

*Nevada Sustainable Transportation Funding Strategies Project*

# **Advisory Working Group Meeting**

August 10, 2021

Meeting locations (with live video connection):

Nevada Department of Transportation  
Headquarters Building  
3<sup>rd</sup> Floor Conference Room  
1263 S. Stewart St  
Carson City, Nevada

Nevada Department of Transportation District I  
Headquarters  
Conference Room  
123 East Washington Ave  
Las Vegas, Nevada

# Public comment period

# **Recap of prior meeting and preview of today's meeting**

## **Recap of July 13 kickoff meeting**

- 90-minute, online only kickoff meeting
- Focused on organizing the Advisory Working Group, and orienting the AWG to the study scope
- Presented a draft description of the transportation revenue challenges to be examined by the AWG
- Established a fixed meeting schedule through June 2022



## **Preview of today's meeting**

- Theme: understanding the transportation context in Nevada
- Engage with those directly responsible for planning, overseeing, and managing the state's multimodal transportation network
- Another dimension of the transportation challenge: energy and environmental imperatives to reduce carbon emissions
- Adopt the AWG's "charter" – the transportation revenue challenge statement

## Today's agenda (morning)

- 9:00 AM Welcome, introduction of new AWG members, roll call**
  - All AWG members self-introduction
- 9:05 AM Public Comment period – speakers limited to 3 minutes each**
- 9:15 AM Recap of prior meeting and preview of today's meeting**
  - Jeff Doyle, Project Team Leader, CDM Smith
- 9:20 AM Overview of Transportation Revenue Sources and Uses in Nevada**
  - Travis Dunn, CDM Smith
- 9:45 AM Transportation Funding Challenges in Nevada's Regions**
  - Presentation by Bill Thomas, RTC of Washoe County
  - Presentation by M.J. Maynard, RTC of Southern Nevada
- 10:45 AM Short break**
- 11:00 AM Transportation Funding Challenges in Nevada's Regions**
  - Presentation by Lucia Maloney, Carson Area MPO
  - Presentation by Julie Regan, Tahoe Regional Planning Agency
- 12:00 PM Lunch break**

## Today's agenda (afternoon)

- 1:10 PM Overview of Federal Funding for Transportation**
  - Presentation by Felicia Denney, Assistant Director of Administration, NDOT
- 1:30 PM Transportation Funding Challenges for the State-managed System**
  - Presentation by Kristina Swallow, Director, NDOT
- 2:15 AM Short break**
- 2:30 AM Adopted statewide policies: Energy policy and carbon emissions reduction from the transportation sector**
  - Bradley Crowell, Director, Department of Conservation and Natural Resources
  - David Bobzien, Director, Nevada Governor's Office on Energy
- 3:15 PM Review and Possible Adoption: Description of the Transportation Revenue Challenge**
- 3:30 PM Public comment**
- 4:00 PM Adjourn**

# **Overview of Transportation Revenue Sources and Uses in Nevada**

## **Overview of Nevada transportation revenue sources and uses**

- Description of tax and fee mechanisms
- Tax and fee rates
- Revenue generated
- Revenue uses

## **Topics for future AWG briefing books and meetings**

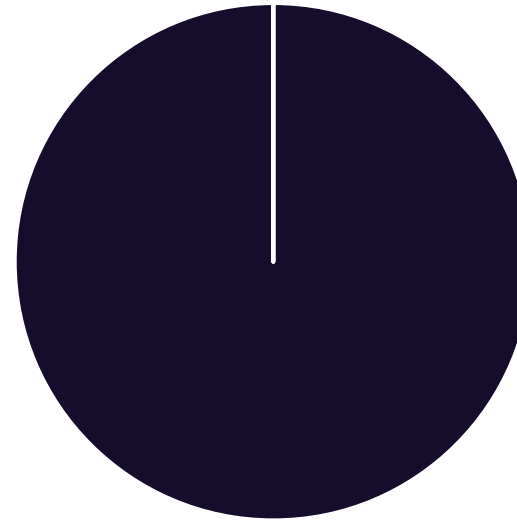
Who pays by attributes such as:

- Type of vehicle
- Geographic location
- Household income

Future trends for existing revenue mechanisms

**Nevada  
transportation  
revenue  
sources:  
Big picture**

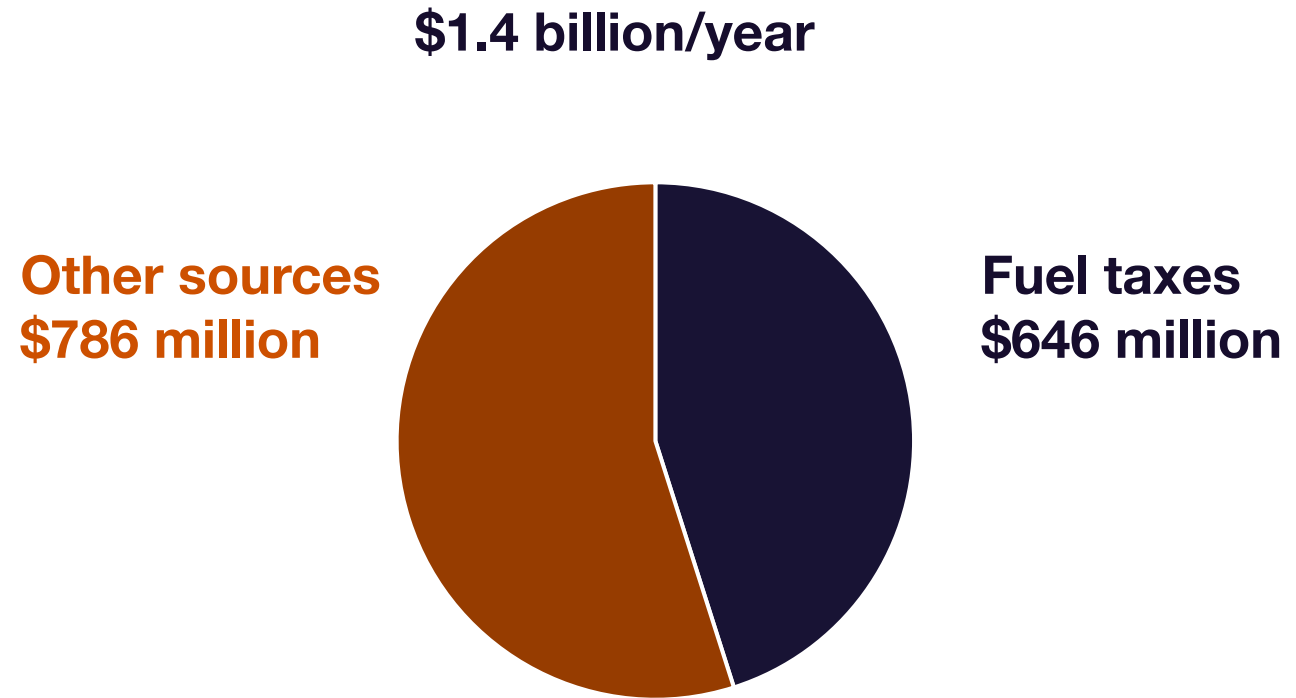
**\$1.4 billion/year**



**Not included:**

- Federal funding
- Bond proceeds
- General fund transfers

**Nevada  
transportation  
revenue  
sources:  
Fuel taxes**





# Nevada transportation revenue sources: Fuel taxes

## Terminology

What types of fuel are taxed?

- **Motor vehicle fuel:** gasoline, ethanol, methanol, and other liquid fuels meant primarily to propel motor vehicles “**gas tax**”
- **Special fuel:** diesel, biodiesel, liquified natural gas “**diesel tax**”

Who imposes the tax?

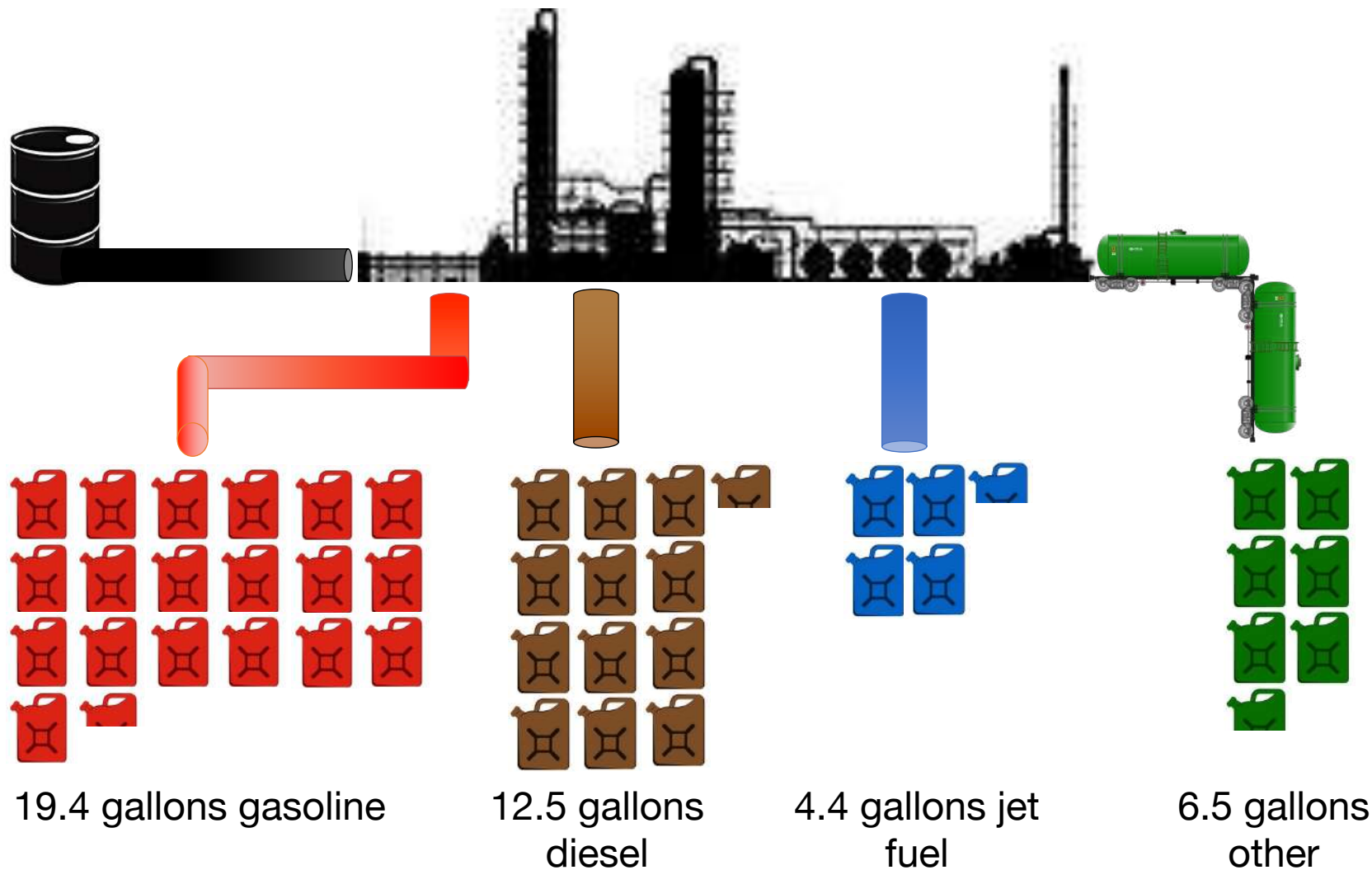
- **State** fuel taxes are imposed by the State of Nevada and collected on all fuel in the state
- **County** fuel taxes are allowed by the State but imposed by counties per board ordinance and/or local election

What type of taxes are imposed?

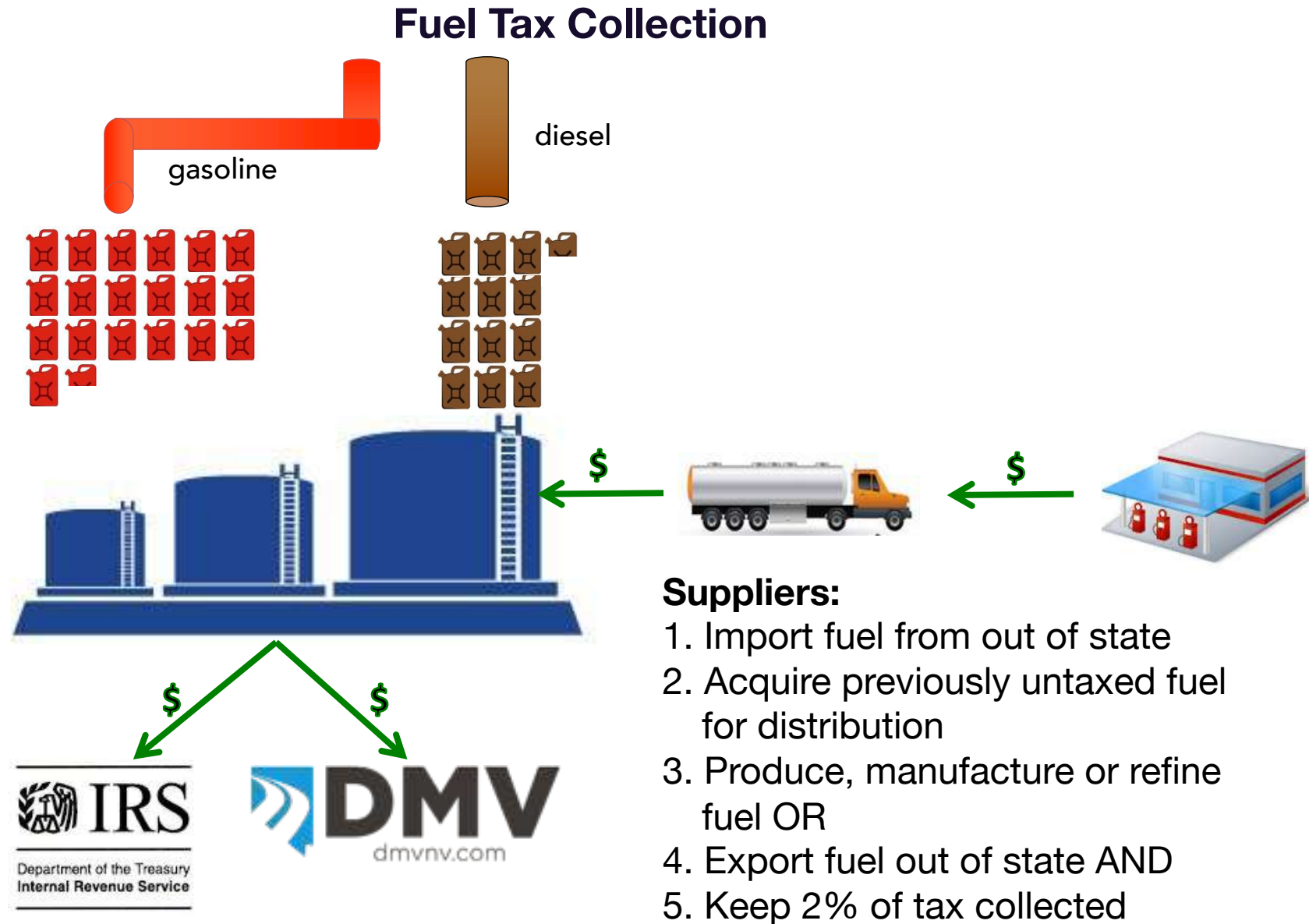
- **Excise** taxes are taxes imposed per a quantity of product. In fuel taxation, excise taxes are assessed per gallon
- **Indexes** add a component to the excise tax rate based on a measure of inflation in the previous year

# Nevada transportation revenue sources: Fuel taxes

## Fuel Supply Chain



# Nevada transportation revenue sources: Fuel taxes



## Nevada transportation revenue sources: Fuel taxes

### International Fuel Tax Agreement



Purchase 140 gallons in Reno taxed at  
\$0.27/gallon tax = **\$37.80 tax paid**

Reno – Fresno = 300 miles  
10 miles in Nevada  
290 miles in California  
At 5 MPG, burn 60 gallons

Fresno – Las Vegas = 400 miles  
350 miles in California  
50 miles in Nevada  
At 5 MPG, burn 80 gallons

Calculate total fuel taxes owed  
60 miles in NV at 5 MPG = 12 gallons = \$3.24  
+ 640 miles in CA at 5 MPG = 128 gallons at  
\$0.795/gallon = \$101.76  
Total owed = \$105

Balance due = \$105 – 37.80 = **\$67.20`**

**Nevada  
transportation  
revenue  
sources:  
Fuel tax rates**

Fuel tax	Rate(s)
State gasoline tax	\$0.24/gallon
State diesel tax	\$0.27/gallon
County option flat per-gallon fuel taxes (all counties)	\$0.04/gal or \$0.09/gal
Washoe fuel tax indexing	\$0.389/gal motor fuel \$0.345/gal special fuel
Clark fuel tax indexing	\$0.157/gal motor fuel \$0.157/gal special fuel

# Nevada transportation revenue sources: Gasoline tax components and revenue use by county

## Clark



State Highway  
Fund  
17.3 cpg

Local  
30.4 cpg

Suppliers  
1.0 cpg

## Esmeralda, Eureka, Lincoln & Storey



State Highway  
Fund  
17.3 cpg

Local  
11.1 cpg

Suppliers  
0.6 cpg

## Washoe



State Highway  
Fund  
17.3 cpg

Local  
52.0 cpg

Suppliers  
1.4 cpg

## All others

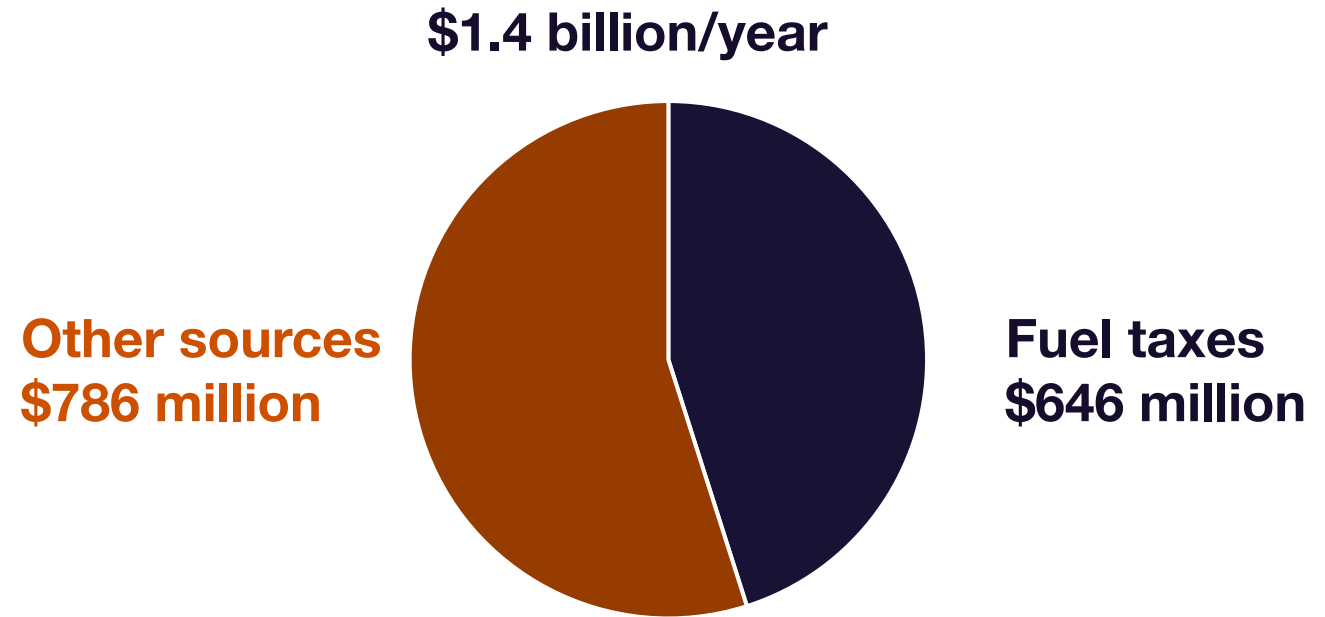


State Highway  
Fund  
17.3 cpg

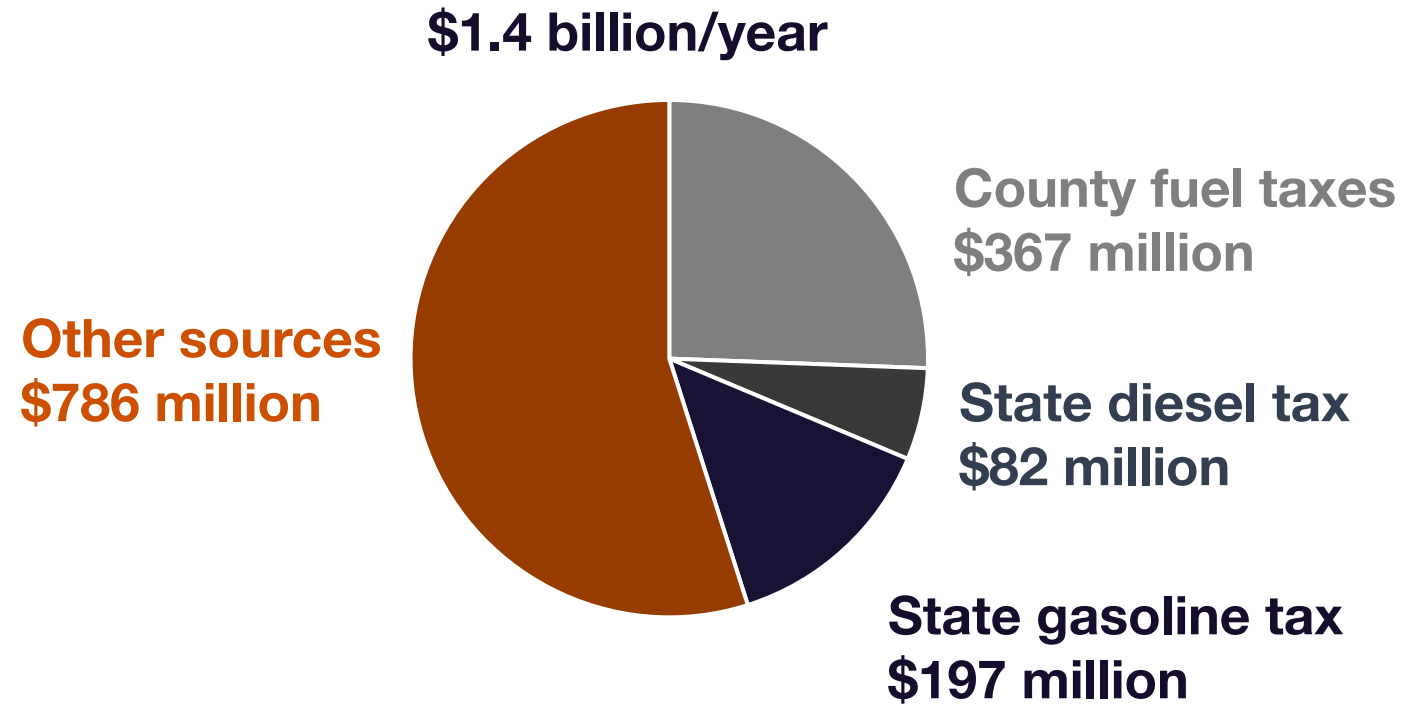
Local  
15.0 cpg

Suppliers  
0.7 cpg

**Nevada  
transportation  
revenue  
sources:  
Fuel taxes**



**Nevada  
transportation  
revenue  
sources:  
Fuel taxes**





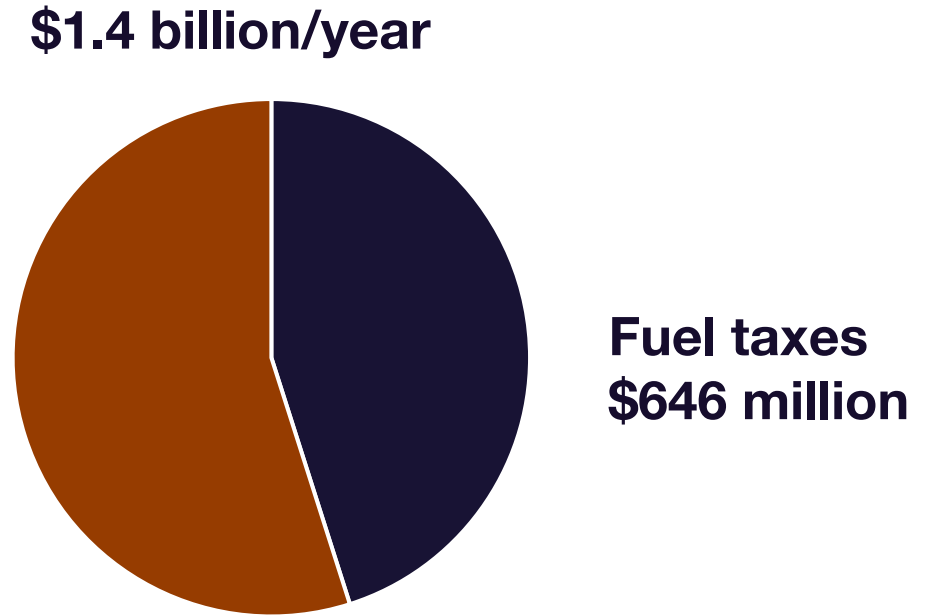
# Nevada transportation revenue sources: Other sources

