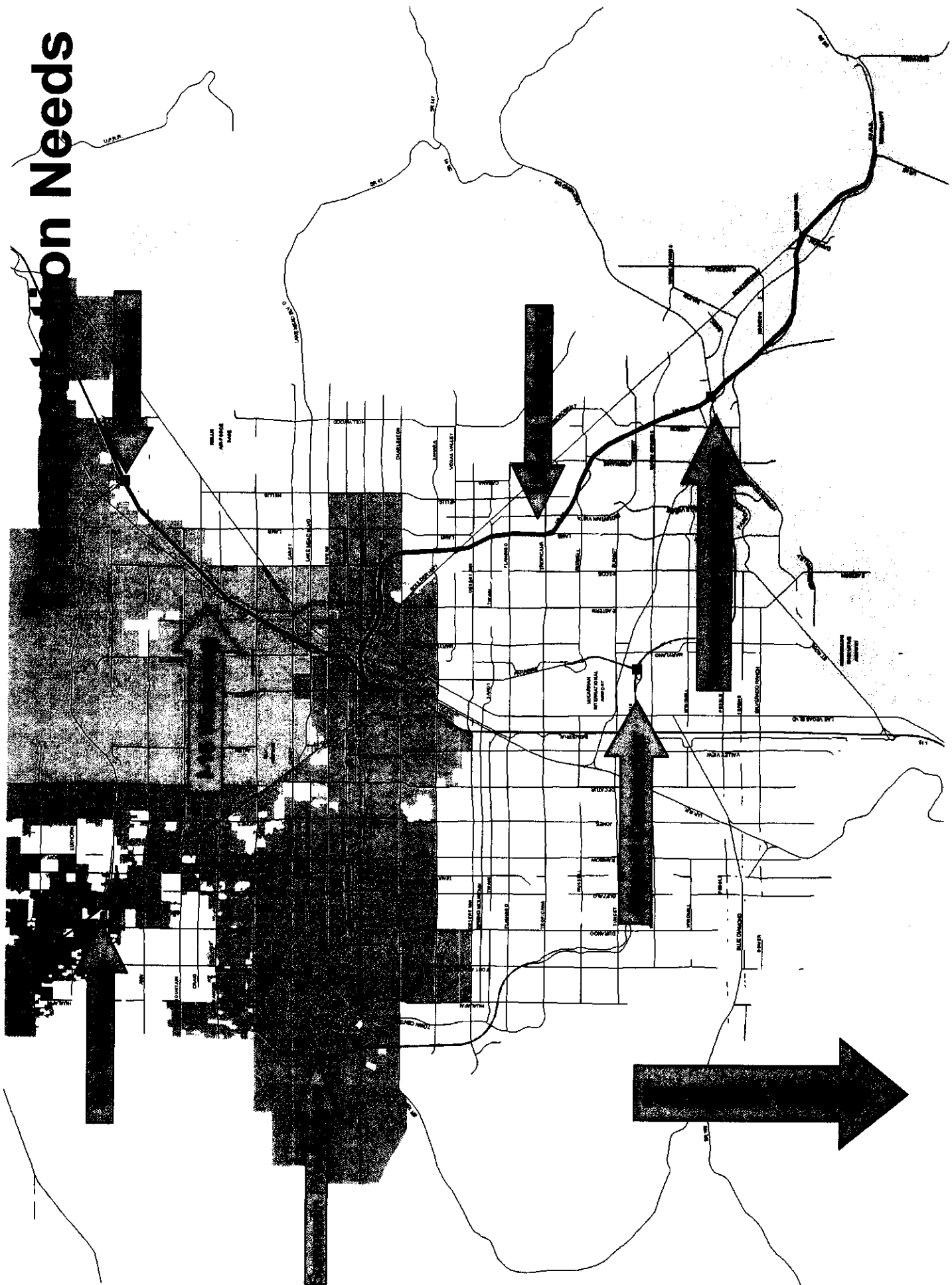
Additional Roadway Capacity Needed



- Question 10 revenue will provide local match dollars necessary to leverage additional federal investment in transportation



Information Needs



What Southern Nevada Is Doing (Q10)