**\$1.4 billion/year**

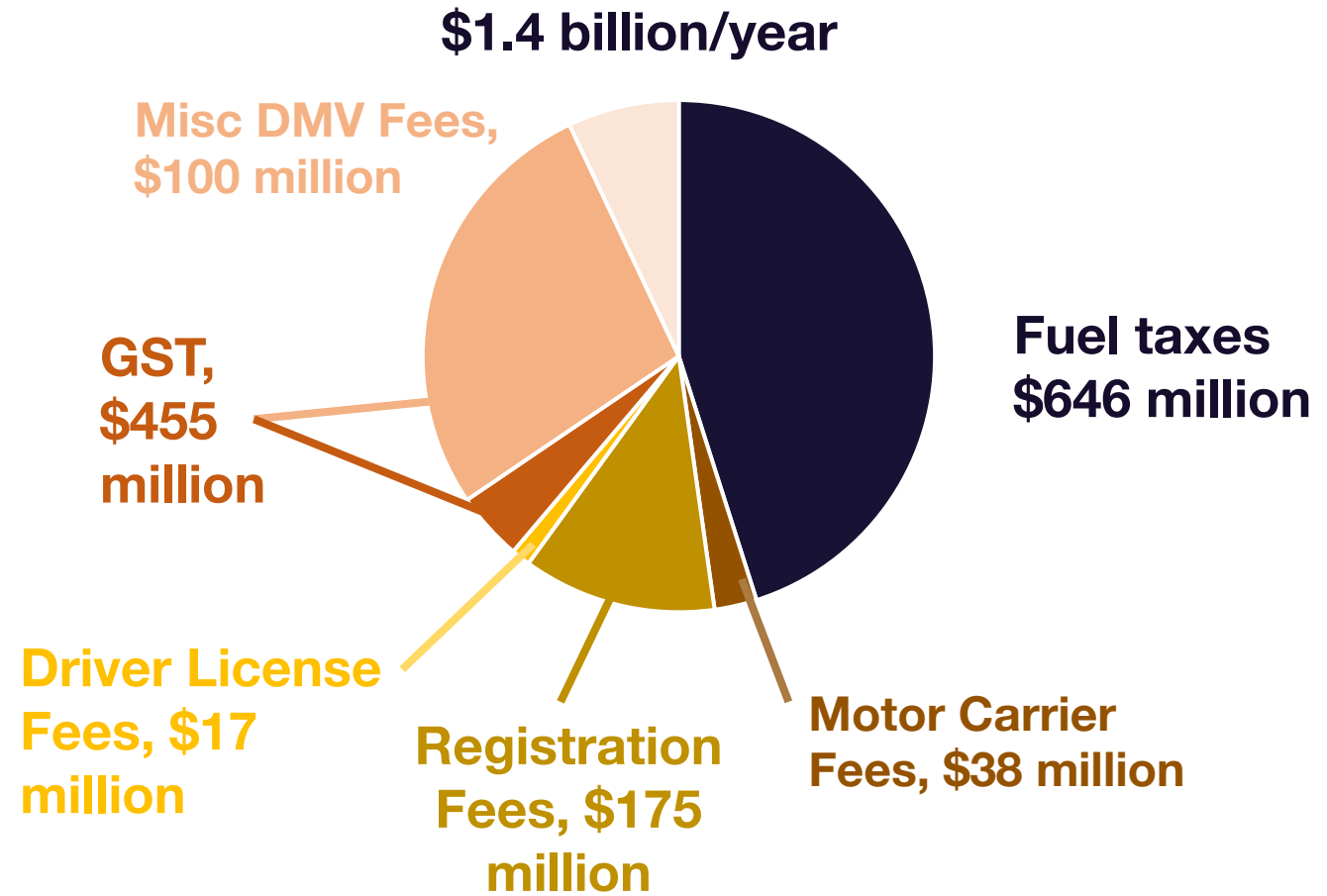
Revenue mechanism	Rate	Est. FY2020 revenue (\$ millions)
Driver license fees	\$23.25/4-year passenger license	\$ 17.2
Vehicle registration fees	\$33/passenger vehicle	\$ 175.1
Motor carrier fees	\$48 +\$12/1k lbs 10-26k lbs +\$17/1k lbs 26k+ lbs	\$ 38.3
Various DMV fees	e.g., \$36 out-of-state title fee	\$ 100.6
County taxes, licenses and fees (primarily county portion of GST)		\$ 393.4
Governmental services tax (GST) (state portion)	4% of adjusted MSRP	\$ 61.8

**Nevada  
transportation  
revenue  
sources:  
Other sources**

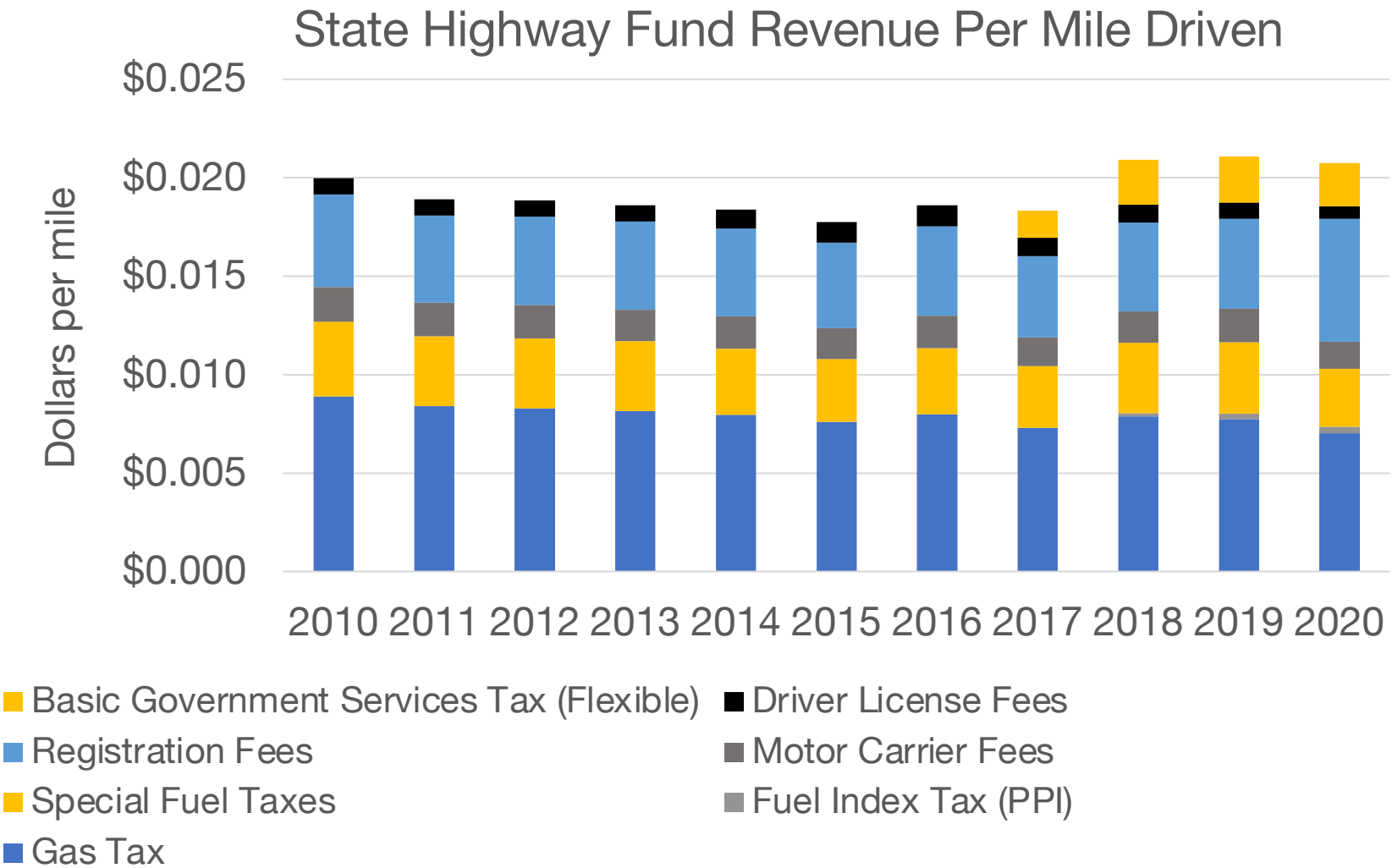
**Other sources  
\$786 million**



**Nevada  
transportation  
revenue  
sources:  
Other sources**



Nevada  
transportation  
revenue  
sources: State  
Highway Fund  
Sources



# **Nevada's Transportation Funding Challenge: Regional Transportation Commissions**



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

*Metropolitan Planning Organization of Washoe County, Nevada*

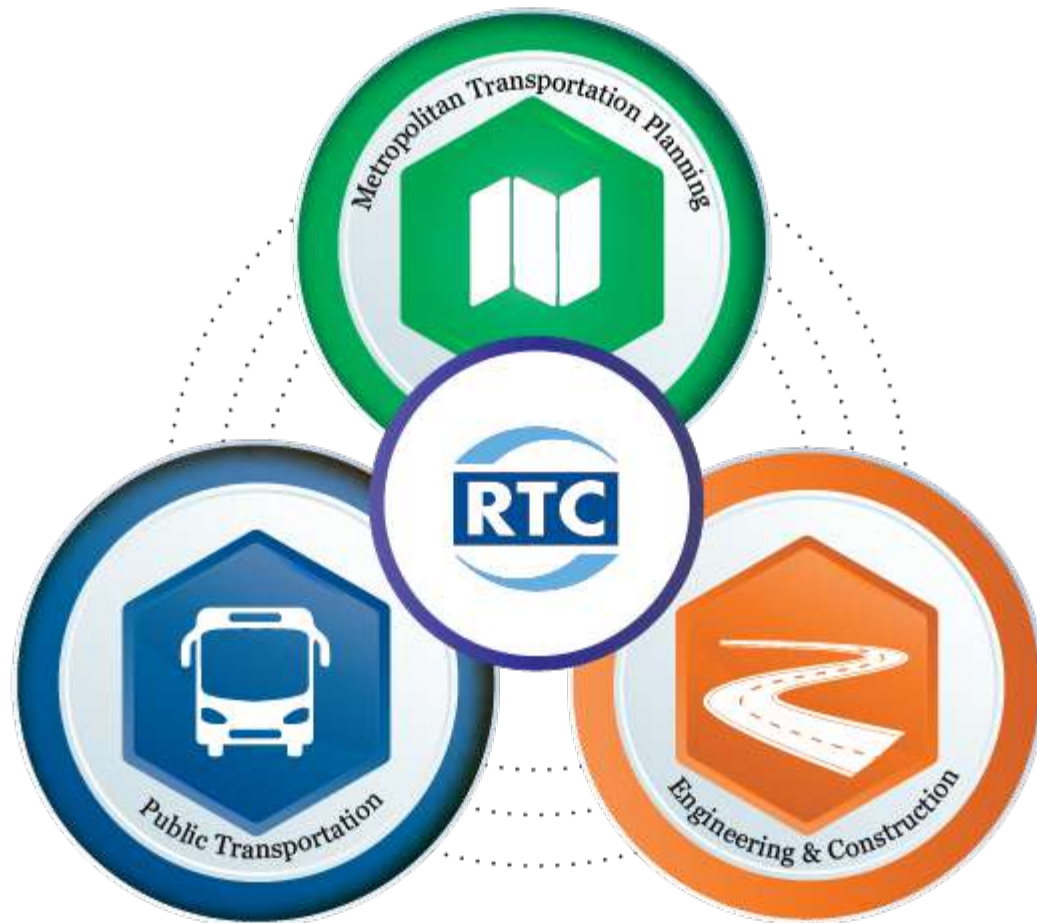
# **Sustainable Transportation Funding Study Advisory Working Group**

August 10, 2021





# RTC Washoe Core Functions



## **MISSION**

Building a Better Community Through Quality Transportation





# RTC Board of Commissioners



**RTC Chairman**  
Neoma Jardon  
City of Reno



**RTC Vice Chair**  
Ed Lawson  
City of Sparks



**Commissioner**  
Oscar Delgado  
City of Reno



**Commissioner**  
Vaughn Hartung  
Washoe County



**Commissioner**  
Bob Lucey  
Washoe County



**Ex-officio – NDOT**  
Kristina Swallow

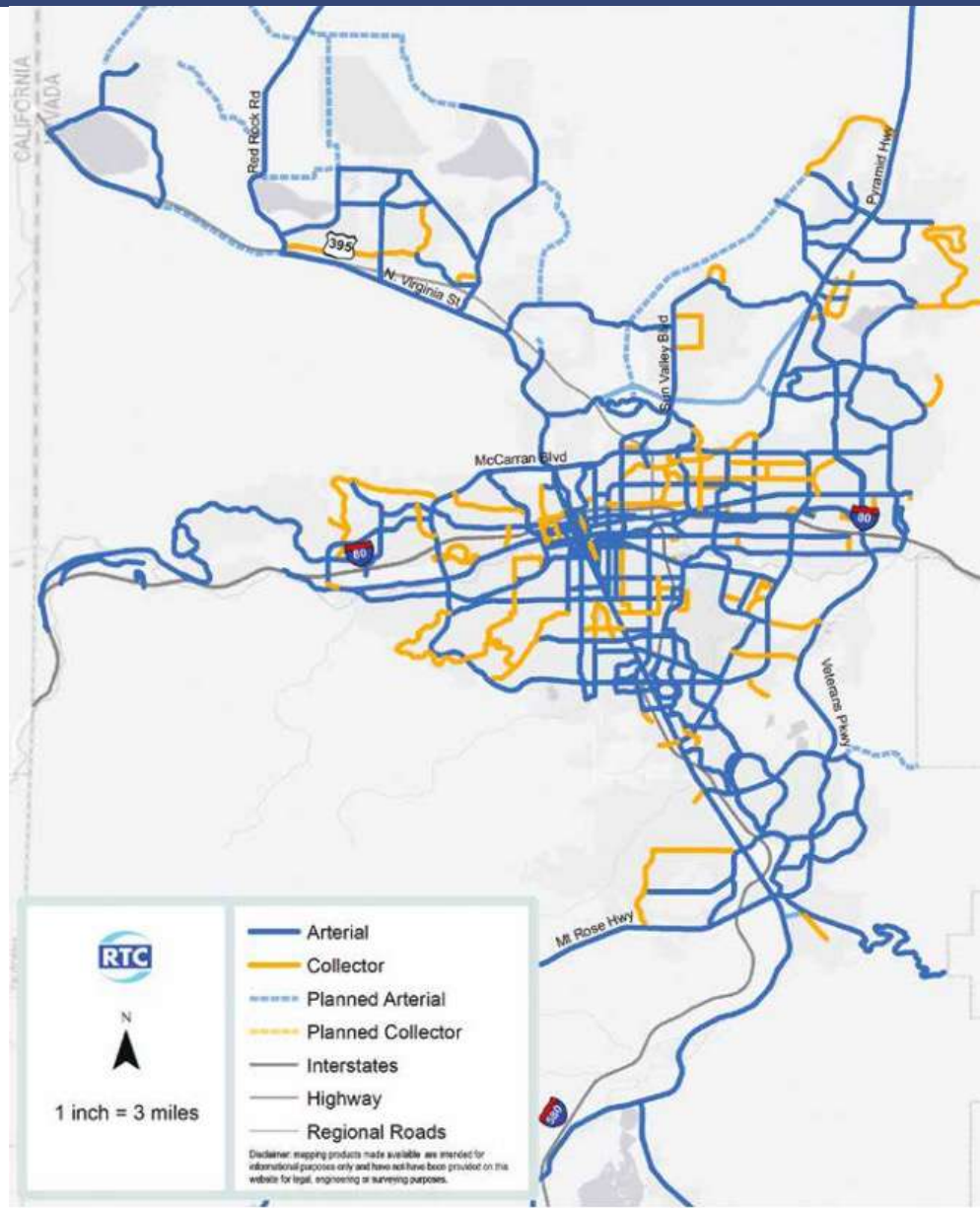


**RTC Executive Director**  
Bill Thomas





# Our Region

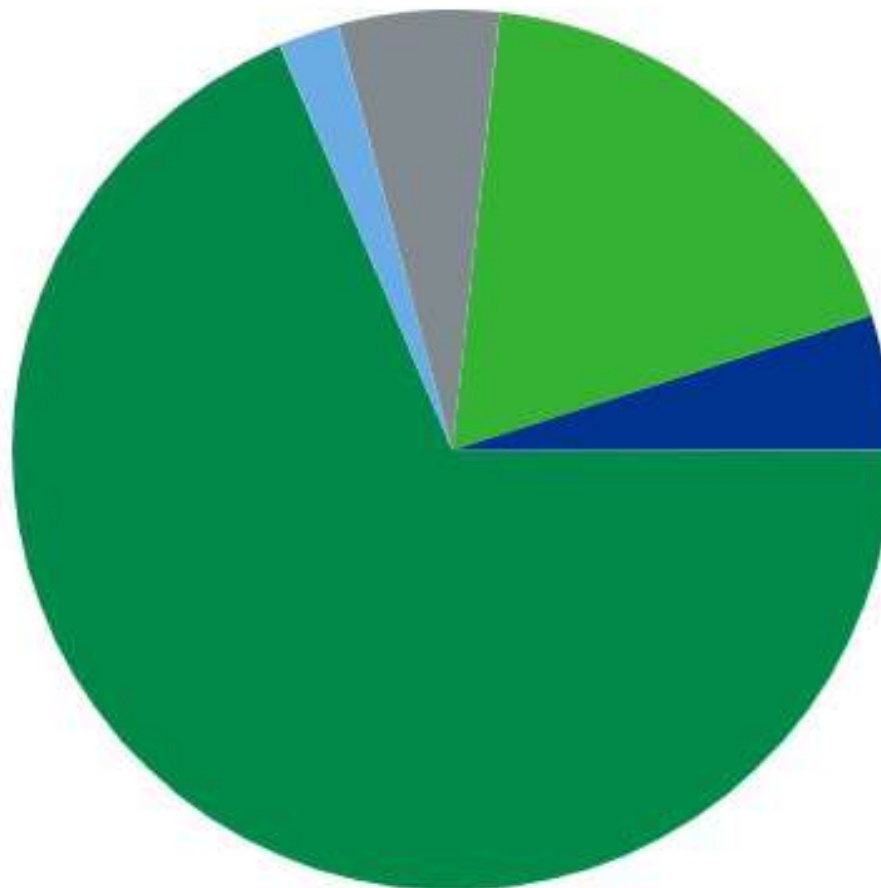




# Street & Highway

FY 2020

**\$124,593,675**



- Fuel Tax (68.6%)
- Sales Tax (2.22%)
- RRIF (5.91%)
- Federal (18.32%)
- Misc. Income (4.95%)

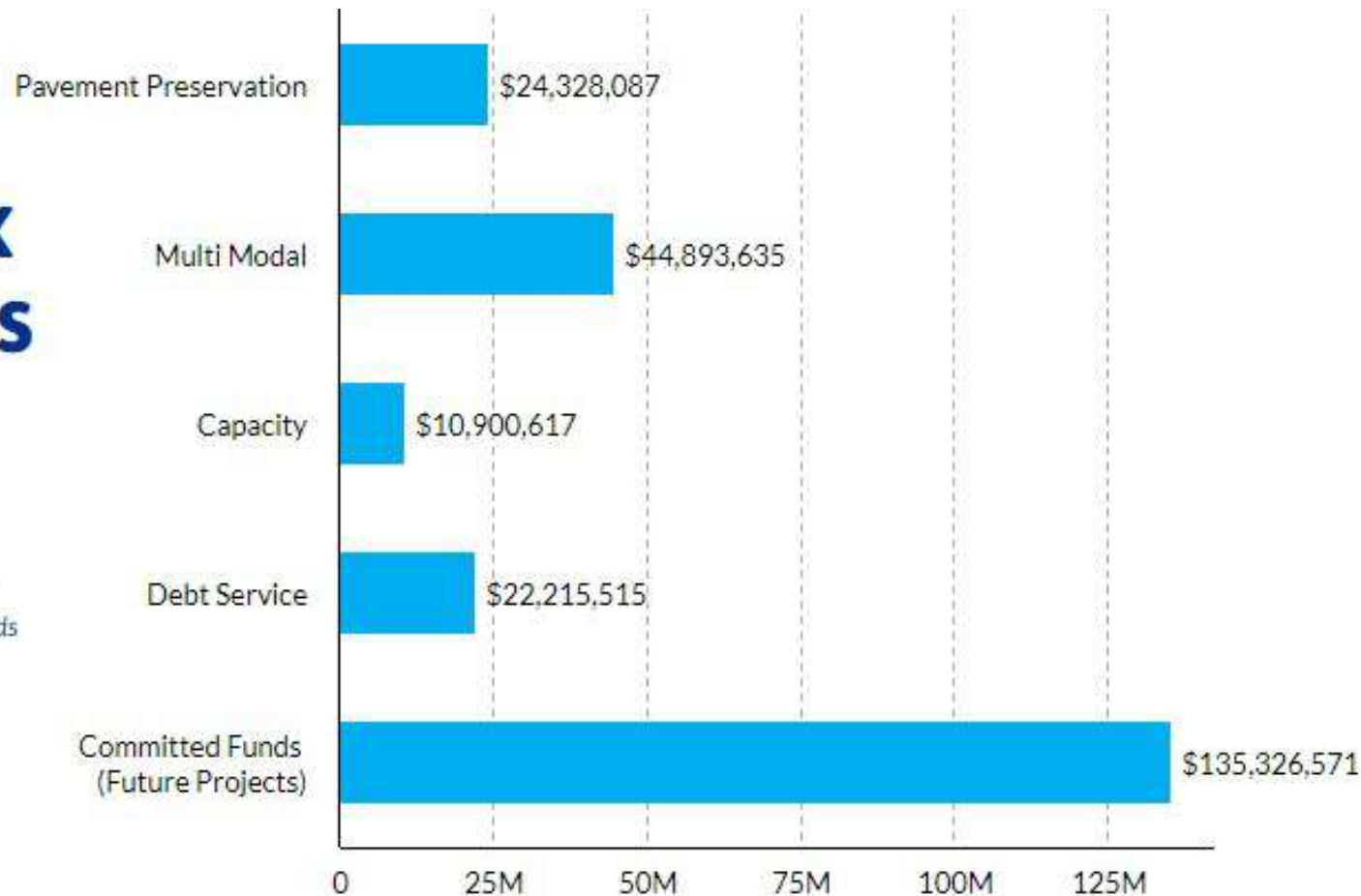


# Fuel Tax Expenses

FY 2020

**\$102,337,754\***

*\*Excludes Committed Funds*





# Fuel Tax Indexing History



- **Approved by Washoe County voters in 2002 – WC-2**
- 72nd Legislature approved – AB 516 (Effective 10/1/2003)
- **Approved by Washoe County voters in 2008 – RTC-5**
- 75th Legislature approved – SB 201 (Effective 1/1/2010)





# Increasing Pavement Preservation Needs & Construction Costs

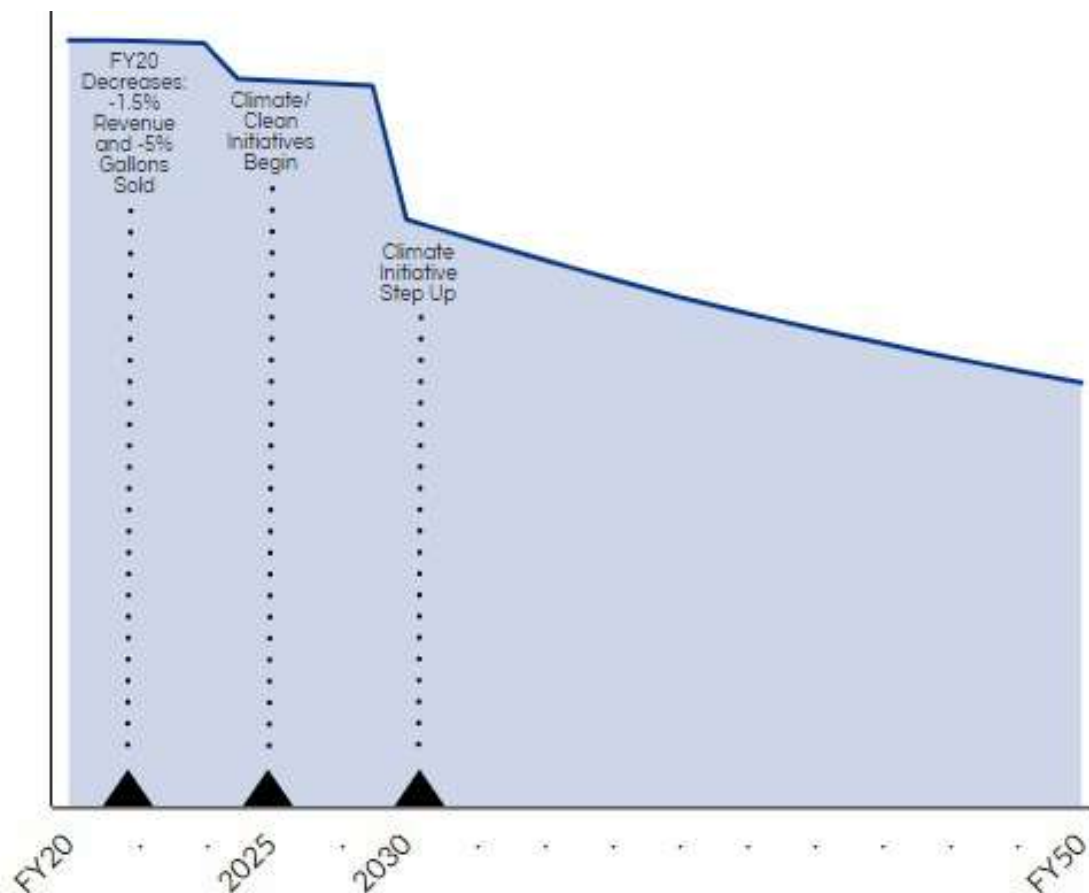


- Increasing miles of travel with expanding metro area
- Growing number of lane miles
- Increasing weight of vehicles
- Increasing cost of materials
- Increasing right-of-way costs



# Fuel Consumption Forecast

Linear forecast of gallons sold generating RTC-Washoe fuel tax through Fiscal Year 2050, using both historical data and proposed initiatives and policy changes.





# Fixed-route Service



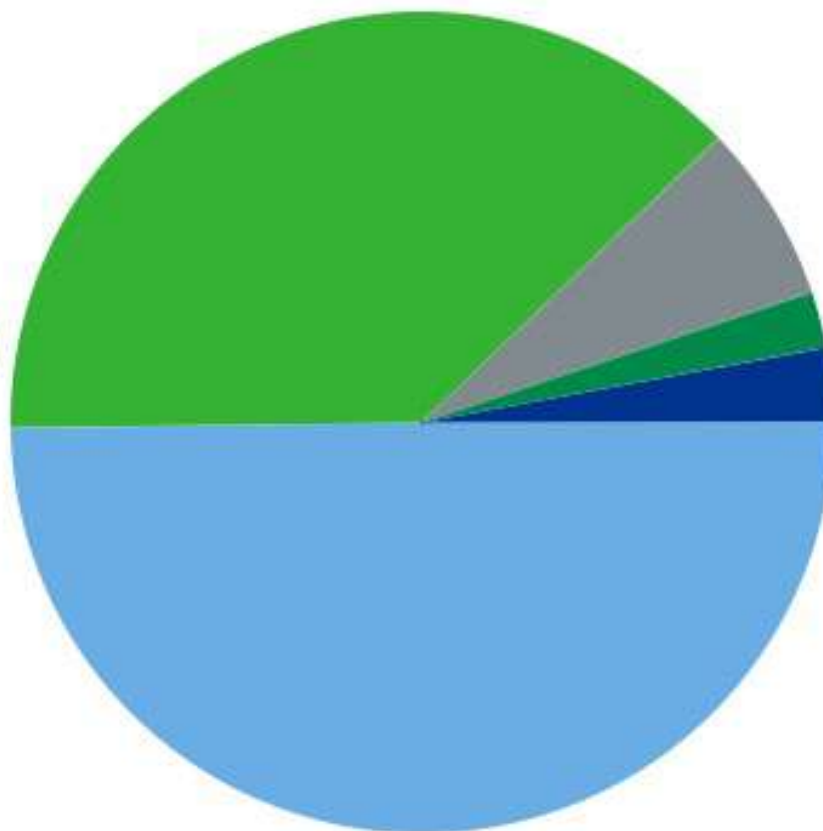
- RTC RIDE, RAPID, REGIONAL CONNECTOR
- 26 routes / 72 buses / 1,000 bus stops
- Defined route and schedule
- 7.6 million passenger trips per year (pre-COVID)
- \$700k avg. (annual) route operating cost & \$1.4M in capital costs to add a new route



# Transit Operations

FY 2020

**\$61,756,330**



- Sales Tax (49.79%)
- Federal Funds (38.05%)
- Passenger Fares (7.03%)
- State Funds (2.21%)
- Misc. Income (2.92%)





# Zero Emission Bus Program



**23**  
In Service

- Fuel cost per mile – 16% less than diesel
- 30% of transit fleet
- Reduced 607 metric tons of Carbon Dioxide (equivalent of 15,558 trees planted)
- Additionally, 45 of 55 paratransit fleet are alternatively fueled CNG vehicles
- EV range limitations (50 miles) require mixed fleet
- Received FTA grant to launch hydrogen fuel cell pilot project



# FlexRIDE Program



- Initiated November 2019
- Door to door on-demand service within the FlexRIDE zone
- Early results exceeded previous fixed-route ridership
- Cost-effective service option
- More convenient service for lower density area





# VANPOOL Program



20%

275 Vanpools

*Increase over previous year*

- RTC VANPOOL connects Reno-Sparks to Minden, Carson City, TRI Center, and Herlong, CA
- In 2019, the program eliminated 6,076 metric tons of CO<sub>2</sub>
- Electric vehicle inventory is not available to our VANPOOL program



# RTC Funding Priorities



- Accelerate transition to low or no carbon emission vehicles
- Maintain and increase funding levels for regional transportation system through equitable taxation
- Ensure new funding method(s) are transitioned smoothly
  - Debt service until 2040
- Ensure new funding method(s) are tested, vetted, and substantiated before implementation



THANK YOU

**Bill Thomas, AICP**  
**Executive Director**

Regional Transportation Commission  
of Washoe County

[bthomas@rtcwashoe.com](mailto:bthomas@rtcwashoe.com)

[rtcwashoe.com](http://rtcwashoe.com)  
Your RTC. Our Community.







# Serving the Southern Nevada Community





# WHO WE ARE



Transit



Regional  
Planning



Roadway  
Funding



Traffic  
Management



Bicycling





# MPO REGION/CHARACTERISTICS



Clark County  
covers 8,000  
square miles



45 million  
visitors &  
2.3 million  
residents



~7K miles of  
roadway and  
1K miles of  
bike facilities



Mobility  
Services



# HOW TRANSIT GETS FUNDED

Sales Tax



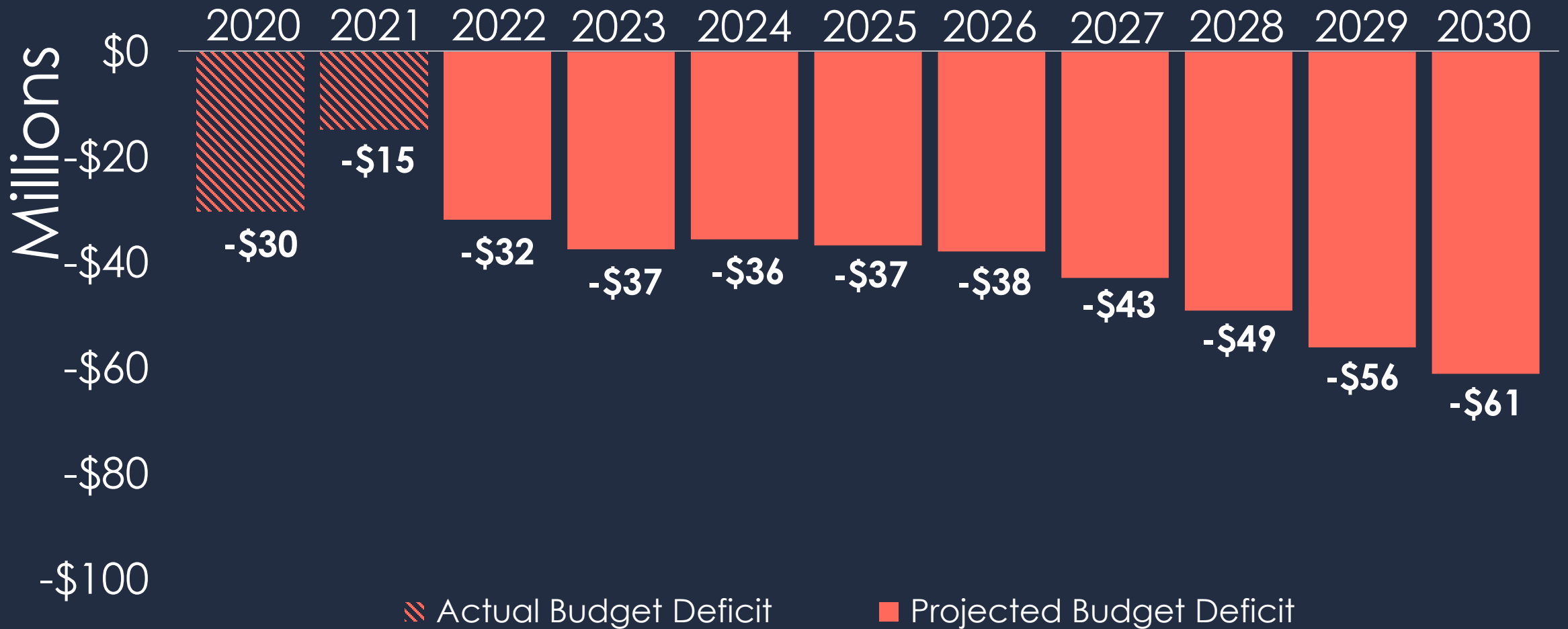
Grants



Passenger Fares



# PRE-PANDEMIC TRANSIT PROJECTED BUDGET DEFICIT FY 2020 THROUGH FY 2030



NOTE: Based on current projections effective April 2021 and subject to change due to sales tax, federal grants, capital expenditures, and motor vehicle fuel tax.



# FEDERAL STIMULUS



**\$303M TOTAL**

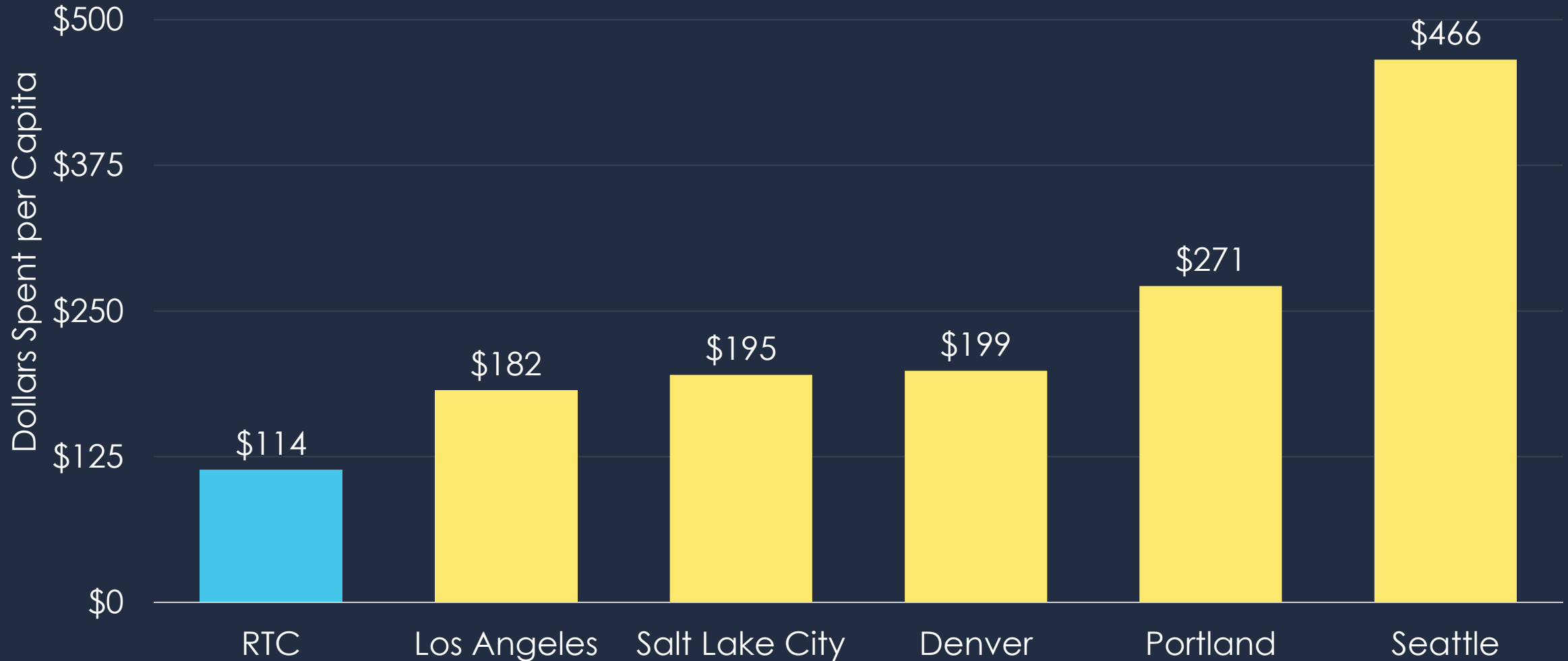
**\$112M  
CARES**

**\$60M  
CRRSAA**

**\$131M  
ARP**

# INVESTMENT IN TRANSIT

**Peer Agencies Spend at Least 60% More per Capita**





# TRANSIT CHALLENGES AND OPPORTUNITIES

Long Term  
Funding  
Solution



Sustainability &  
climate goals



The needs of the  
community





# HOW ROADS GET FUNDED

Motor Vehicle  
Fuel Tax (MVFT)



Fuel Revenue  
Indexing (FRI)



Sales Tax  
(Q 10)



# ROADWAY FUNDING

## PROGRESS REPORT AS OF MARCH 31, 2021

CONTRACTS  
AWARDED



540

LOCAL SMALL  
BUSINESSES



78



\$1.6B

AMOUNT SPENT



11,338

JOBS CREATED

# ROADWAY CHALLENGES







**Short break**

# **Nevada's Transportation Funding Challenge: Carson Area and Tahoe Region**





# Sustainable Transportation Funding

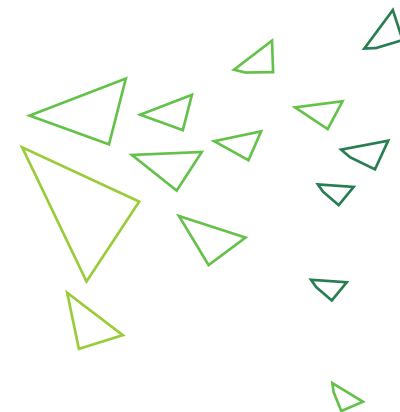
CAMPO and Carson City



# Transportation Funding

CAMPO & Carson City

- › Who and What
- › Funding History & Stopgaps
- › Local Revenue Initiatives



# CAMPO's 2050 Regional Transportation Plan

## 30-year Cost Estimates

Transportation Infrastructure	Quantity	Unit of Measurement	Replacement Cost	Asset Life Expectancy	30-Year Cost Factor	30-Year Cost*
Roads (all)	449	Centerline Miles	\$1,200,000	25	1.2	\$1,007,319,413
Federal-aid Highway (Regional Roads)	197	Centerline Miles	\$1,200,000	25	1.2	\$442,486,926
Paved Paths	5	Centerline Miles	\$315,000	25	1.2	\$2,826,776
Sidewalks	272	Linear Miles	\$448,800	50	0.6	\$114,112,015
MUTCD Traffic Signs	7,009	Each	\$400	15	2.0	\$8,735,835
Total System Level Cost Over 30-Years						\$1,132,994,039

\*15 years of inflation at 3% was applied to all costs

\*\*System level cost estimate excludes public transportation and traffic signals



# Transportation in Carson City → Not Just Pavement



## Maintenance

Signs & Markings  
Concrete Repair  
Shoulder Maintenance  
Street Sweeping  
Potholes, Crack Filling



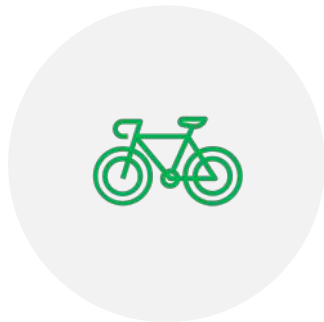
## More Maintenance

Weather Events  
Tree Pruning  
Ditch Clearing  
Graffiti Removal  
Patching



## Pavement

Preservation  
Rehabilitation  
Reconstruction



## Complete Streets

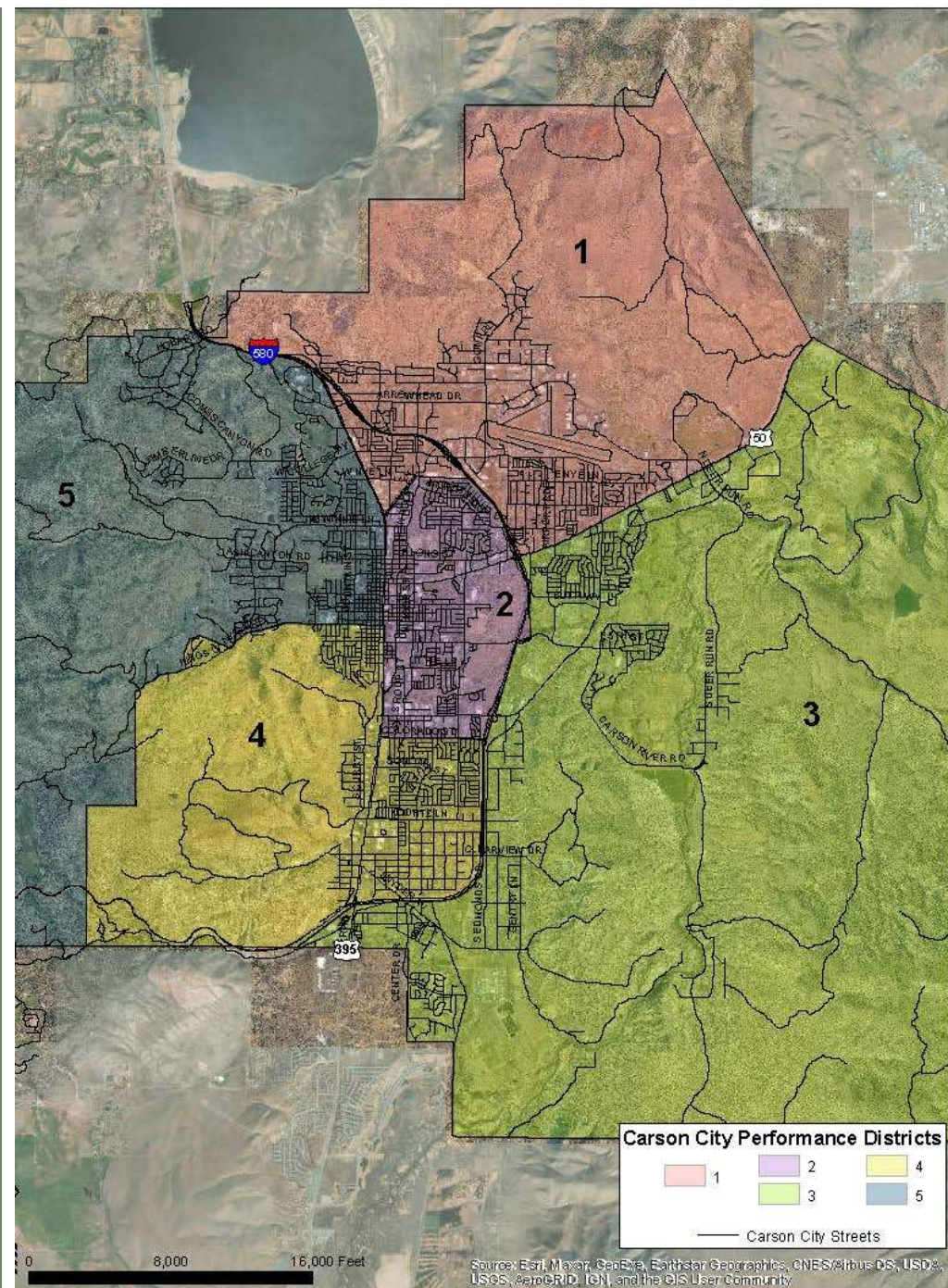
Lighting & Landscaping  
Safety Improvements  
Bikes & Pedestrians  
Transit



## Control Systems

Timing  
Coordination  
Poles & Supports  
Detection

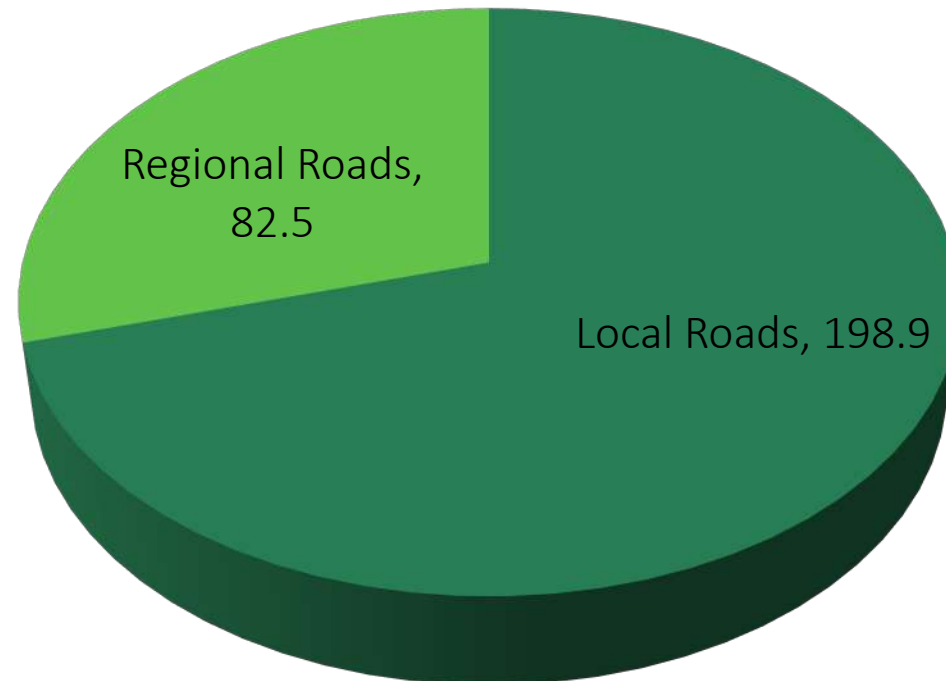
# 2019-2023 Pavement Management Plan Performance Districts





# Pavement Preservation & Rehabilitation

281.4 Centerline Miles of Roadway  
Owned and Maintained by Carson City



# Pavement Preservation & Rehabilitation

Regional Transportation Fund \$ Investment Since 2017

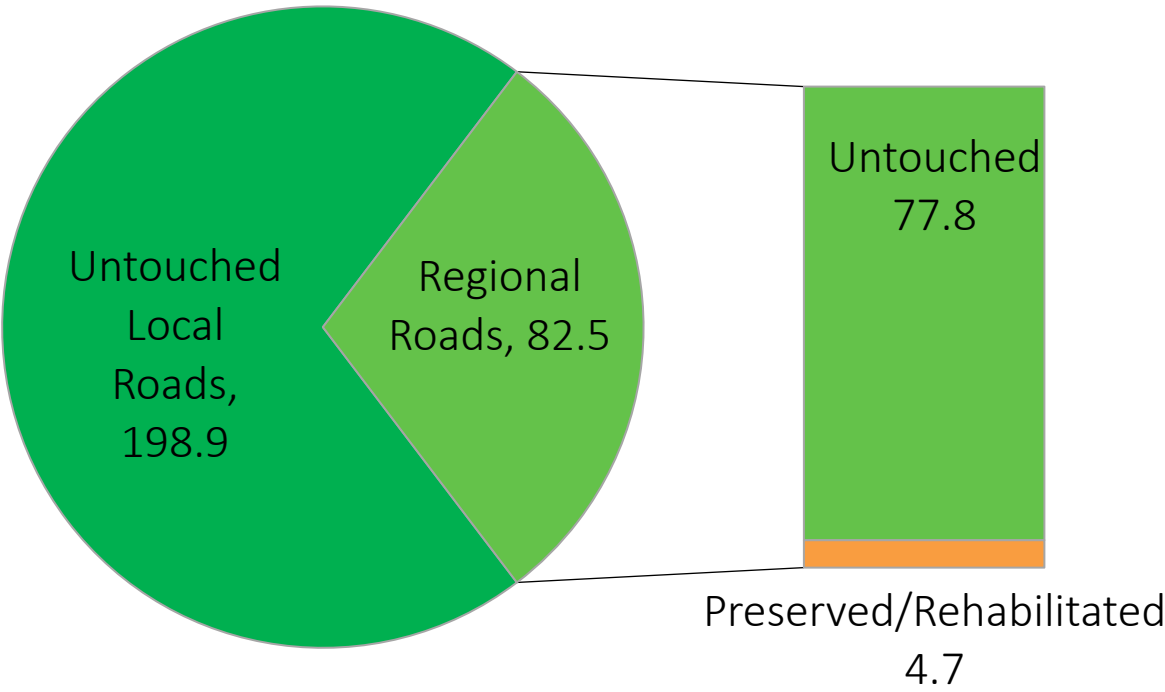




# FY 2020 Transportation Investment

1.7% of City-Owned Roadways Preserved/Rehabilitated in FY 2020

281.4 Centerline Miles of Roadway Owned and Maintained by Carson City



# Local Roads with Failing Pavement Condition



District 1 – Boeing Dr.



District 2 – Beverly Dr.



District 4 – Willow St.



District 1 – Conestoga Dr.



District 3 – Bighorn Dr./Brick Rd.



District 5 – Combs Cir.



# Transportation Revenues

\$ 0.09/gallon gas tax  
→ Regional Transportation Fund  
NRS 373.030

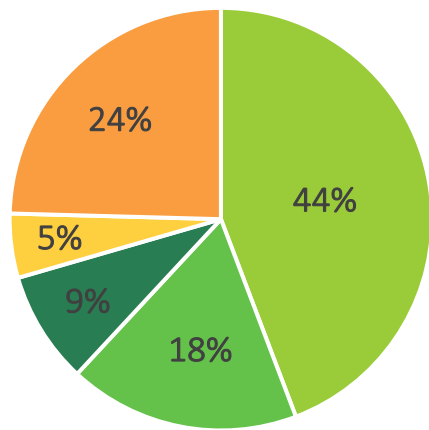
\$ 0.05/gallon diesel tax  
→ Regional Transportation Fund  
\*Sunsets / 2022 General Election  
NRS 373.062

\$ 0.036/gallon gas tax  
→ Streets Maintenance Fund  
NRS 365.180

\$ 0.0175/gallon gas tax  
→ Streets Maintenance Fund  
NRS 365.190

\$ 0.01/gallon gas tax  
→ Streets Maintenance Fund  
NRS 365.192

Fuel Tax Revenues per Gallon



## Carson City Additional Revenue Sources

- ✓ V&T Sales Tax (portion after Bond Repayment), Repayment complete Dec 2025 – possibility to extend
- ✓ Waste Management 3% Franchise Fee
- ✓ Periodic General Fund Transfers: School Zones, Center St., 5<sup>th</sup> St., Short Line



## Leveraging Local Dollars for Capital Improvements

2017-2020 Grant-Funded Projects

	Federal Funding	Local Funding	Total Projects
RTC	\$28,557,463	\$7,332,244	\$35,889,707
CAMPO	\$749,211	\$0	\$749,211
Transit (competitive grants only)	\$1,265,636	\$456,564	\$1,722,200
Total	\$30,572,310	\$7,788,808	\$38,361,118
Local Match % (overall)	20%		

# Potential Revenue Options

There is an opportunity for success



## **Traditional “User Pays”**

- Fuel Tax Indexing (NRS 373)
- Vehicle Miles Traveled Fee (new)



## **Assessments**

- General Improvement District (NRS 318)
  - Program of Local Improvements (NRS 271)
- Road Utility Fee (new)



## **Sales/Services Taxes**

- Transportation Sales Tax (NRS 377A)
- Property Tax Override (NRS 354)
- Supplemental Governmental Services Tax (NRS 371)

# Potential Evaluation Criteria

Evaluation Criteria (weight factor)	Program of Local Improvements	General Improvement District	Road Utility Fee	Government Services Tax	Special Purpose Sales Tax	Property Tax Limit Override	Vehicle Miles Traveled Fee	Fuel Tax Indexing
Legislative Authority (3)	9	9	3	9	9	6	3	6
Revenue Potential (3)	9	9	9	6	6	6	9	3
Reliability (3)	9	9	9	6	6	6	6	3
Sustainability (3)	9	9	9	6	6	3	6	3
Equity (3)	9	9	6	3	3	6	3	3
Administratively Efficient (2)	4	4	4	6	6	6	4	6
Bond Potential (2)	6	6	6	6	6	6	6	6
Flexibility (1)	3	3	3	3	3	3	3	3
Ease of adjusting (1)	3	2	2	1	1	1	2	3
Public Support Potential (1)	3	1	2	2	2	2	1	1
Total	64	61	53	48	48	45	43	37

# Illustrative Rates by Funding Option

Table 1: Illustrative rates and revenues				
Potential funding mechanisms		Illustrative rate	Potential gross first year revenue	Notes
	General Improvement District	\$10/month per residential unit Avg. \$125/month for comm/indus establishment	\$5-\$6 million	1. Based upon trip generation by land use category. 2. Assessment against property; statute may allow fee to be charged to "responsible parties" (i.e., parties having control of the premises.)
	Program of local improvements	\$10/month per residential unit Avg. \$125/month for comm/indus establishment	\$5-\$6 million	1. Based upon trip generation by land use category. 2. Assessment against property.
	Road Utility Fee	\$10/month per residential unit Avg. \$125/month for comm/indus establishment	\$5-\$6 million	1. Based upon trip generation by land use category. 2. Charged against "responsible parties" (i.e., parties having control of the premises.)
	VMT Fee	\$.025-\$0.03/VMT	\$4-\$6 million	1. Assumes only LDVs registered in Carson City. 2. Vehicles subject to VMT Fee would pay no local fuel tax; revenue estimate is net of lost fuel tax revenue. 3. Assumes "low-cost/low-tech" odometer based program.
	Transportation sales tax	0.25%	\$3.2 million	1. Revenue estimate based on existing sales tax revenue.
	Supplemental Governmental Services Tax	1% of assessed vehicle valuation	\$1-\$2 million	1. Tax calculated and collected with initial registration and annual renewals based on depreciated value of vehicle.
	Property tax override	Revenue potential reported to be extremely low.		1. Subject to total rate cap of \$3.64 per \$100 of value. 2. Exempt from year-over-year revenue cap.
	Fuel tax indexing	2.1% annual inflation adjustment	\$600,000-\$700,000 first year	1. Assumes indexing on all motor vehicle fuel taxes (gas, diesel, etc.) in Carson City at all levels (federal, state, local). 2. Longer-term projections of revenue from indexing would need to address increasing fleet economy. 3. If there is no inflation, revenue will not increase.