- 425 High Speed Lane Miles
- 225 CAT Buses, 7 Routes
- 12 MAX Vehicles, 2 Routes
- 12 Silver Star Routes
- 70 Miles Intelligent Transportation Systems
- Traffic Signal Signalization & Optimization



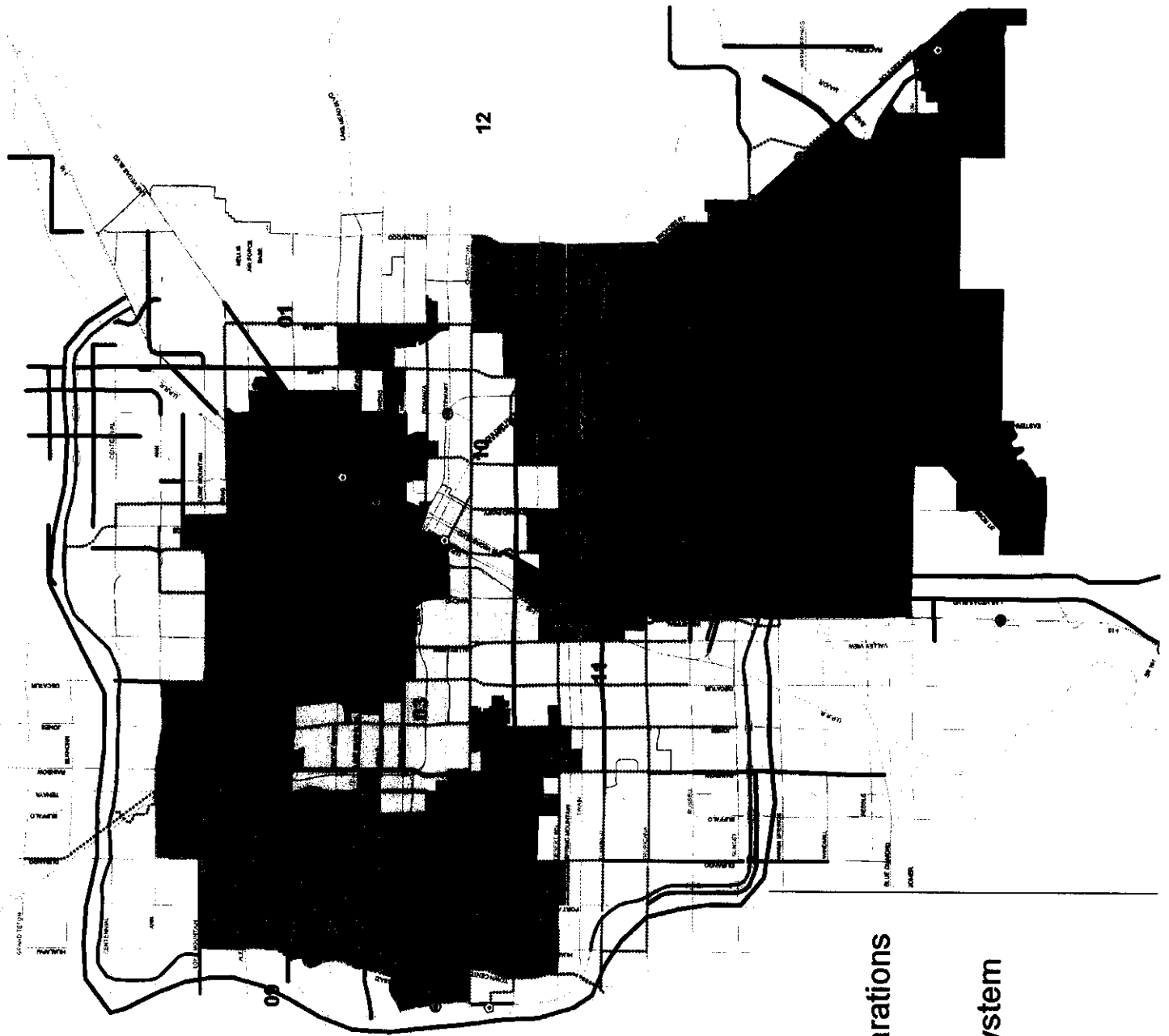
What Southern Nevada Is Doing

- Las Vegas Monorail Project



Senate Districts

Q10 Project Funding Map

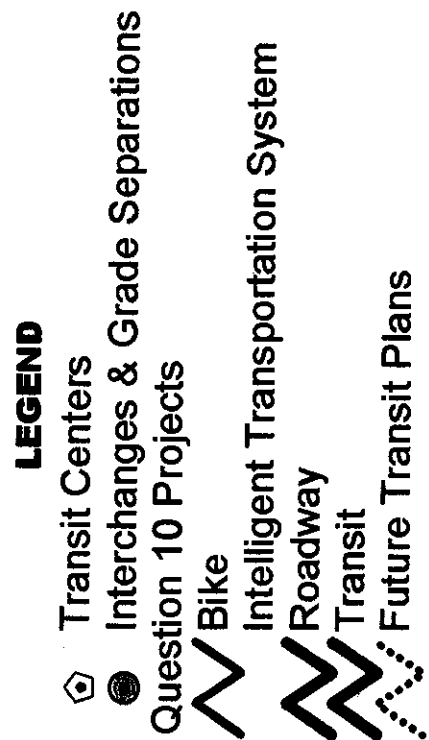


LEGEND

- Transit Centers
- Interchanges & Grade Separations
- Question 10 Projects
- Bike
- Intelligent Transportation System
- Roadway
- Transit
- Future Transit Plans

Question 10

Project Funding Map



Development Tax

Current Unit of Tax: \$500 Per Residential Unit
50 Cents Per Square Foot for
Commercial/Industrial Space

RTC3 Suggested Units of Additional Tax:

Residential:

2003 \$150 Per Residential Unit (\$650 Total)
by 2020 \$50 Per Residential Unit Incremental
Increases (\$1,000 Total)

Commercial/Industrial:

2003 \$0.15 Cents Per Square Foot
by 2020 Incremental Increases Up To \$1.00
Total

Total (all 25 Years) \$125,000,000

Development Tax Revenue to be directed to Beltway Projects

Jet Aviation Fuel Tax

<i>Current Unit of Tax</i>	Base	\$0.0200/gallon
		(max \$0.04/gallon)
RTC3 Suggested Unit of Tax	Optional	\$0.0100/gallon

Estimated Revenue Projections:

Base Year 2003	\$ 4,000,000
2027	\$ 6,400,000
Average over 25 Years	\$ 5,120,000
Total (All 25 Years)	\$128,000,000

Redirect Existing Property Tax

Current Unit of Tax *\$0.05 (max allowed) per \$100 of Assessed Valuation*