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There is an opportunity for success



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- Transportation Sales Tax (NRS 377A & B)
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## November 2016 Gas Tax Indexing Ballot Measure

34.07% Yes / 65.93% No

*Why was it that bad?*

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## Time for a Different Approach!

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## Opportunity in Outreach

*Gain the voters' trust and prove what we can do when given the chance*

# Next Steps



## Revenue Approach

- ✓ Work through Technical Details:
  - Legal Review
  - Financial Review
  - Policy Alignment
  - Draft Enabling Framework



## Implementation Approach

- ✓ Stakeholder Outreach:
  - Survey, Website, Printed Materials, Presentations
- ✓ Work through Details and Documentation:
  - How will revenues be transparently collected and administered?
  - How will investments and projects be prioritized and selected?
  - How will expenditures be monitored and reported?

# Thank You



Lucia Maloney 🧑

(775) 283-7396 📞

lmaloney@carson.org ✉

[www.carson.org/transportation](http://www.carson.org/transportation) 🌐





# Lake Tahoe Overview

## Sustainable Transportation Funding Advisory Working Group

August 10, 2021  
Julie Regan, TRPA







### *A Proclamation by the Governor*

**WHEREAS**, for half a century, the Tahoe Regional Planning Agency, known as TRPA, has been at the forefront of the mission to conserve and restore Lake Tahoe's spectacular natural environment, which has inspired so many Nevadans and Americans nationwide; and

**WHEREAS**, the State of Nevada, with cooperation from the State of California, took bold action to create TRPA, and the collaboration that led to the historic formation of the Agency was a landmark public policy achievement; and

**WHEREAS**, following congressional ratification and signature of the Tahoe Regional Planning Compact into law by U.S. President Richard Nixon, the agency has led the way in landscape-scale conservation and restoration initiatives for 50 years, and remains a unique example of watershed-based governance in the United States; and

**WHEREAS**, since its creation, TRPA has helped foster a growing spirit of partnership and collaboration by bringing together Nevada, California, federal and local governments, the Washoe Tribe, academic institutions, non-profit organizations, the private sector and the public at large to save and restore Lake Tahoe; and

**WHEREAS**, today, all sectors work together with TRPA to protect this outstanding natural resource and ensure that it remains a national treasure for future generations to enjoy; and

**WHEREAS**, TRPA was the first bi-state, regional environmental planning agency in the country, and is a model of what is possible when government, business, and people come together for the common good of resource conservation and environmental protection; and

**WHEREAS**, the State of Nevada commends the TRPA and all its partners for a job well done, and wishes the Tahoe Regional Planning Agency continued success in years to come;

**NOW, THEREFORE, I, STEVE SISOLAK, GOVERNOR OF THE STATE OF NEVADA, do hereby recognize the**

50<sup>th</sup> ANNIVERSARY OF THE TAHOE REGIONAL PLANNING AGENCY



In Witness Whereof, I have hereunto set my hand and caused the Great Seal of the State of Nevada to be affixed at the State Capitol in Carson City, this 16<sup>th</sup> day of December 2020

By the Governor: *Stephen Sisolak* Governor  
By *Michelle A. Wall* Secretary of State Deputy

#### An Act

grant the consent of the Congress to the Tahoe Regional Planning Compact, and to authorize the Secretary of Agriculture and others to cooperate with the planning agency thereby created.

Dec. 16, 1980  
(H. R. 8233)

Enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in order to encourage the wise use and conservation of the waters of Lake Tahoe and of resources of the area around said lake, the consent of the Congress is hereby given to the Tahoe Regional Planning Compact heretofore adopted by the States of California and Nevada, which compact is as follows:

Tahoe Regional Planning Compact

#### TAHOE REGIONAL PLANNING COMPACT

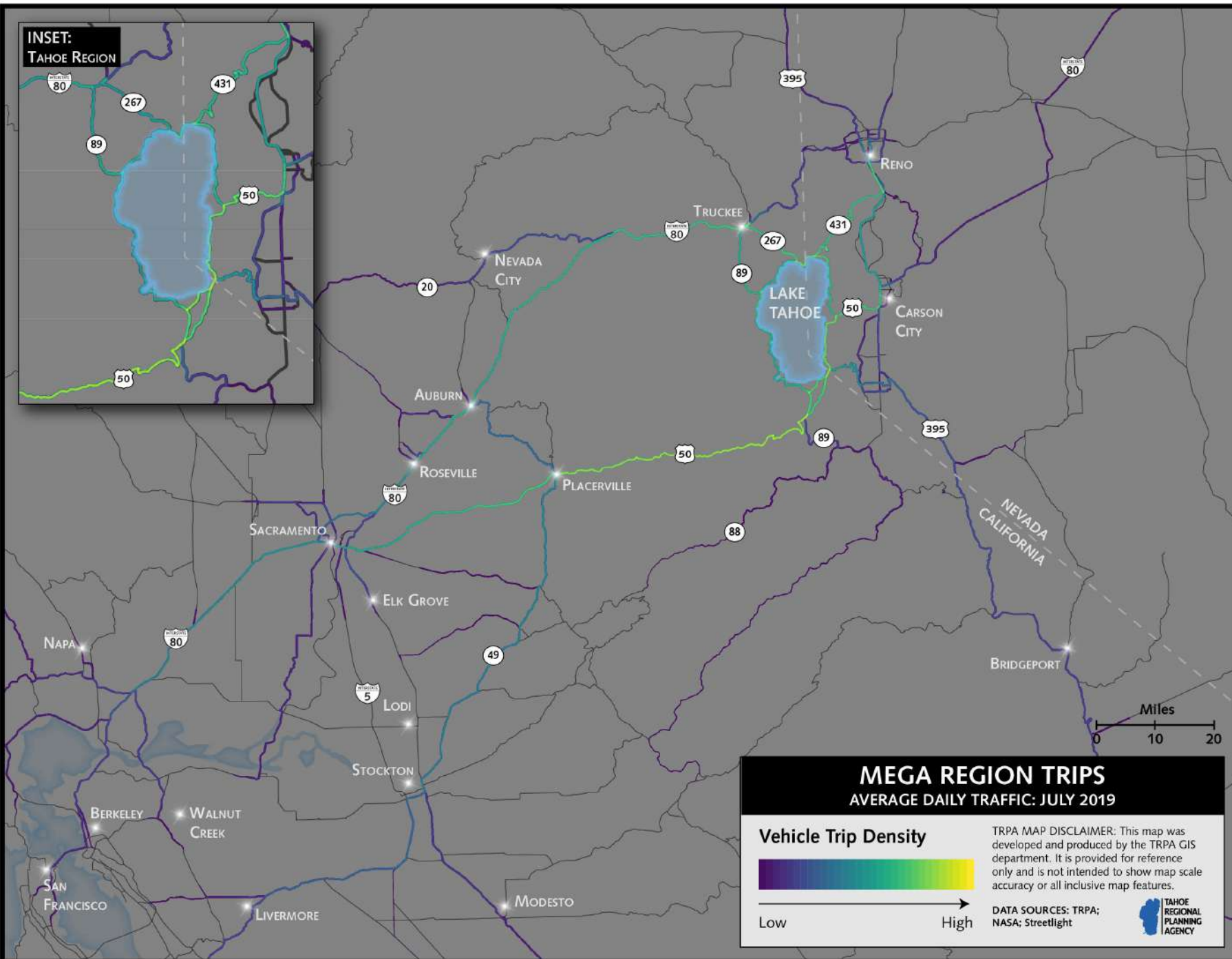
##### ARTICLE I. - FINDINGS AND DECLARATIONS OF POLICY

(a) It is found and declared that:

- (1) The waters of Lake Tahoe and other resources of the region are threatened with deterioration or degeneration, which endangers the natural beauty and economic productivity of the region.
- (2) The public and private interests and investments in the region are substantial.
- (3) The region exhibits unique environmental and ecological values which are irreplaceable.
- (4) By virtue of the special conditions and circumstances of the region's natural ecology, developmental pattern, population distributions and human needs, the region is experiencing problems of resource use and deficiencies of environmental control.
- (5) Increasing urbanization is threatening the ecological values of the region and threatening the public opportunities for use of the public lands.
- (6) Maintenance of the social and economic health of the region depends on maintaining the significant scenic, recreational, educational, scientific, natural public health values provided by the Lake Tahoe Basin.
- (7) There is a public interest in protecting, preserving and enhancing these values for the residents of the region and for visitors to the region.
- (8) Responsibilities for providing recreational and scientific opportunities, preserving scenic and natural areas, and safeguarding the public who live, work and play in or visit the region are divided among local governments, regional agencies, the States of California and Nevada, and the Federal Government.
- (9) In recognition of the public investment and multi-state and national significance of the recreational values, the Federal Government has an interest in the acquisition of recreational property and the management of resources in the region to preserve environmental and



# Tahoe Region: Summer Traffic

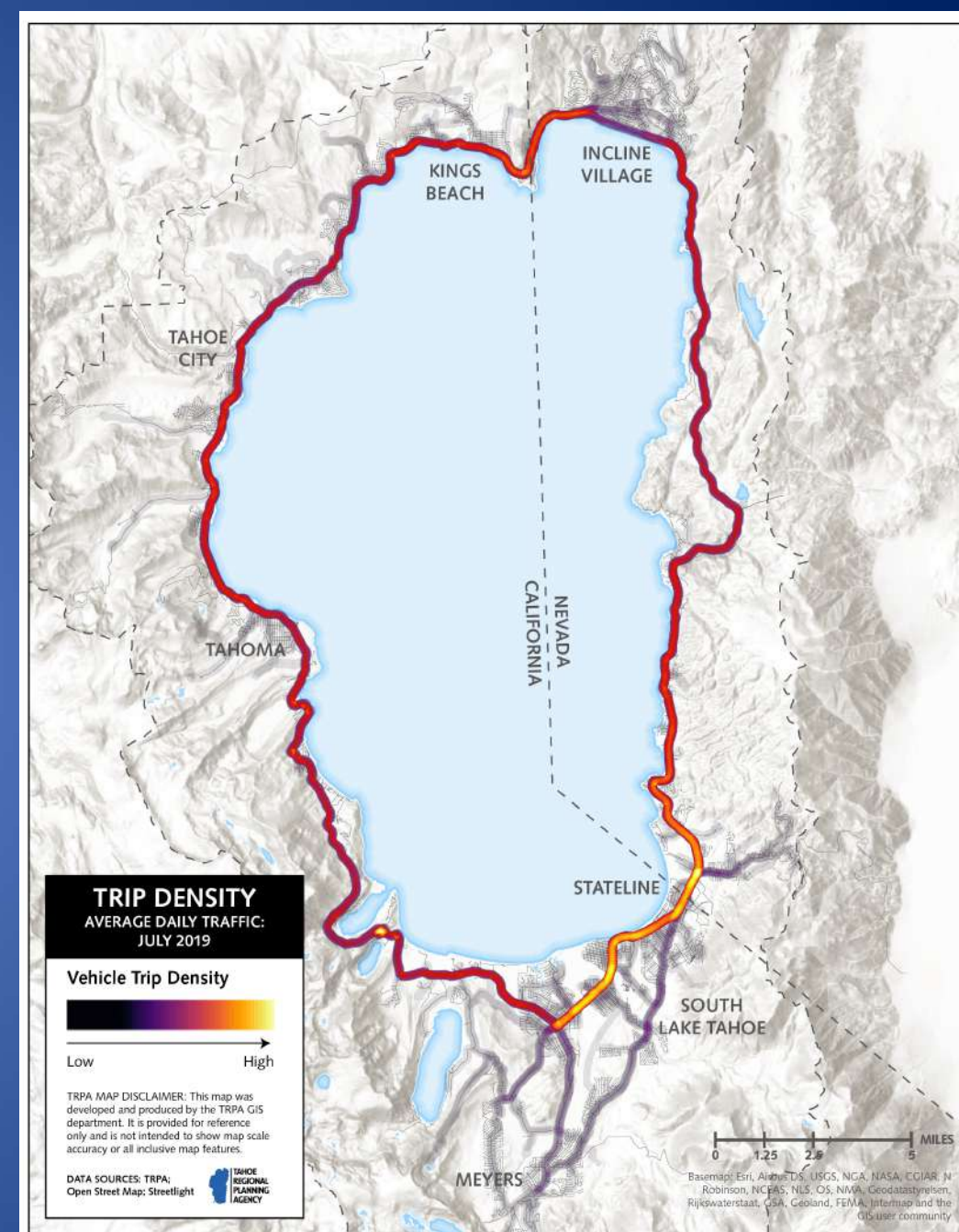
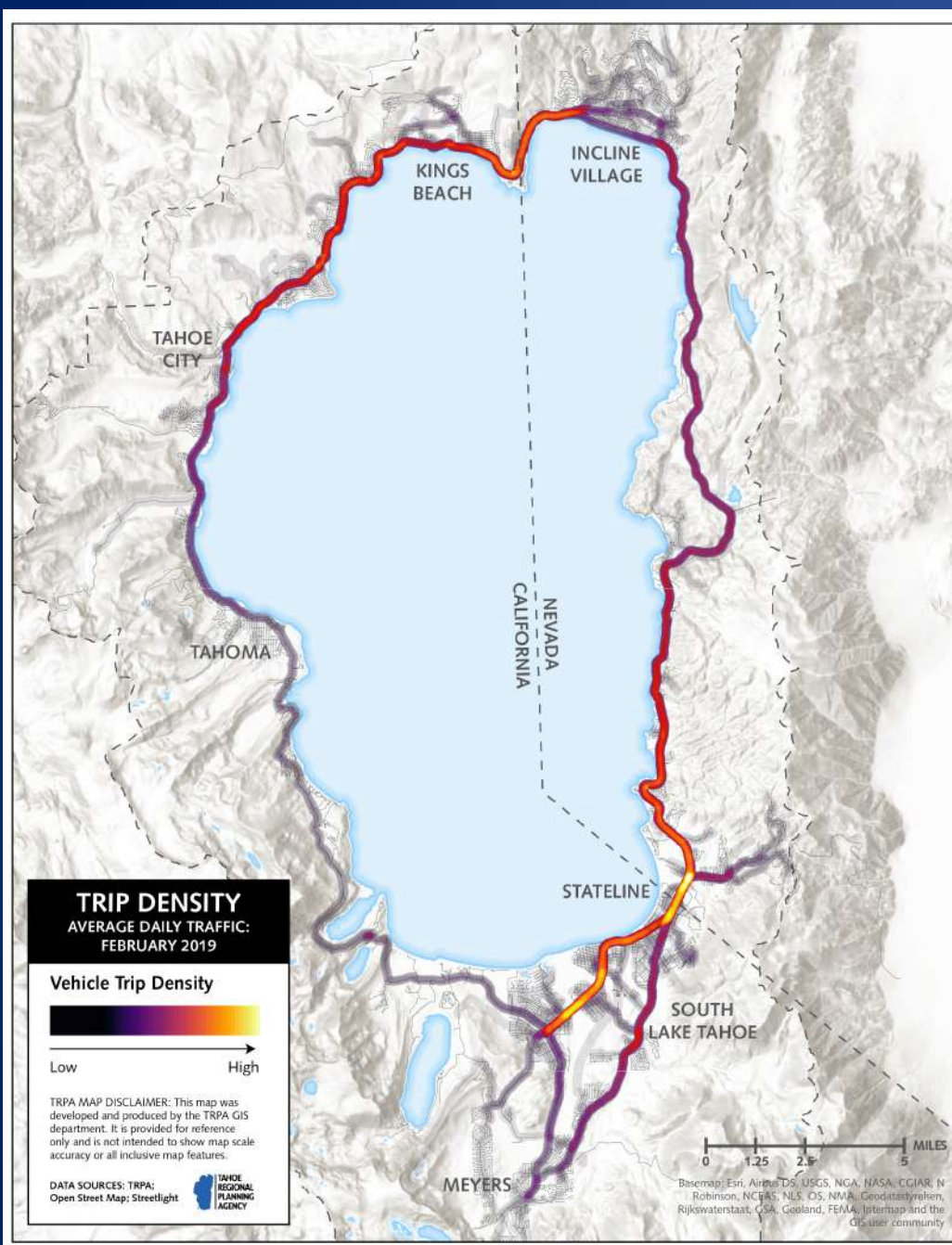


## Basin Entry Point

State Route 89 (Tahoe City)	17%
Highway 267 (Kings Beach)	17%
State Route 431 (Mt. Rose Hwy)	11%
Highway 50 (Echo Summit)	14%
Highway 50 (Spooner Summit)	26%
State Route 207 (Kingsbury Grade)	12%
State Route 89 (Luther Pass Rd)	3%

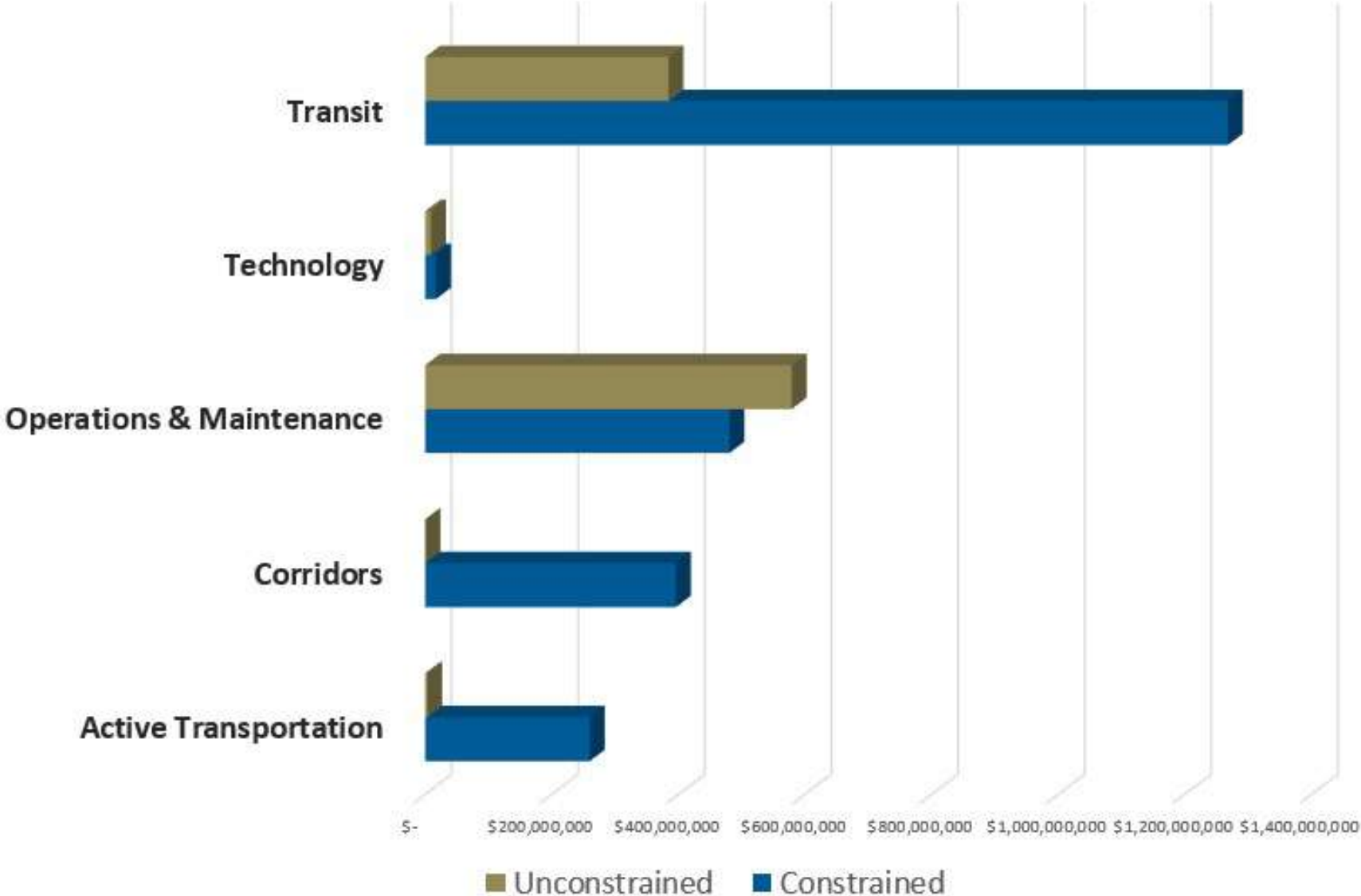


# Tahoe's Challenge: Seasonal Peaks



## 2020 RTP/SCS Revenue UnConstrained vs Constrained

## 2045 Tahoe RTP/SCS Revenue



## Challenges

- Constrained Plan = **\$2.4B**
- Unconstrained/Shortfall = **\$1B (NV \$30M)**





## Policy Goals:

- Reduce vehicle miles traveled (VMT) and congestion
- Improve community connectivity
- Prioritize transit, biking, and walking

### Transportation Action Plan from Bi-State Consultation

The states of California and Nevada have convened a Bi-State Consultation on Transportation to bring public and private partners together to accelerate transportation investment at Lake Tahoe. The following represents a collaborative commitment to funding regionally significant transportation investments.

#### U.S. 50 South Stateline Community Revitalization

Reclaiming a main street along U.S. Highway 50 will make the heart of the South Shore more walkable, bikeable, and economically viable while protecting Lake Tahoe's spectacular environment. The project will deliver new affordable housing and reduce greenhouse gas emissions.

**Project Cost: \$100 million (transportation), \$56 million (housing)**



#### State Route 89 Emerald Bay Corridor

The newly launched corridor management plan calls for Emerald Bay shuttles every 15 minutes, parking management, new trails, and other infrastructure improvements.

**Project Cost: \$20 million**



#### State Route 28 Stateline-to-Stateline Bikeway

Infrastructure investments are needed to complete the trail along the entire East Shore linking Incline Village to Spooner Summit. Parking and safety enhancements, pedestrian crossings, and a link to Spooner Front Country facilities are needed.

**Project Cost: \$68 million**



#### Placer Resort Triangle Priority Transit Lanes

Placer County is leading this innovative project to dedicate transit lanes on State Routes 89 and 267 during peak travel times to reduce congestion and improve traffic flow and safety.

**Project Cost: \$30 million**



### Delivering the Regional Transportation Plan

Transformational investments in Transit, Trails, Technology, and maintaining the transportation system at Lake Tahoe.

#### TRANSIT

Transit investments are needed to improve service to the local community and the millions of visitors to Lake Tahoe. By growing public-private partnerships on transit, Lake Tahoe will benefit from reduced congestion and greenhouse gas emissions.

**Cost: \$407 million**

#### TECHNOLOGY

Technology creates opportunities to better connect people with information about travel around the region. New systems are crucial to reduce pressure points on roadways in peak seasons. Clean technology is also critical to address climate impacts.

Key projects include Intelligent Transportation System upgrades, regional parking, and traffic management.

**Cost: \$160 million**

#### TRAILS

The Tahoe Region has a growing system of shared-use paths, sidewalks, bicycle lanes, crosswalks, and accessible facilities. The network is critical to increasing trips by foot and bike in the region.

Key projects include Resort Triangle Bikeway Network, Pioneer Trail Sidewalks, and the South Tahoe Greenway network.

**Cost: \$47 million**

#### OPERATIONS & MAINTENANCE

Ensuring the transportation system is functioning at a high level while reducing the impact from emissions and stormwater runoff on Lake Tahoe.

**Cost: \$345 million**

# 2020 RTP Revenue Shares

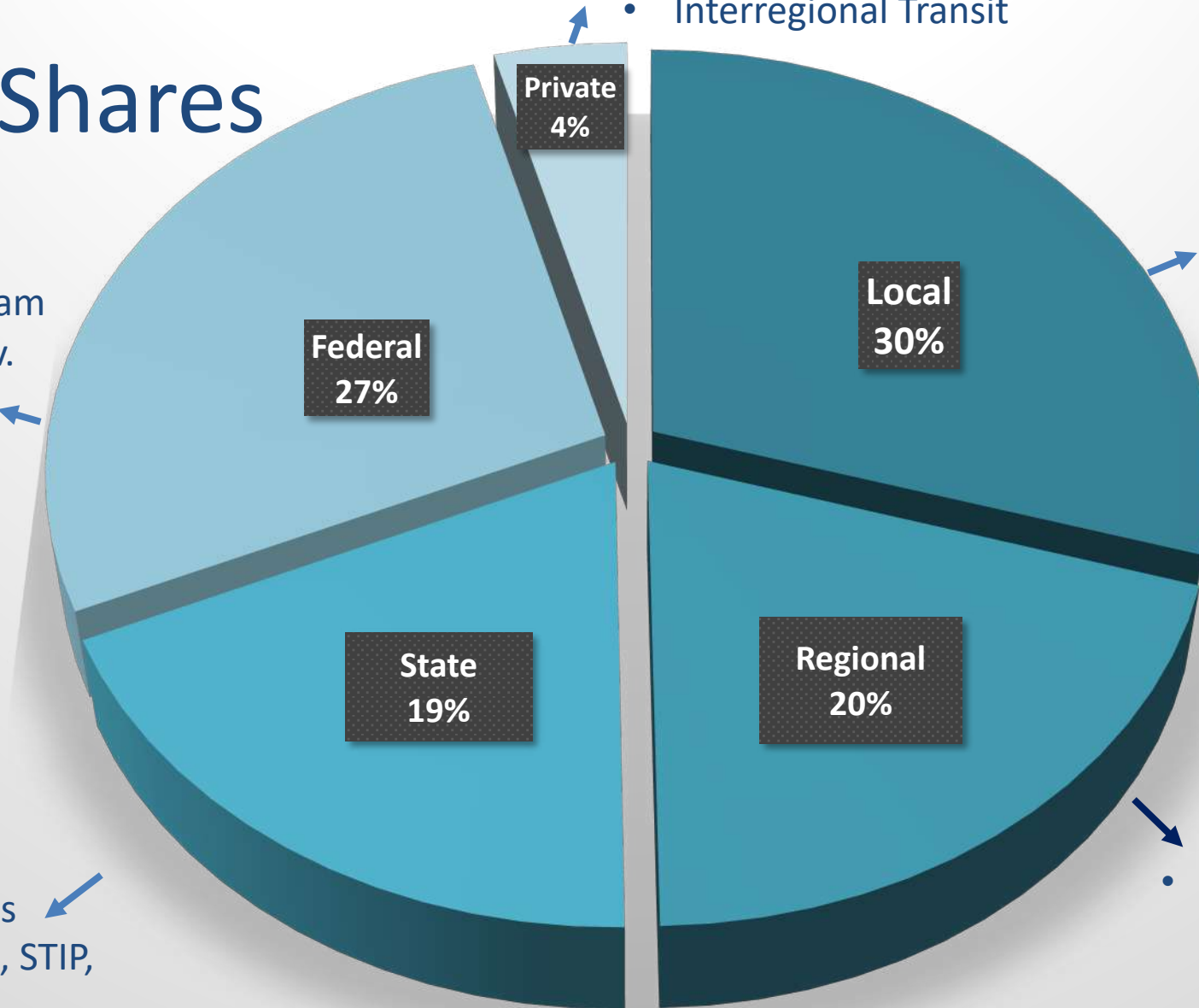
- Relief Funds
- Hwy Infrast. Program
- Hwy Safety Improv.
- FTA 5311, 5307
- FHWA

- NV State Funds
- CA - SB1, TDA, STIP, SHOPP

- Ski Shuttle Partners
- Micro Transit Public/Private
- Interregional Transit

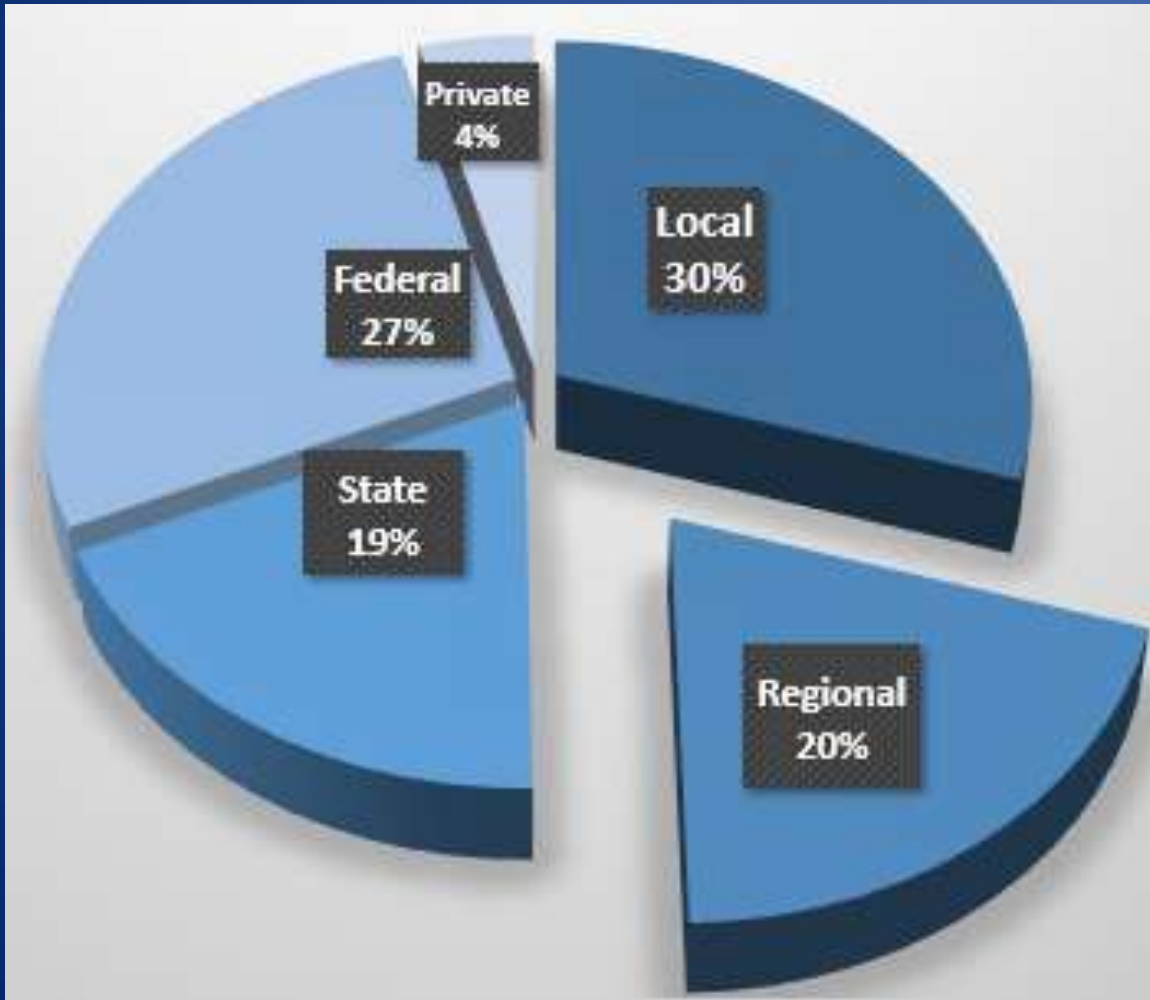
- Regional Transit Farebox
- Mitigation Funds
- Transit Occupancy Taxes
- Tax Measures

- Sustainable Transportation Funding





# Tahoe Sustainable Funding Initiative “The Regional Share”



- Includes \$20M/year *minimum for new regional funding*
- Addresses Climate Policy from CA & NV  
*GHG and VMT reductions*
- Equity Principles



# Tahoe is a Shared Priority

- Nevada congressional delegation and administration
- Regionally -- CA & NV



**LAKE TAHOE**  
ENVIRONMENTAL  
IMPROVEMENT  
PROGRAM



# **Overview of Federal Funding for Transportation**



## The Federal Aid Highway Program

Felicia Denney, Assistant Director of Administration  
August 10, 2021

# FEDERAL HIGHWAY FUNDING

- The Federal Highway Administration (FHWA) supports State and local governments in the design, construction, and maintenance of the Nation's highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands Highway Program).
- Federal Aid supports higher volume roadways with a small amount of funding available for other roadways & programs.
- Maintenance activities required to keep the highway open for public travel are the responsibility of the State and local governments.
- NDOT is also a pass-through entity for Federal Transit Administration rural transit programs.
- Federal aid amounts to approximately 45% of NDOT's budget.

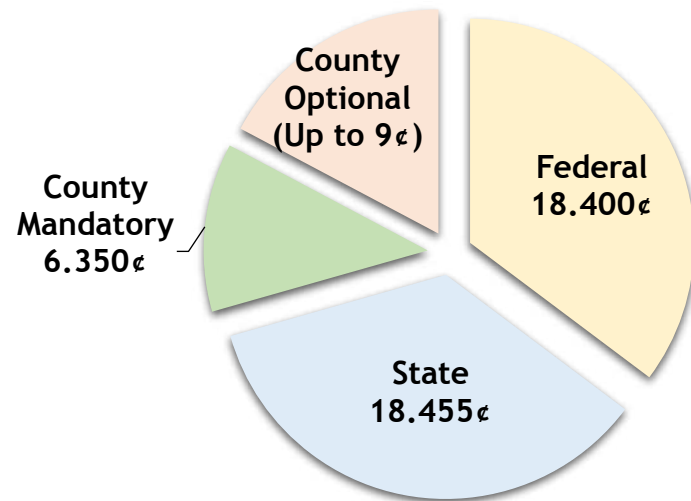




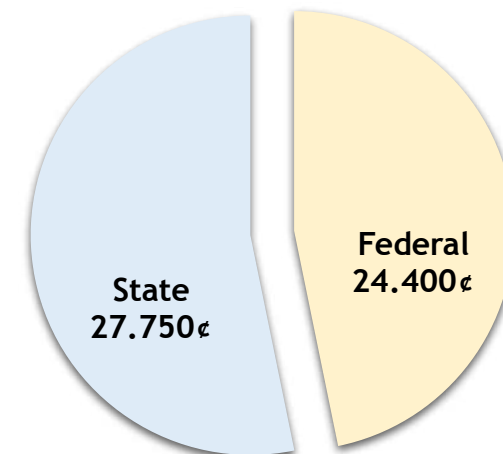
# FEDERAL HIGHWAY TRUST FUND

- The Federal Highway Trust Fund (HTF), established in 1956, provides revenue to support the Federal Aid Highway Program.
- Revenues include taxes on gasoline (18.4 cents per gallon), diesel (24.4 cents per gallon), tires over 40 pounds, truck and trailer sales, heavy vehicle use, and interest.
- The federal tax was last raised October 1, 1993 and is not indexed to inflation.

***Gasoline Tax Per Gallon***



***Diesel Tax Per Gallon***



*State gas and special fuel tax rates last increased in 1995.*

# FEDERAL HIGHWAY TRUST FUND BALANCE

Over the years, the federal Highway Trust Fund has required revenue bolsters from other sources (primarily the federal General Fund) in order to retain solvency. Projections below are based upon Congressional Budget Office (CBO) baseline figures.

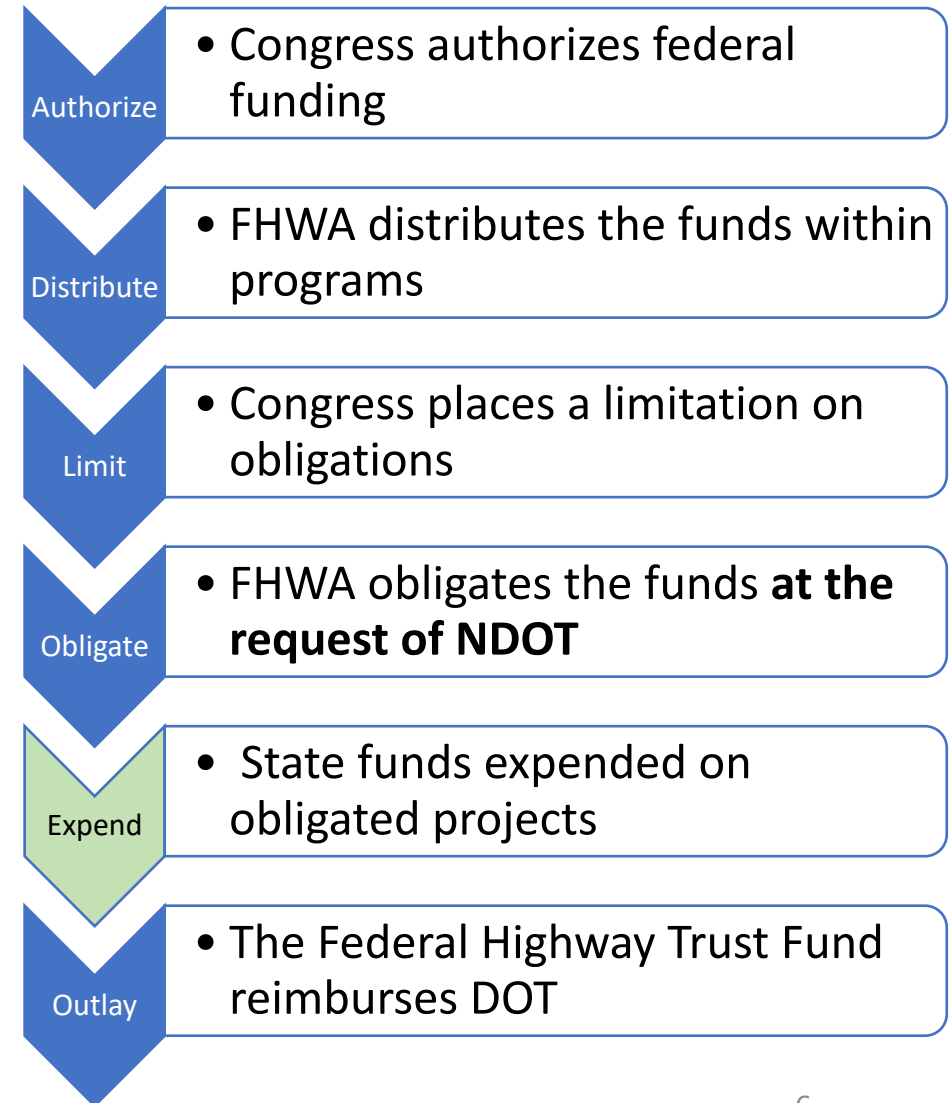


- Federal Highway Funding is typically provided via multi-year federal surface transportation acts.
- In December 2015, the Fixing America's Surface Transportation Act, or "FAST Act" was passed, providing funding through September 2020 , with additional revenue for the Federal Highway Trust Fund (HTF).
- The FAST Act was extended through September 2021, and Congress is currently working on new federal funding legislation, the Infrastructure and Investment Jobs Act (IIJA).
- The IIJA covers five federal fiscal years (2022 – 2026) and includes an infusion of funding to shore up the HTF.
- The IIJA proposes roughly a 25% increase in federal highway funding, with a larger increase in the first year of the act and smaller incremental increases over the remainder of the act.
- Based on the proposed funding formula under the act, over five years, Nevada would see a total of about \$2.5 billion for federal-aid highway apportioned programs and \$225 million for bridge replacement and repairs and \$38M for a new electric vehicle infrastructure program.



# FEDERAL AID PROCESS

- Most of the funding provided by the FHWA is in Apportionments and is distributed to various programs.
- The amount of funds that may be obligated in any federal fiscal year is established during the annual appropriations process and is known as an ***Obligation Limitation***.
- The Federal Aid Highway Program is ***reimbursable*** funding, requiring an upfront expenditure of state funds followed by reimbursement of eligible expenditures (less state match) from the FHWA.
- Due to the large proportion of federal land in the state, Nevada enjoys a low matching requirement on most programs – typically 5%, with 95% federal reimbursement.



# AUGUST REDISTRIBUTION & GRANT PROGRAMS

Nevada Additional Obligation Limitation  
(\$ in millions)

## Opportunities for additional obligation limitation:

- August Redistribution

FHWA redirects obligation authority out of accounts that are not on course to use up their allotted obligation limitation for the year and provide it to recipients that are ready to use it.

- Discretionary Grants:

NDOT also applies for discretionary grants and was recently awarded the following grants:

- \$9.8M Competitive Highway Bridge Program grant for the I-15 bridge replacement.
- \$50M Infrastructure for Rebuilding America (INFRA) Grant for the upcoming I-15 Tropicana Interchange Reconstruction Harmon HOV Ramps project.

FFY	Last Day Funds	August Redistribution	Total
<b>2004</b>	<b>\$9.0</b>	<b>\$8.1</b>	<b>\$17.1</b>
<b>2005</b>	<b>1.0</b>	<b>6.0</b>	<b>\$7.0</b>
<b>2006</b>	<b>32.7</b>	<b>11.6</b>	<b>\$44.3</b>
<b>2007</b>	<b>20.0</b>	<b>4.7</b>	<b>\$24.7</b>
<b>2008</b>	<b>0.0</b>	<b>1.6</b>	<b>\$1.6</b>
<b>2009</b>	<b>0.0</b>	<b>2.8</b>	<b>\$2.8</b>
<b>2010</b>	<b>9.0</b>	<b>3.1</b>	<b>\$12.1</b>
<b>2011</b>	<b>0.0</b>	<b>2.9</b>	<b>\$2.9</b>
<b>2012</b>	<b>0.0</b>	<b>4.2</b>	<b>\$4.2</b>
<b>2013</b>	<b>0.0</b>	<b>7.3</b>	<b>\$7.3</b>
<b>2014</b>	<b>0.0</b>	<b>11.2</b>	<b>\$11.2</b>
<b>2015</b>	<b>0.0</b>	<b>10.3</b>	<b>\$10.3</b>
<b>2016</b>	<b>0.0</b>	<b>20.0</b>	<b>\$20.0</b>
<b>2017</b>	<b>0.0</b>	<b>21.6</b>	<b>\$21.6</b>
<b>2018</b>	<b>0.0</b>	<b>32.2</b>	<b>\$32.2</b>
<b>2019</b>	<b>0.0</b>	<b>26.6</b>	<b>\$26.6</b>
<b>2020</b>	<b>0.0</b>	<b>46.8</b>	<b>\$46.8</b>
<b>Total</b>	<b>\$71.7</b>	<b>\$221.1</b>	<b>\$292.7</b>



Felicia Denney, NDOT Assistant Director,  
Administration  
[fdenney@dot.nv.gov](mailto:fdenney@dot.nv.gov) | (775) 888-7440

# **Transportation Funding Challenges for the State-managed System**

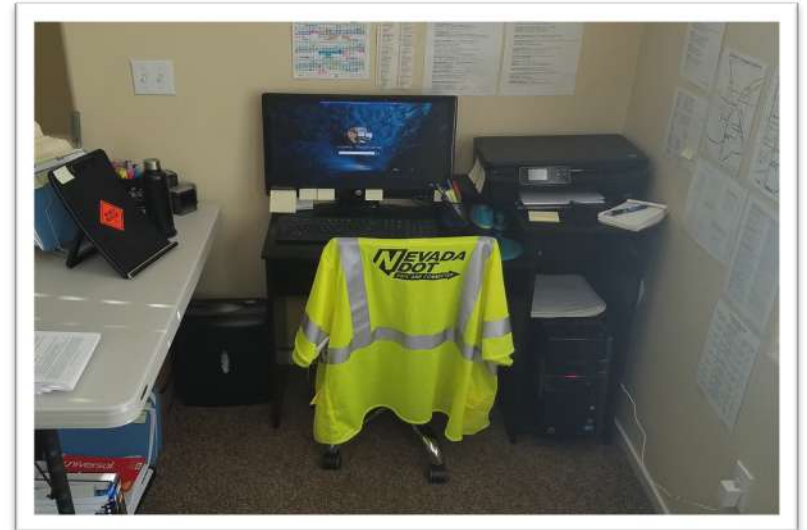




# Transportation Funding Challenges for the State-Managed System

Kristina Swallow, P.E., Director  
August 10, 2021

# ABOUT NDOT



# POPULATION & VMT GROWTH

Statistic	Fiscal Year 2012	Fiscal Year 2019	Growth 2012 - 2018	% Growth 2012 - 2018
Nevada population	2,729,554	3,101,000 <sup>(a)</sup>	371,446	14%
Nevada licensed drivers	1,750,972	2,111,620	360,648	21%
NV registered passenger vehicles	1,862,838	2,256,828	393,990	21%
Vehicle miles traveled (billion) <sup>(b)</sup>	12.0	13.7	1.7	14%
Bridges <sup>(b)</sup>	1,116	1,229	113	10%

(a) Estimate

(b) NDOT-maintained

**Just 13% of all Nevada's roads are on the state-maintained system, but this 13% carries:**

- **70% of ALL truck traffic**
- **50% of ALL vehicle traffic**





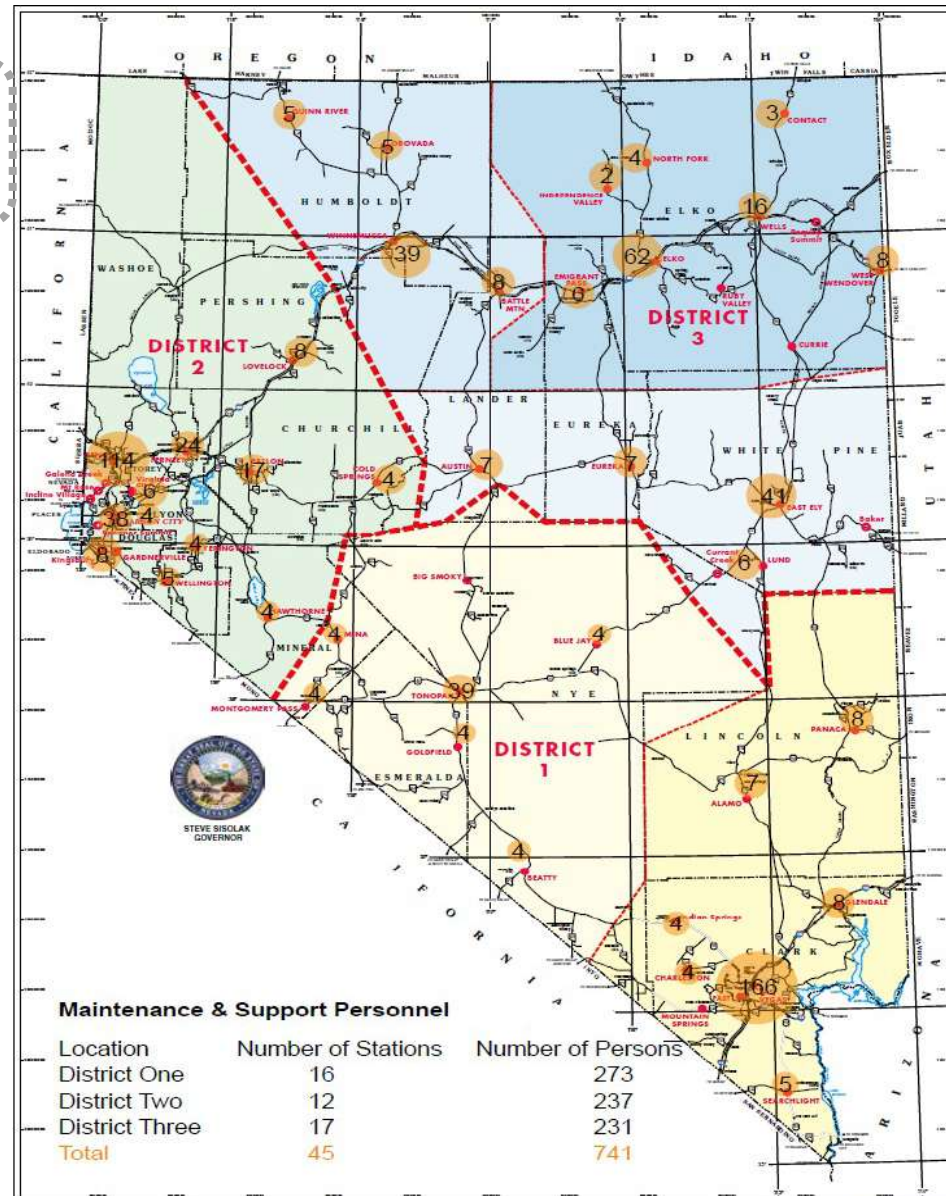
# DISTRICT BREAKDOWN

## District 2 Northwestern Nevada

- **45** regional maintenance stations
- Maintenance, quality control, and management of construction projects
- More than **740** team members strategically located throughout the state