RTC3 Suggested Unit of Tax \$0.02 (Reallocate \$0.02 of existing \$0.05)

Estimated Revenue Projections:

Base Year	2003	\$	7,400,000
2027	2027	\$	16,900,000
Average over 25 Years	Average	\$	11,800,000

Total (All 25 Years) \$295,000,000

Sales Tax

Current Unit of Tax

7.25%

RTC Suggested Unit of Tax

$\frac{1}{4}$ of 1% (0.25%)

Total (All 25 Years)

\$2,150,000,000

1/8 of 1% (half of the tax) will sunset in 2028 or when
\$1.7 billion is raised

Fair Share Funding Program

Total Estimated Revenues

- Development Tax \$125 million
Incremental increase – residential and commercial
- Jet Aviation Fuel Tax \$128 million
1 cent
- Redirect Existing Property Tax \$295 million
2 of 5 cents
- Sales Tax \$2.150 billion
1/4 cent; 1/8 cent sunset in 2028 or when \$1.7 billion is raised
- TOTAL \$2.698 billion**

Sales Tax Rates in Western Regions

• Seattle, WA	8.80 %
• San Francisco, CA	8.50 %
• Los Angeles, CA	8.25 %
• Phoenix, AZ	8.10 %
• Fresno, CA	7.875%
• San Diego, CA	7.75 %
• Tucson, AZ	7.60 %
• Denver, CO	7.30 %
• Las Vegas, NV	7.25 %*
• Salt Lake City, UT	6.60 %

* Nevada exempts food, prescription drugs, utilities, gasoline and services from sales tax

We Need to Act Now

- Congestion is currently costing Southern Nevada commuters \$1.30 a day in wasted time
- This does not take wasted fuel or degraded air quality into consideration
- Every day we do not have funding for projects, we are losing money

Southern Nevada Needs Your Help

We're Asking For The 'Green Light' For Our
Community