## District 3 Northeastern Nevada

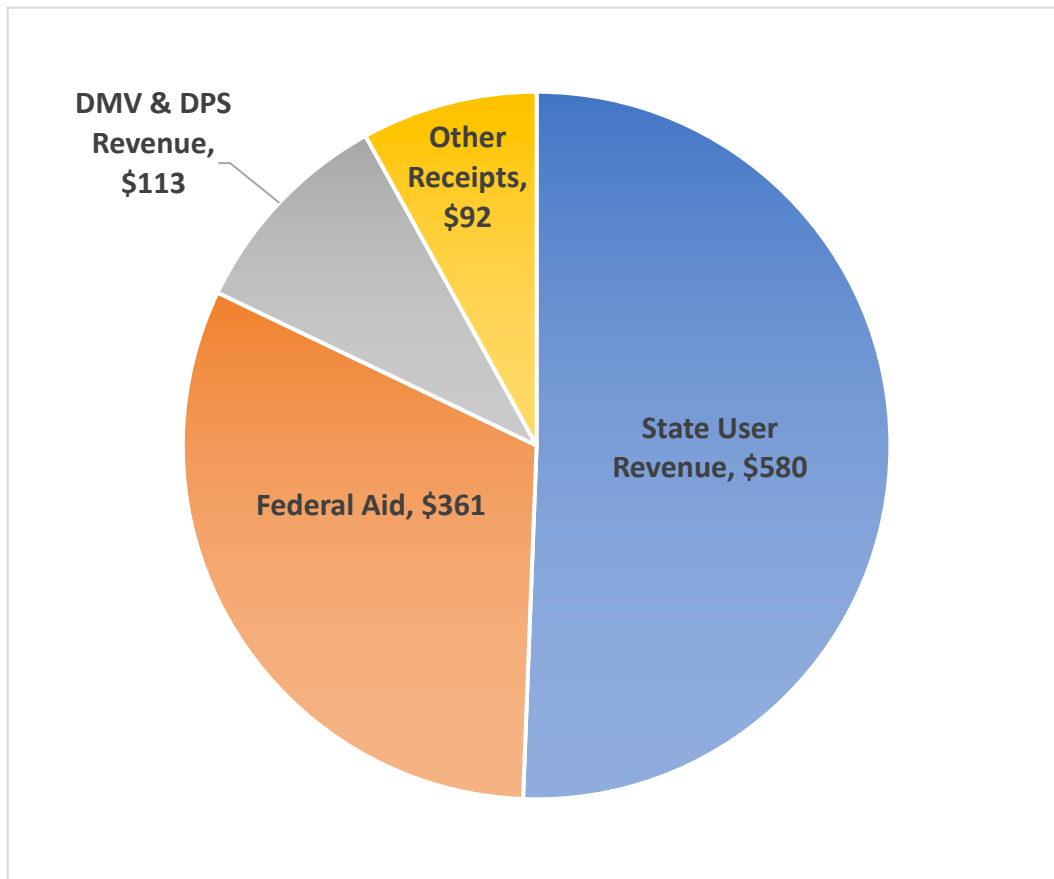
## District 1 Southern Nevada



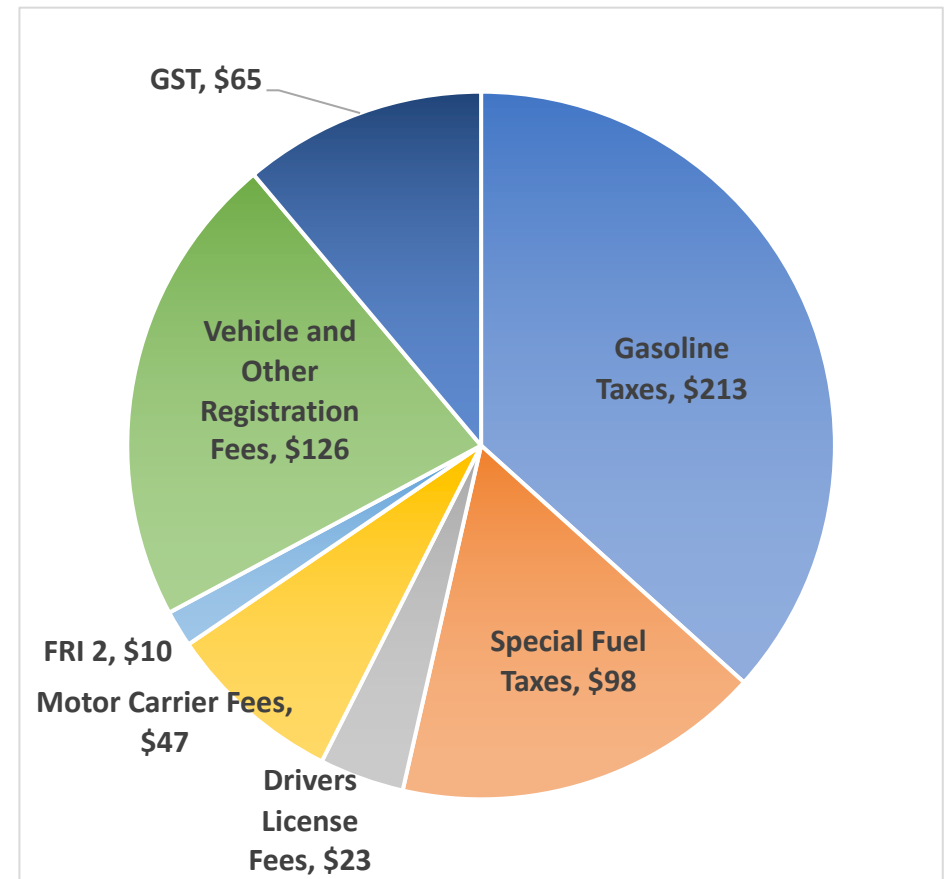


# HIGHWAY FUND

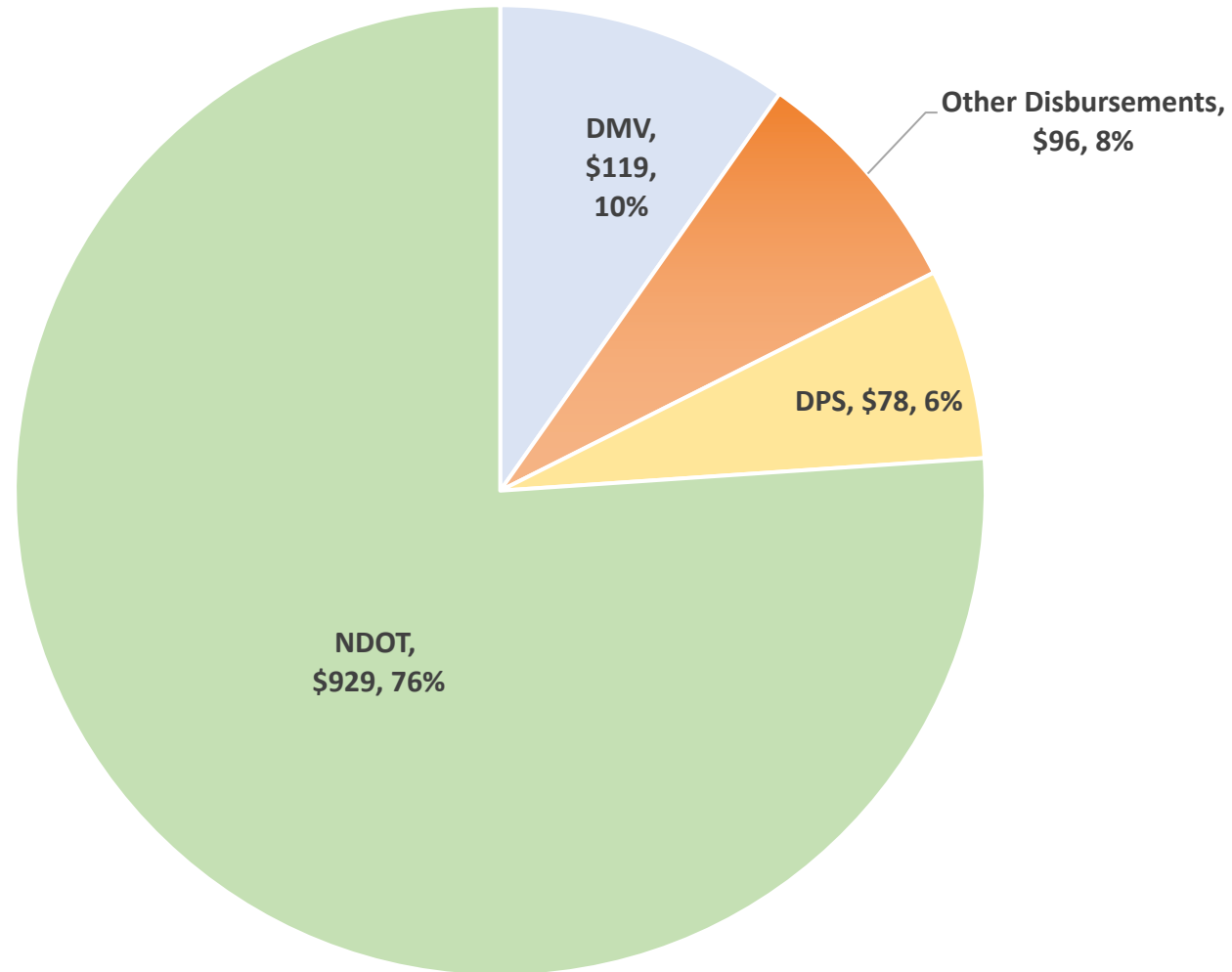
***HIGHWAY FUND REVENUE - \$1,146***



***STATE USER REVENUE - \$580***



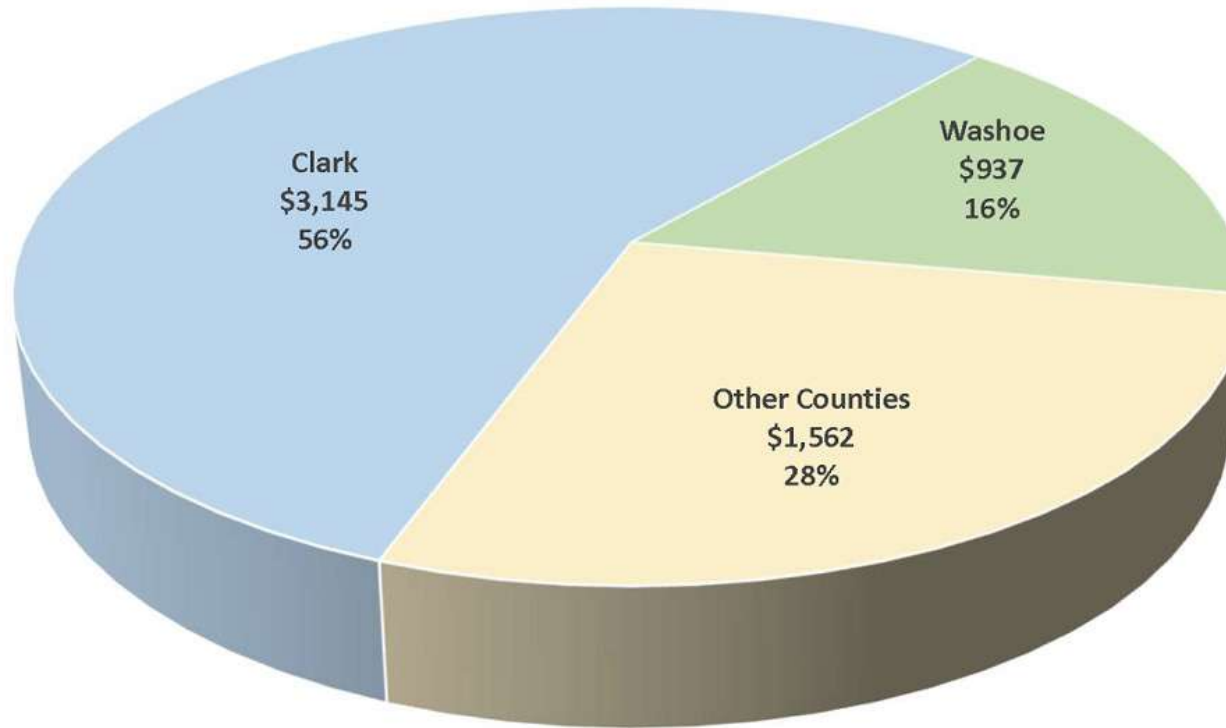
***HIGHWAY FUND EXPENDITURES - \$1,221***



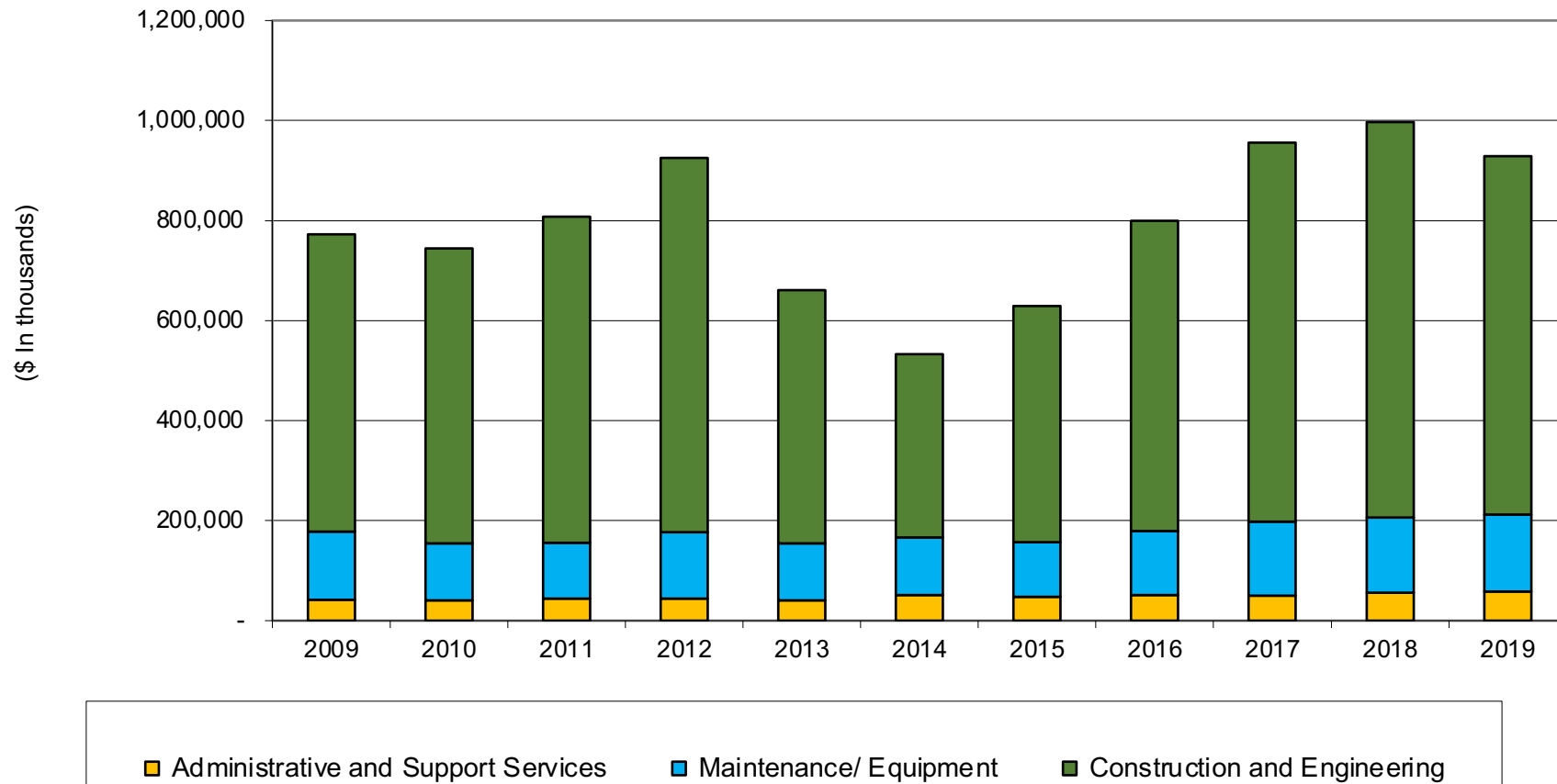
# 2011-2020 PROJECT EXPENDITURES

## NDOT Project Expenditures by County

State Fiscal Years 2011-2020  
Excluding Statewide Projects  
(\$ in millions)

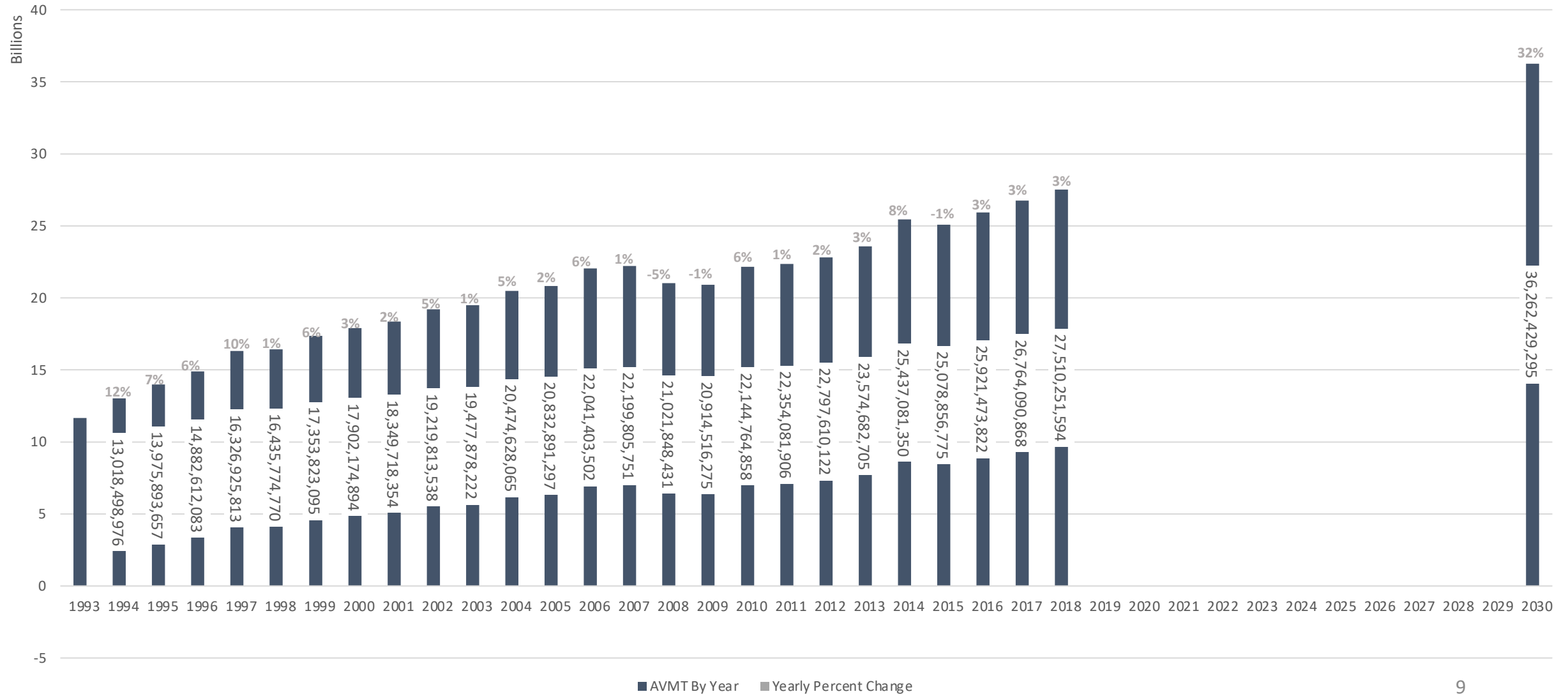


# EXPENDITURES

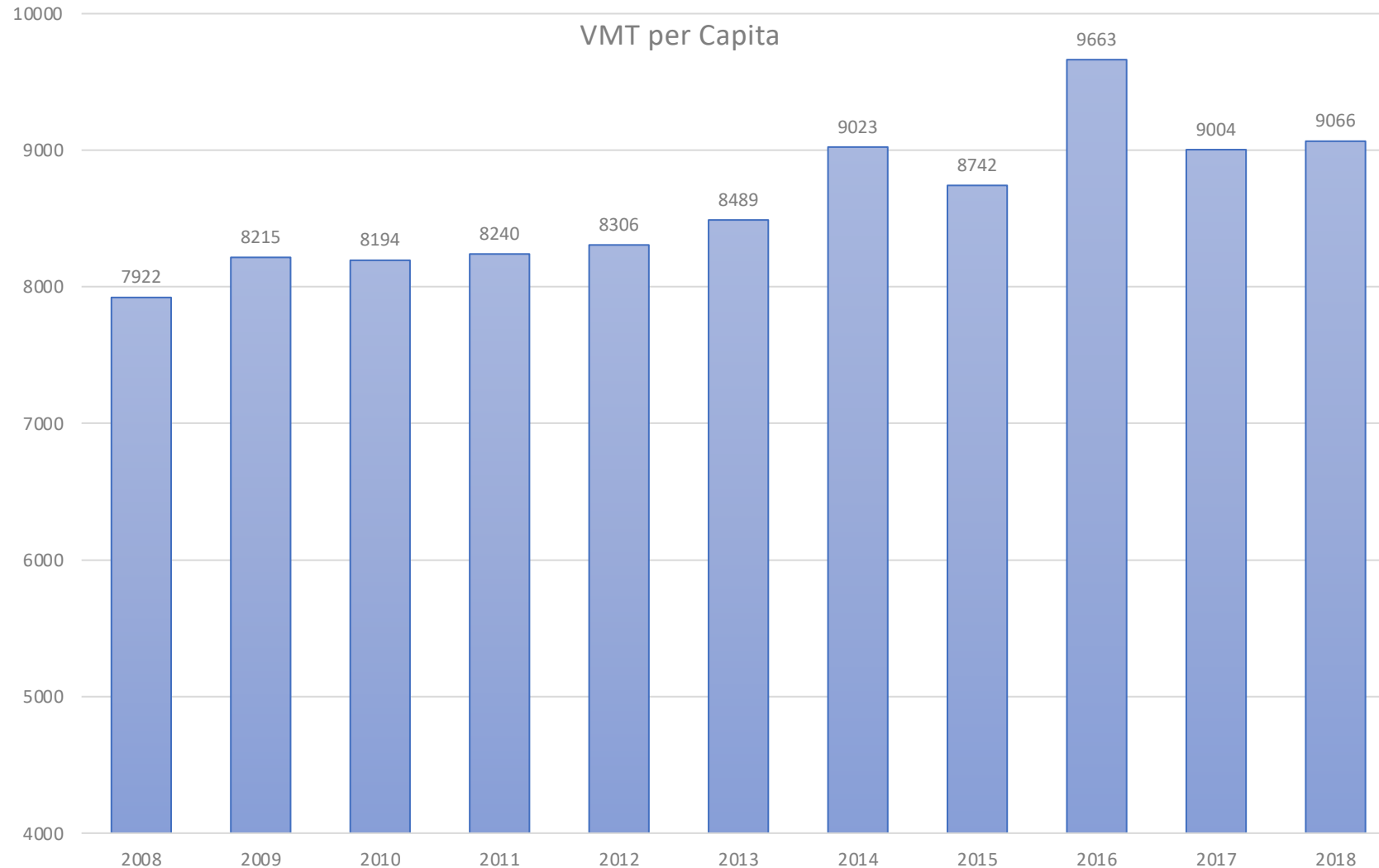




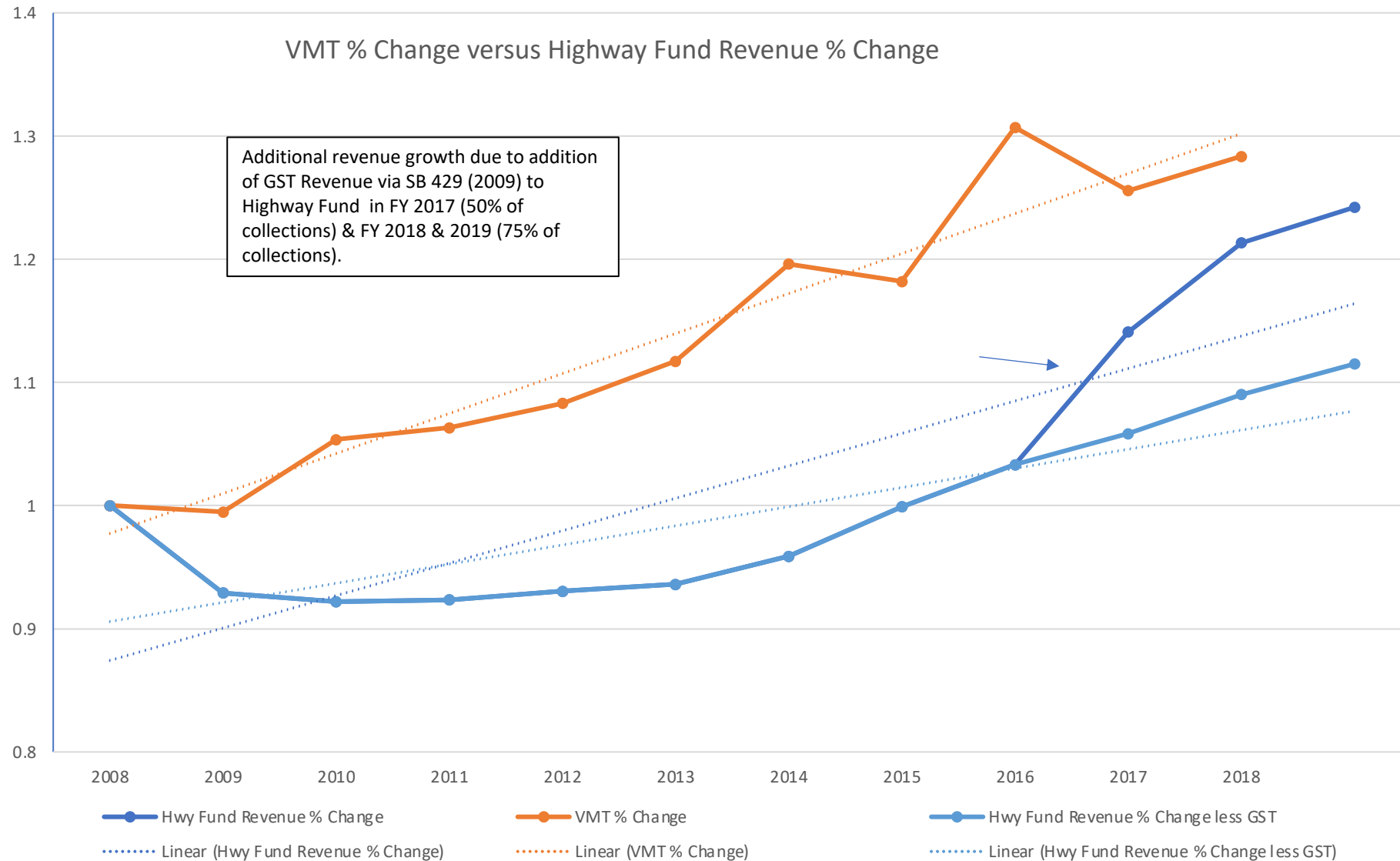
# VEHICLE MILES TRAVELED



# VMT PER CAPITA



# VEHICLE MILES TRAVELED AND HIGHWAY FUND REVENUE



# FUNDING SOURCES AND CHALLENGES

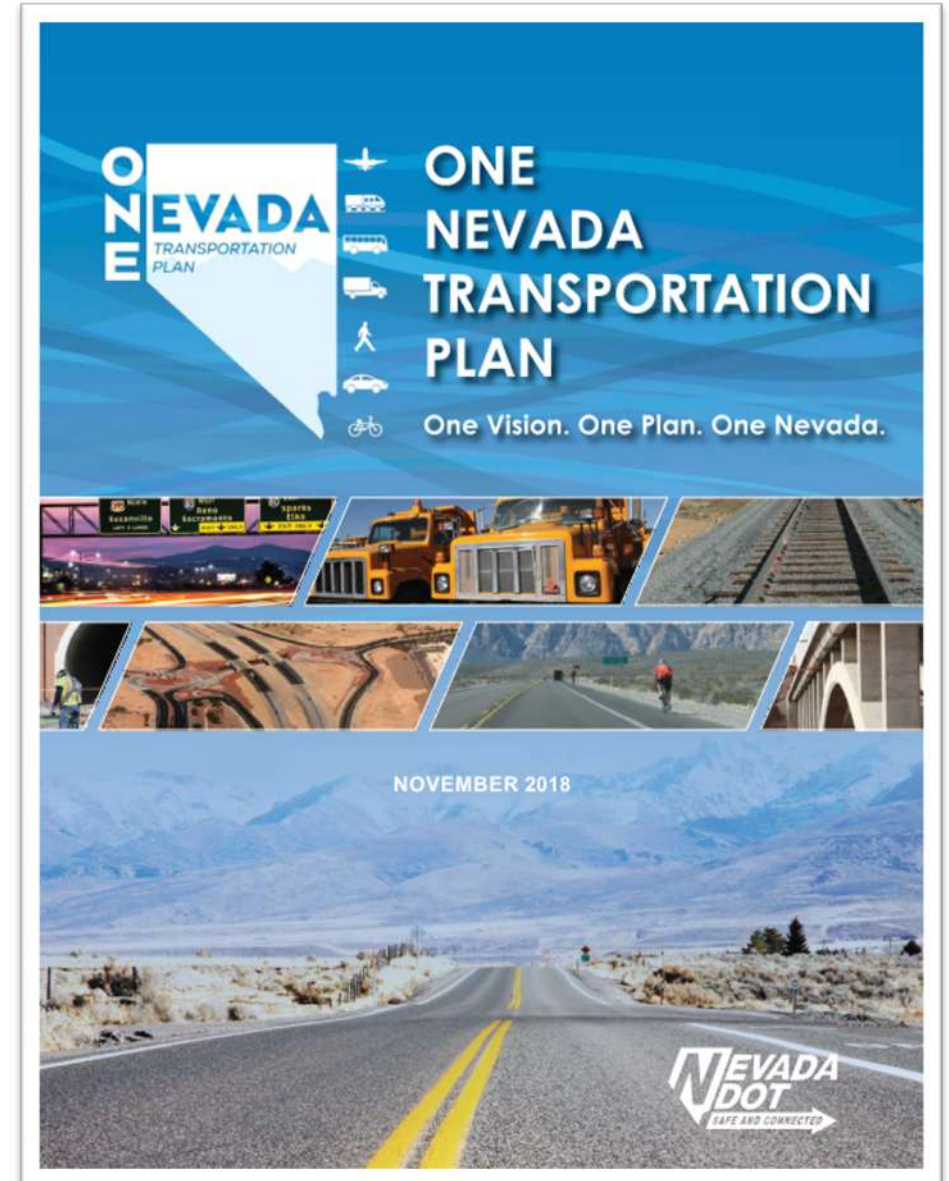




*“The proceeds from the imposition of any license or registration fee and other charges with respect to the operation of any motor vehicle upon any public highway in the State and the proceeds from the imposition of any excise tax on gasoline or other vehicle fuel shall, except costs of administration, be used exclusively for the construction, maintenance, and repair of the public highways of this state.”*

# PLANNING INTO THE FUTURE

- Adopted in 2018
- Addresses planning requirements under MAP-21 and FAST Act
- Performance-based long-range transportation plan that establishes six key goal areas
- Aligns with national, regional, and statewide goals
- Establishes framework for a transparent, data-driven prioritization process of long-range, mid-range and short-range projects



# STIP/WP PROJECT PRIORITIZATION

- **Objective:** Refine the data, criteria, tools, and process used to prioritize and harmonize projects that are input into the STIP
- **Outcome:** Deliver a revised process, including refining the amendment process and determining how scope, budget, and change forms affect the process



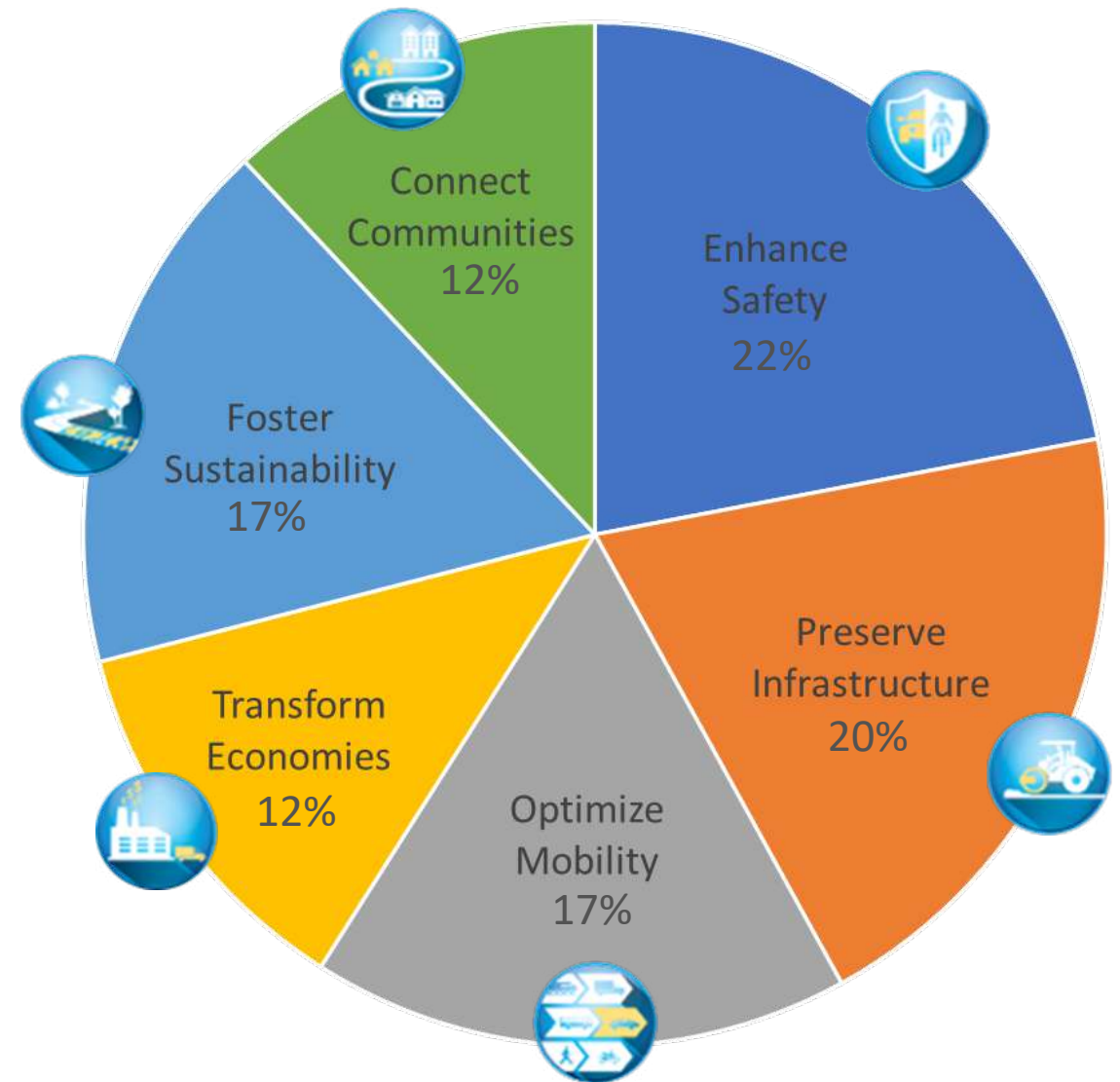
# PRIORITIZATION AND HARMONIZATION INPUTS

## Prioritization:

- Same process presented to Board last year
- 6 Goal Areas
- 17 weighted criteria
  - Added Equity
  - Added Greenhouse Gas Reduction
- Scores and rank for each project

## Harmonization:

- Same process presented to Board last year
- Funding Eligibility
- Readiness Year
- Dependencies
- Performance Targets
- Geographic Distribution

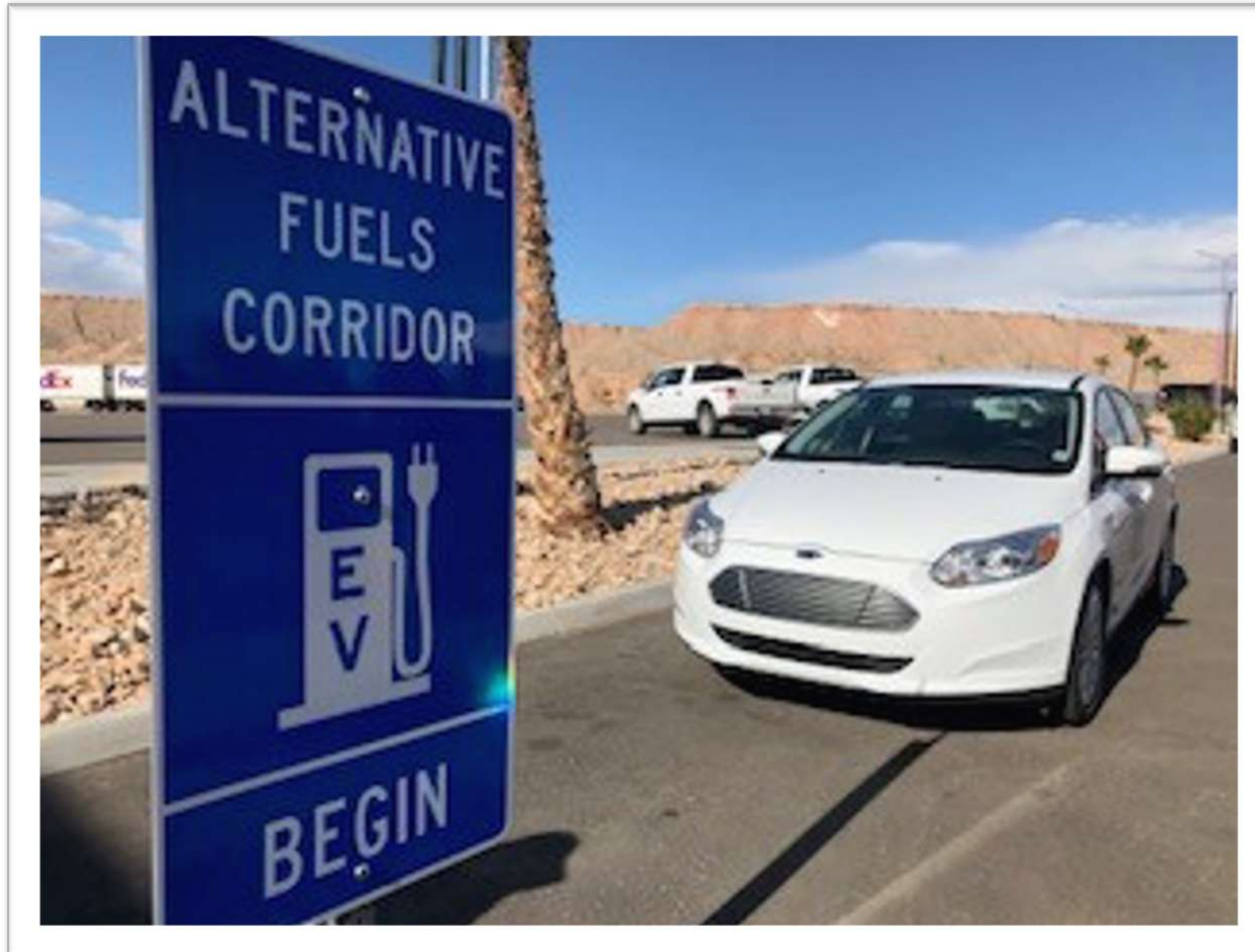




# FUTURE INFRASTRUCTURE FUNDING

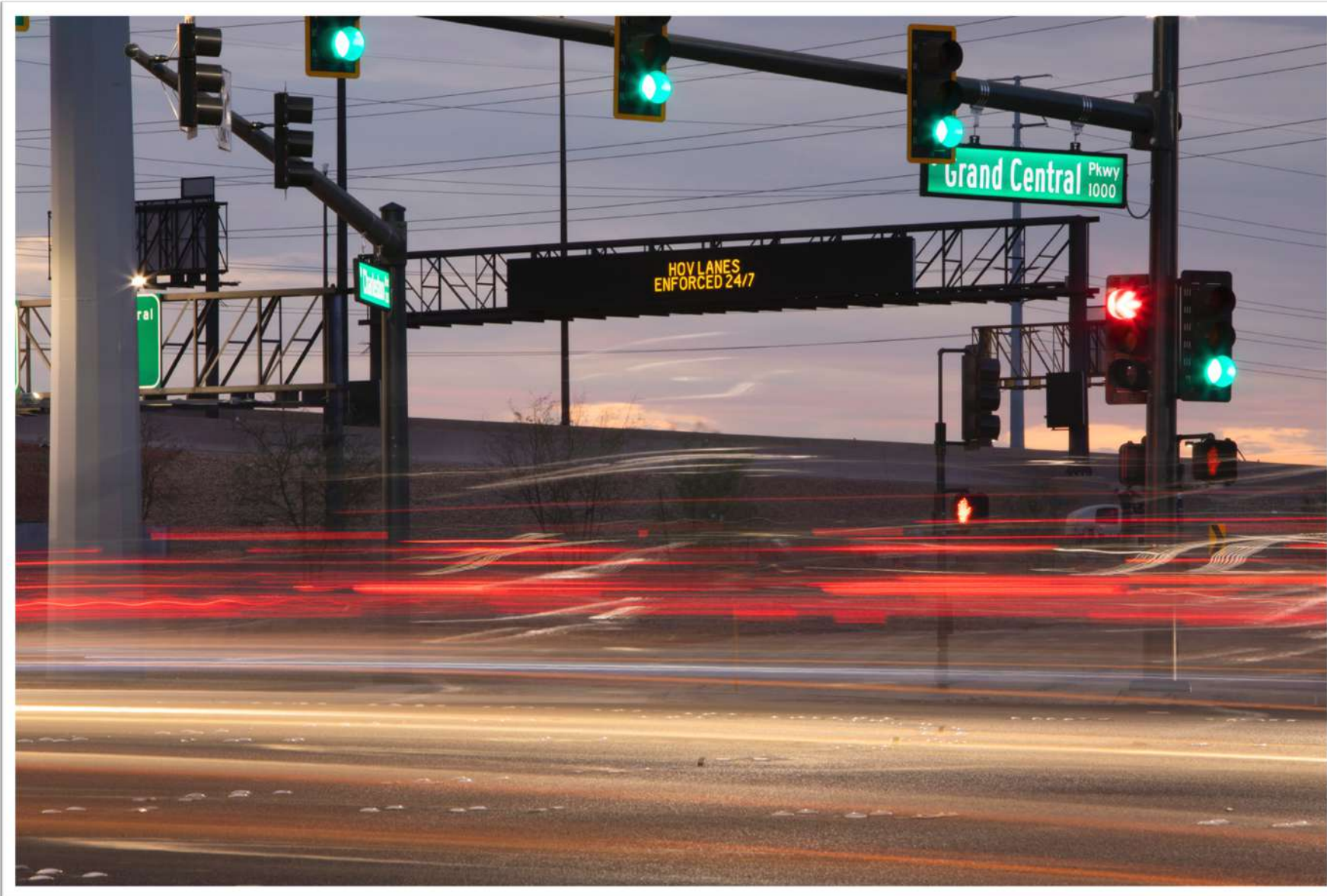


# NDOT's ROLE IN GREENHOUSE GAS REDUCTION





# MEETING CHALLENGES FOR A STATEWIDE INTEGRATED TRANSPORTATION SYSTEM



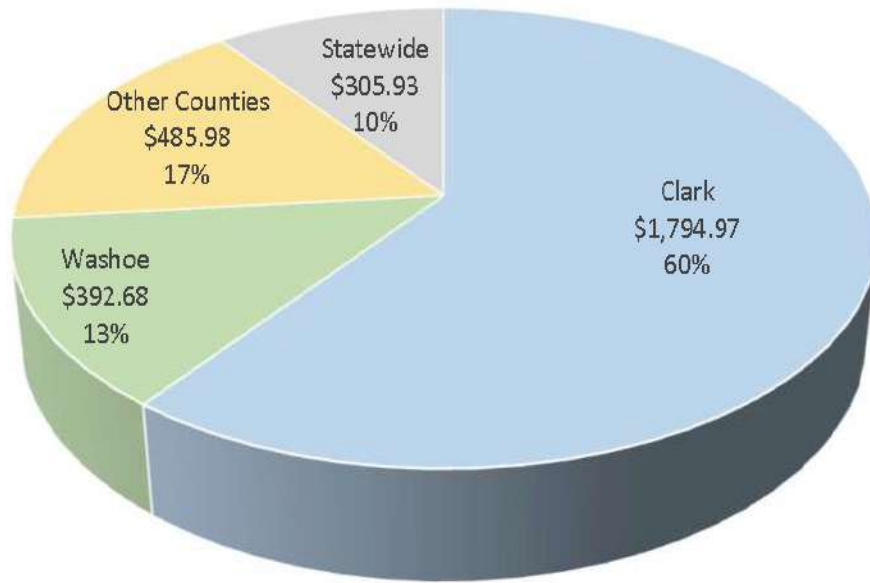


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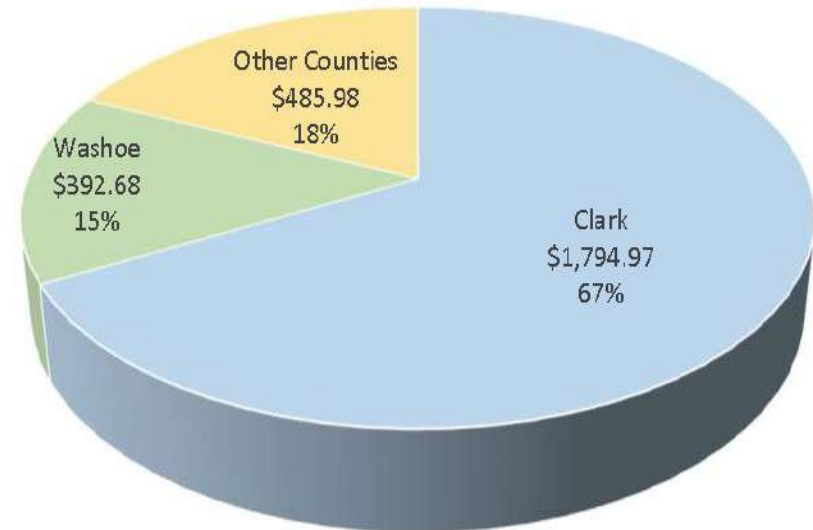


# STIP PROGRAMMING BY COUNTY

NDOT STIP Programming by County  
FY2021-2024  
(\$ in Millions)

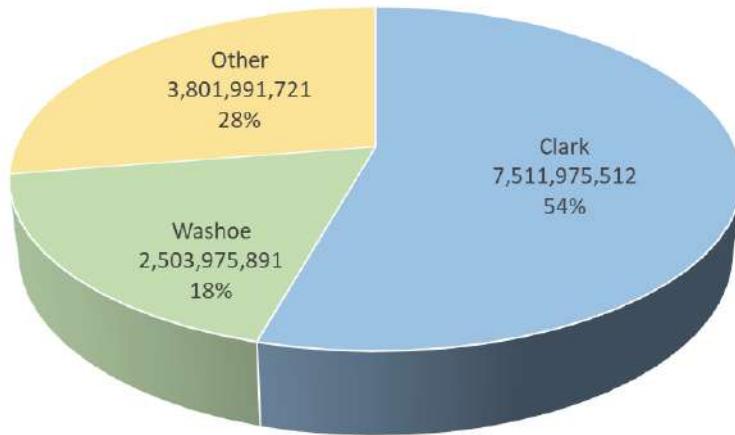


NDOT STIP Programming by County  
FY2021-2024  
Excluding Statewide Projects  
(\$ in Millions)

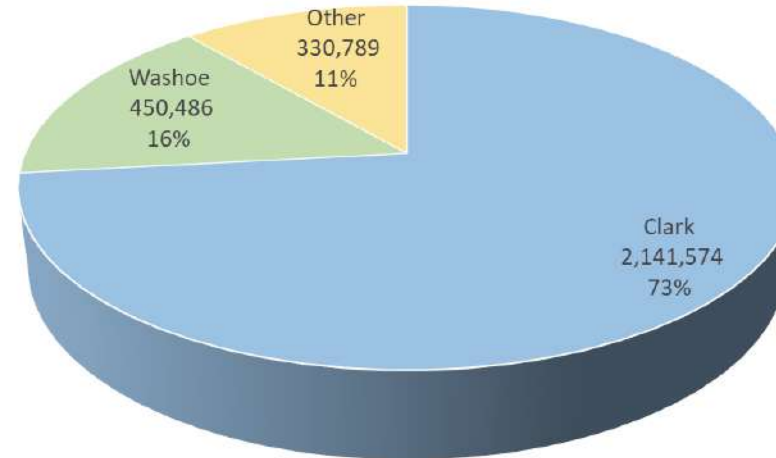


# FACTORS CONSIDERED FOR GEOGRAPHIC DISTRIBUTION

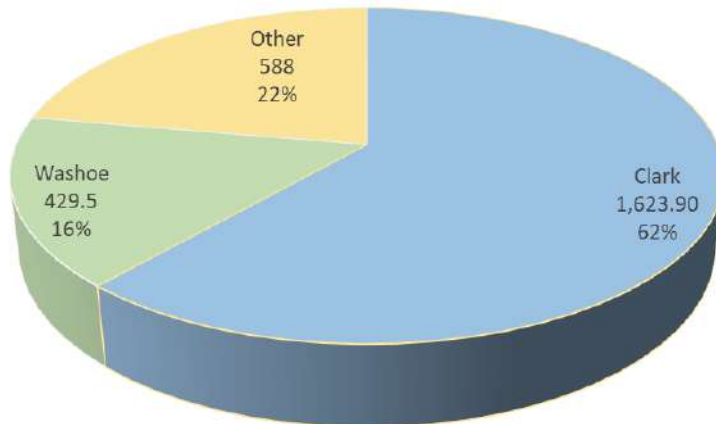
2019 Annual Vehicles Miles Traveled



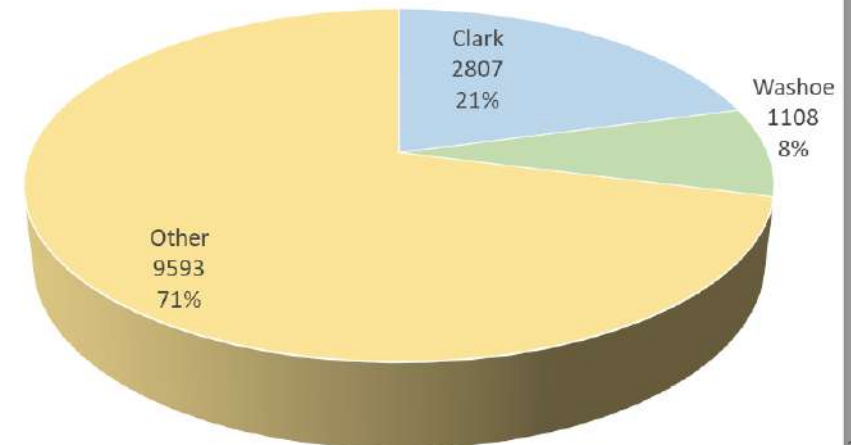
Population



Estimated State Highway Fund User Revenue  
Collections FY2016-FY2020  
(\$ in M)



NDOT Maintained Lane Miles By County



**Short break**

# **Adopted statewide policies: Energy policy and carbon emissions reduction from the transportation sector**



## Laws, orders, regulations and policy goals

### **Laws:**

Enacted in statute (or at local level, ordinance). Requires an affirmative action by a legislative body to impose, amend or repeal.

### **Executive orders:**

Issued by proclamation of the Chief Executive (Governor, in Nevada), and have the effect of law on the executive branch of government.

### **Regulations:**

Administrative rules promulgated by government agencies, but only in furtherance of a statute or executive order (i.e., how to implement a law)

### **Policies:**

Self-imposed rules governing the conduct of an agency, and by extension, how an agency interacts with others.

### **Goals:**

Ambitions, performance measures, benchmarks: all designed to influence future actions, but lacking legal basis to compel action.



State of Nevada

**CLIMATE  
INITIATIVE**

# State GHG Reduction Policies

Nevada Sustainable Transportation  
Funding Alternatives Study  
Advisory Working Group

August 10, 2021

## **Presented by:**

Brad Crowell, *NDCNR Director*  
Greg Lovato, *NDEP Administrator*  
David Bobzien, *GOE Director*

# ADVANCING NEVADA'S CLIMATE GOALS

*"I said in my State of the State address that I will not spend a single second debating the reality of climate change and its impact on our state. By joining the U.S. Climate Alliance, we are taking bold steps to ensure a better, healthier future for our children. With these ambitious goals and commitments to reduce our carbon footprint, I am determined to make Nevada part of the solution."*  
— Gov. Steve Sisolak



## Nevada Joins US Climate Alliance (March 2019)

- 25 US States
- >50% US population
- Adopt Paris Agreement GHG Reduction Goals
- Reduce Emissions 26-28% (below 2005) by 2025

# LEGISLATION ADVANCING NEVADA'S CLIMATE GOALS

---

## SB 358 (April 2019)

- 🌱 Updated Renewable Portfolio Standard (RPS)
    - Electricity Generation
      - ➡ 50% by 2030
      - ➡ 100% by 2050
- 

## SB 254 (June 2019)

- 🎯 Set Economy-wide GHG Reduction Targets
    - ➡ 28% below 2005 by 2025
    - ➡ 45% below 2005 by 2030
    - ➡ Net-zero by 2050
  - 📄 Requires NDEP to develop an Annual GHG Inventory, Project Future Emissions & Catalog of Climate Policy Options
- 

## SB 448 (June 2021)

- 🚗 Accelerates transportation electrification w/ \$100M investment EV charging infrastructure by utility







# GOV. SISOLAK CLIMATE CHANGE EXECUTIVE ORDER 2019-22 (Nov 2019)

---

## Goals

-  Move beyond RPS to focus on all sources of GHGs emissions in NV (transportation, buildings, etc.)
-  Address statewide impacts of climate change (wildfire, critical infrastructure, drought, wildlife, etc.)



## Co-leads

-  Department of Conservation & Natural Resources and Governor's Office of Energy

## Key milestone

-  Develop "State Climate Strategy" by December 1, 2020

# NEVADA STATE CLIMATE STRATEGY




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*The Strategy sets the foundation for the Nevada Climate Initiative (NCI)*



## **Overarching goals of NV's Climate Strategy:**

-  Provide framework for reducing NV's greenhouse gas (GHG) emissions across all economic sectors
-  Lay the groundwork for climate adaptation and resilience
-  Establish a structure for continued, ongoing climate action across the state





# NEVADA CLIMATE INITIATIVE (NCI)

## LAUNCHED AUGUST 2020



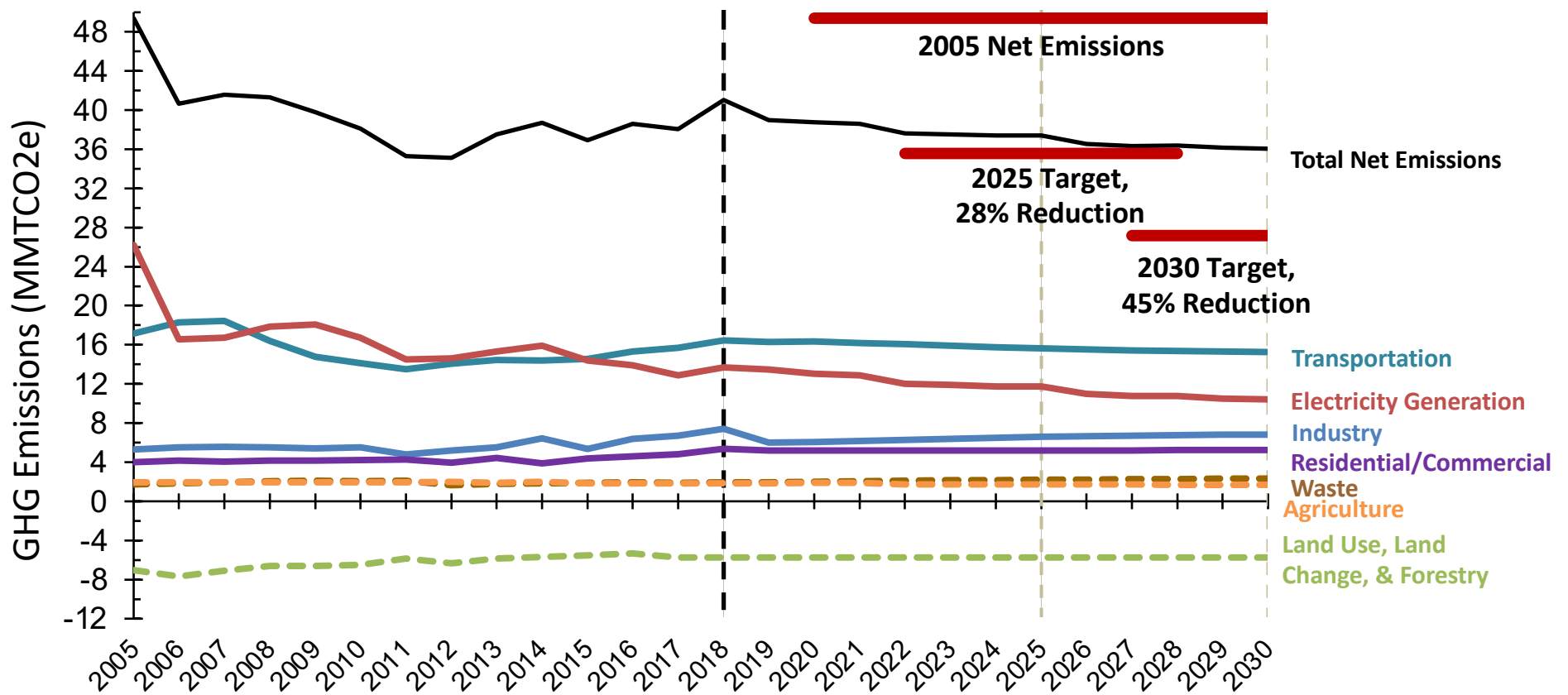
### Mission

*Ensure a healthy, vibrant, climate-resilient future for all Nevadans*

### Goals

- Serve as clearinghouse for all state-led climate initiatives
- Coordinate NV Executive Branch agency policies and programs addressing climate change
- Work cooperatively with city, county & federal representatives and other stakeholders

# NEVADA'S GREENHOUSE GAS EMISSIONS INVENTORY





# ADVANCING NEVADA'S CLIMATE GOALS

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## VW Settlement Projects – NDEP



Replacing old-diesel school buses, transit buses, & refuse trucks w/ clean-diesel and alternative fuel vehicles.



Replace polluting fossil-fuel-powered ground support equipment w/ electric upgrades at McCarran & Reno-Tahoe airports

## GHG Emissions Reduction Strategy – NDOT



Incorporating GHG reductions into the [One Nevada Statewide Transportation Plan](#)



Integrating climate-friendly policies and procedures into NDOT operations and activities (leading by example)

## Clean Cars Nevada – NDEP



Developing new regulations to facilitate broader availability of low and zero emission passenger vehicles for NV consumers

# ON THE ROAD TO A CLEANER NEVADA

*with Clean Car Standards*

Reduces carbon emissions

Advances sustainability goals

Gives Nevadans more options

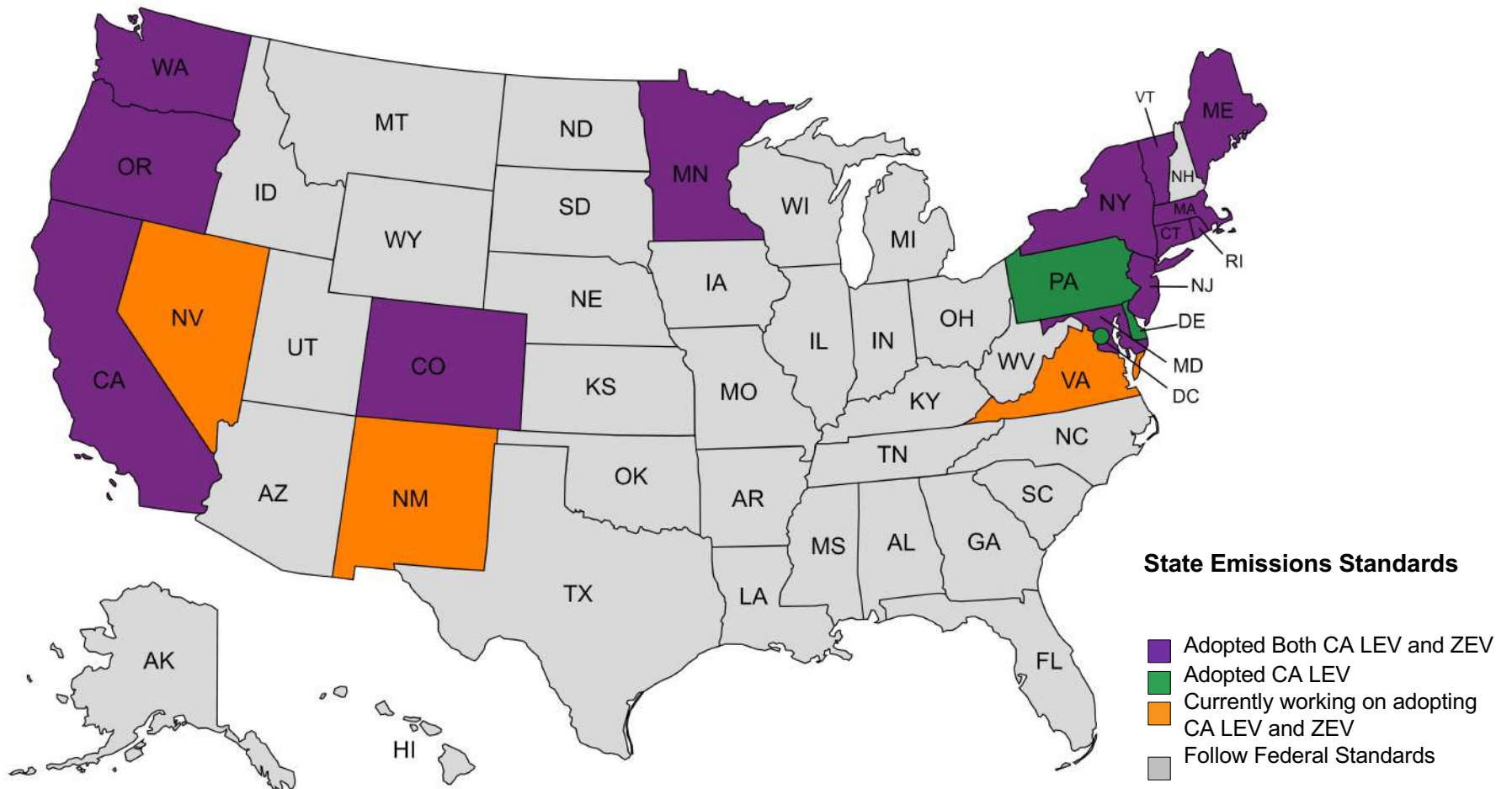
CLEANER AIR

HEALTHIER  
COMMUNITIES

STRONGER  
ECONOMY

# CLEAN CAR REGULATIONS

## State Adoption of CA “Light Duty” Vehicle Standards Section 177 Federal Clean Air Act





## WHAT VEHICLES ARE INCLUDED?

### Proposed Programs Apply to the Following Vehicle Types:

“Passenger car”



“Medium-duty vehicle”



“Medium-duty passenger vehicle”



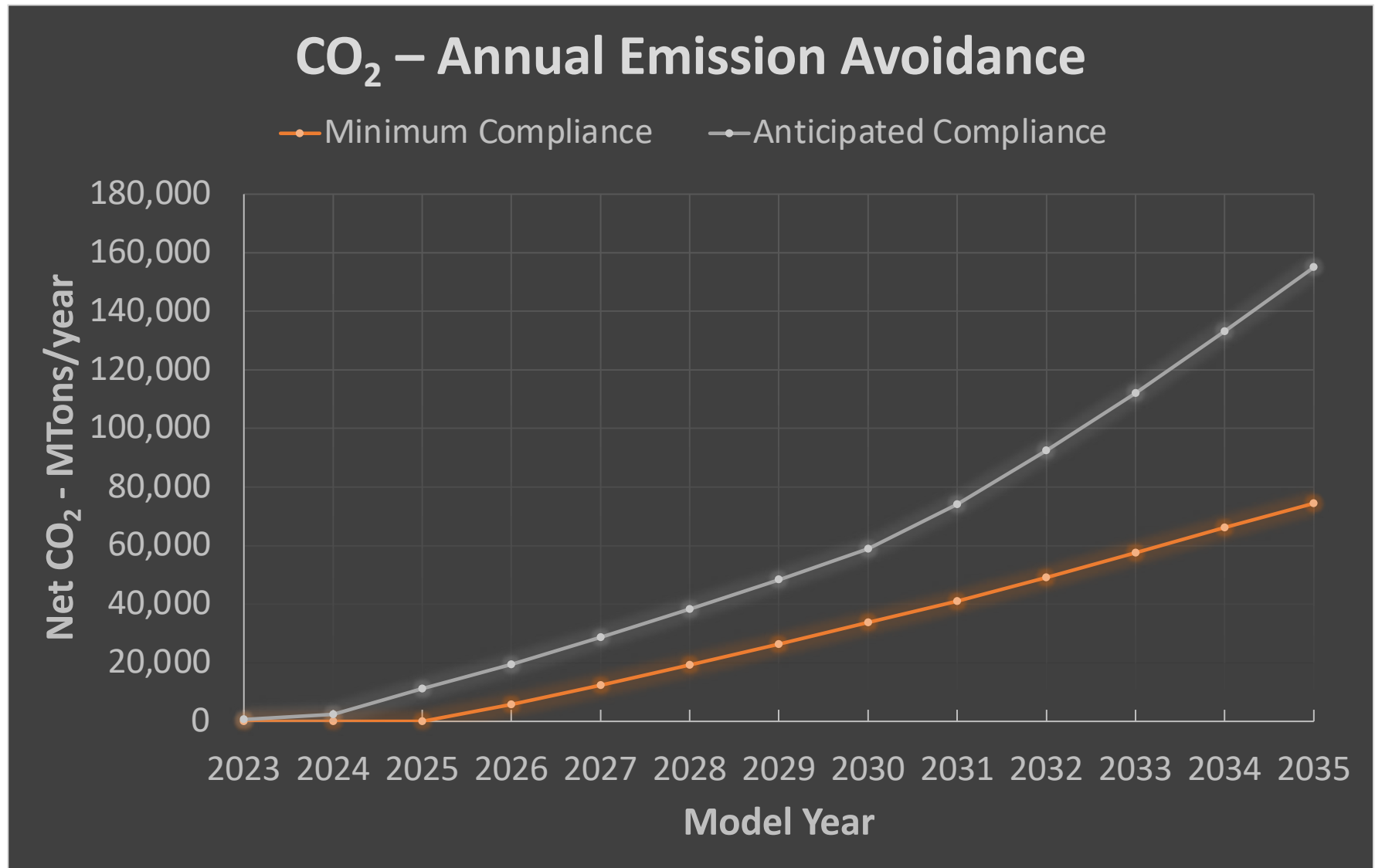
“Light-duty truck”



**NOT regulated:** school buses, transit buses, tractors, construction equipment, big trucks



# EMISSIONS BENEFIT FROM CLEAN CARS NEVADA





## COST OF ZERO EMISSION VEHICLES

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- Purchase price of electric and hybrid vehicles projected to equal conventional vehicles w/in 5 -7 years
- Electric and plug-in electric vehicles depreciate at similar rates as standard vehicles
- Maintenance and repair costs for electric and plug-in electric are lower compared to standard vehicles
- **Given Nevada's higher average gasoline prices and lower electric rates, cost savings for electric vehicles are significant**



# CLEAN CAR REGULATIONS



## Next Steps for Clean Cars Nevada

- State Environmental Commission Hearing on September 1, 2021
- Legislative Commission review of regulation – late 2021
- Clean Cars Nevada applies to vehicle model year 2025 with sales starting in 2024

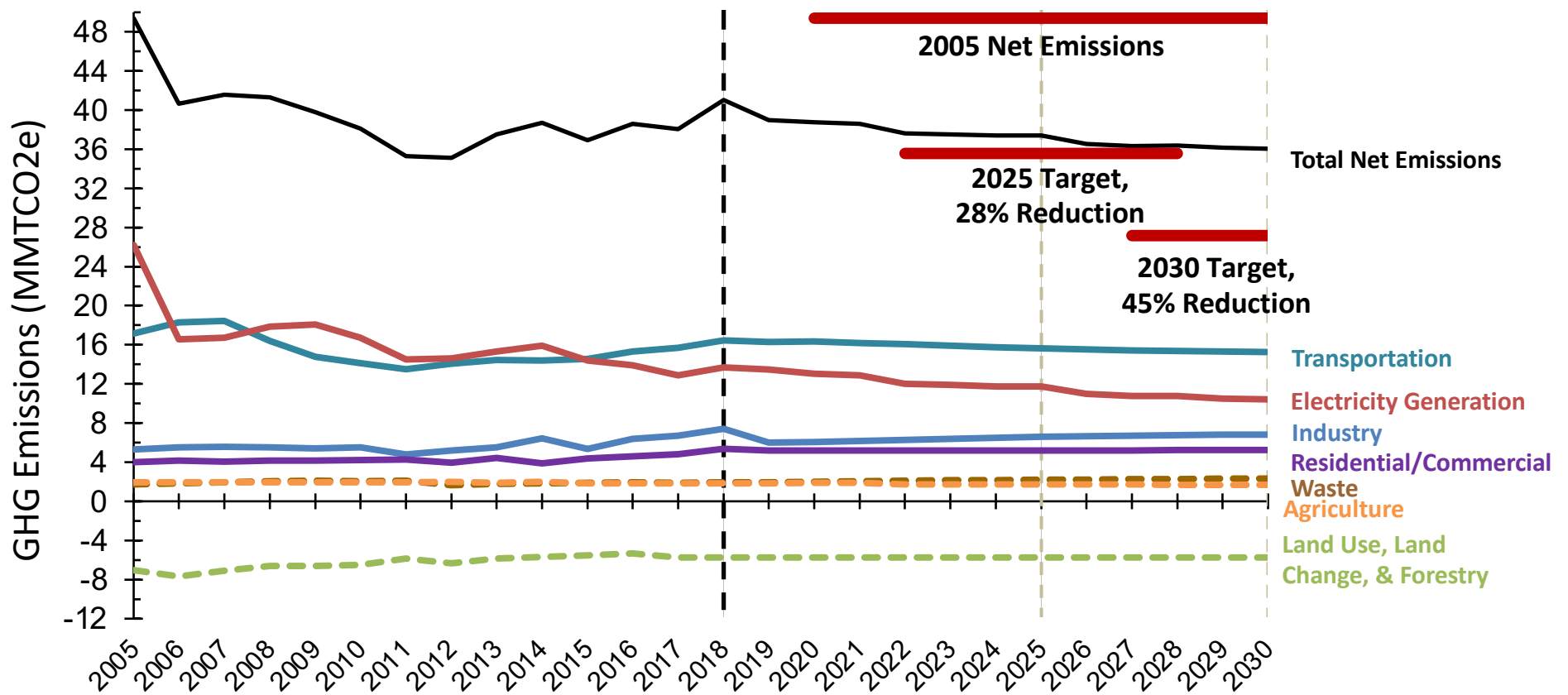


Visit NDEP Clean Cars Website for updates  
<http://ndep.nv.gov/air/clean-cars-nevada>



E-mail at [CleanCarsNevada@ndep.nv.gov](mailto:CleanCarsNevada@ndep.nv.gov)

# NEVADA'S GREENHOUSE GAS EMISSIONS INVENTORY







# GOV. SISOLAK CLIMATE CHANGE EXECUTIVE ORDER

## 2019-22 (Nov 2019)

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### SECTION 6

 “identify and evaluate policies and regulatory strategies... to achieve reductions in greenhouse gas emissions, consistent with Nevada’s commitment as a member of the U.S. Climate Alliance... Such policies and regulatory strategies shall include, but not be limited to, the following:

 B. Support for transportation electrification and demand management, including infrastructure, fleet procurement, alternative funding mechanisms and other programs.”

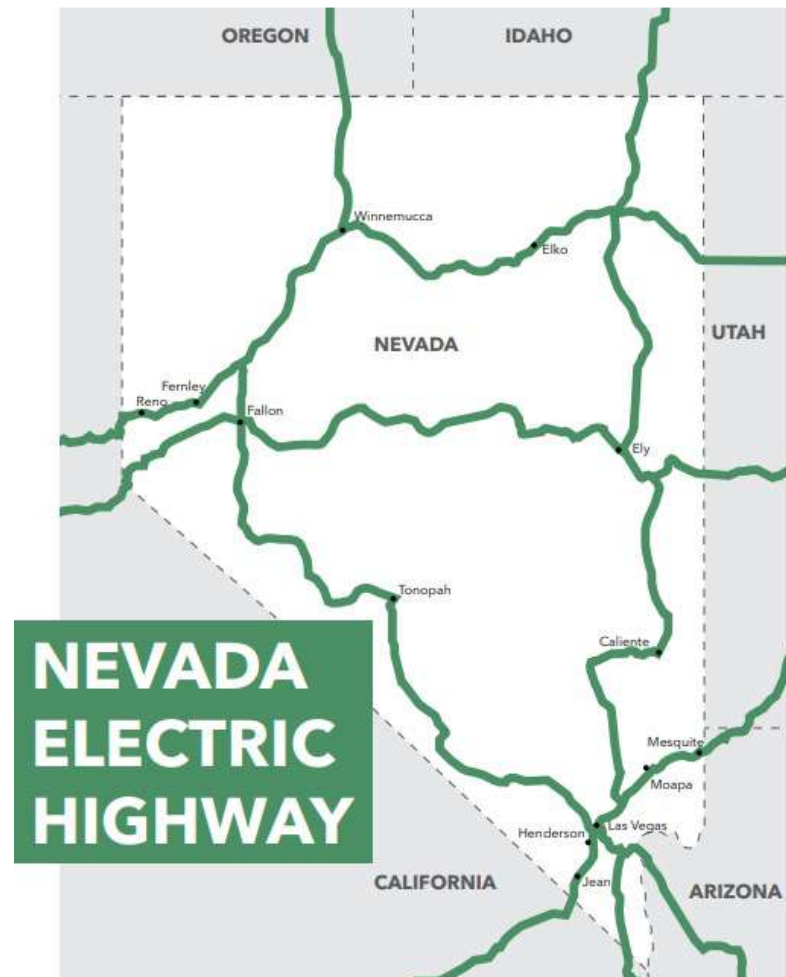
# NEVADA ELECTRIC HIGHWAY

## Phase 1:

- ➔ Began in 2015
- ➔ 5 sites on US 95
- ➔ Free to use for the first 5 years

## Phase 2:

- ➔ VW funding enabled expansion to NV's four other major corridors:
  - I-15
  - US 93
  - US 50
  - I-80
- Phase 2 also added sites to US 95



# NEVADA ELECTRIC HIGHWAY








## REGIONAL ELECTRIC VEHICLE PLAN FOR THE WEST (REV WEST)

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### Intermountain West MOU

-  Nevada co-chairs the REV West initiative, created through a 2017 MOU (updated in 2019) with the intermountain west states: Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Utah and Wyoming.
-  Purpose: “to accelerate the installation of an interconnected network of electric vehicle charging infrastructure that enables electric vehicle drivers to travel the region.”
-  In December 2020, the group released a progress report highlighting its work since the MOU’s launch: More than 100 DC fast-charging stations have been built by private and public sectors, with at least 75 additional stations in the planning phase.

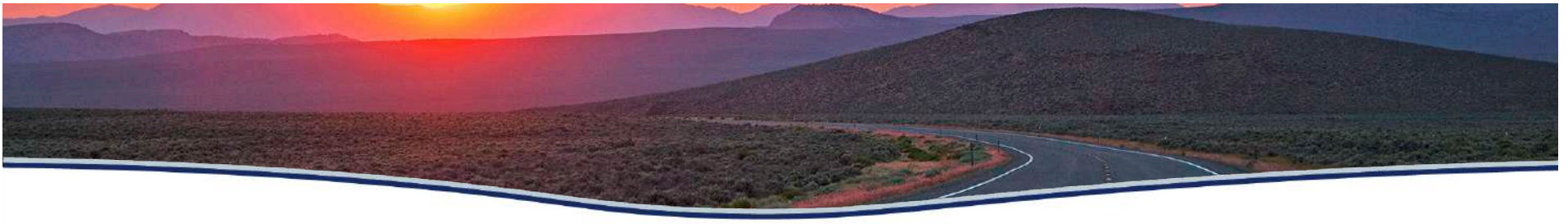


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## WESTERN STATES LEADERSHIP

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## NEVADA ELECTRIC HIGHWAY

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### Electric Vehicle Infrastructure Investment



Phase 1:

\$ 74,749.10 GOE funds

\$ 156,182.78 VW settlement funds



Phase 2 (completed):

\$ 263,121.94 GOE funds

\$ 1,681,804.95 VW settlement funds



Phase 2(in progress or planned):

\$ 172,640 GOE funds

\$ 1,758,522.50 VW settlement funds



## LOOKING AHEAD

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**SB 448 includes a required investment** of \$100 million in EV charging infrastructure by utility:

- Plan must be filed by Sept. 1, 2021 to accelerate transportation electrification beginning Jan. 21, 2022.
- Plan must include investments in interstate corridor charging, urban charging, public agency charging, transit/school bus charging, and an outdoor recreation program.
- Minimum of 40% of total expenditures must be dedicated to investments in or benefitting historically underserved communities.



**Bipartisan Federal Infrastructure Bill** includes \$300 million in funding for EV charging infrastructure.



Federal target of 50% EV sales share by 2030.



# Questions?



## Contact

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# **Review and Possible Adoption: Description of the AWG's Transportation Revenue Challenge**

**AB 413:**

2. The advisory Working Group shall study:

- (a) The **needs** [1] of all users of different modes of transportation, including bicyclists, pedestrians, drivers of motor vehicles and public transit users;
- (b) **Social** [2] and **user** [3] transportation **equity**;
- (c) The reduction of **greenhouse gas emissions** [4];
- (d) The **sustainability of the State Highway Fund** [5] including, without limitation, an **analysis** [6] of the Natural Resources Defense Council funding model presented to the Legislative Committee on Energy on August 24, 2020, and Utah's Road Usage Charge Program; and
- (e) The **role of land use and smart growth** [7] strategies in reducing transportation emissions and improving system efficiency and equity.

**Essential elements:**

- 1 - Needs of all users, all modes
- 2 - Social equity
- 3 - User equity
- 4 - Reduction of greenhouse gas emissions
- 5 - Sustainability of the State Highway Fund
- 6 - Specific analysis of at least two funding models
- 7 - The role that land use and smart growth strategies can play

## AWG's Transportation Funding Challenge Statement

Transportation funding methods must evolve to meet the **multimodal funding needs [1]** of Nevada. New approaches to transportation funding must take into account the need to improve **social equity [2]**, **user equity [3]**, and reduce **GHG emissions [4]**.

An examination of the financial sustainability of the **State Highway Fund [5]** must be undertaken. This must include an assessment of at least **two alternative transportation funding approaches [6]** that have been identified. Finally, the role that **land use and smart growth [7]** strategies can play must be considered.

# Public comment period



# AWG Meeting Schedule

## 2021 Meeting Schedule

✓ **July 13**, 9:00 AM – 10:30 AM: Online-only kickoff meeting and project orientation

✓ **August 10**, 9:00 AM – 4 PM: Northern Nevada and Southern Nevada (in-person meeting from both locations, with live video conference connection between the two sites)

**September 14**, 9:00 AM – 4 PM: Northern Nevada and Southern Nevada (in-person meeting from both locations, with live video conference connection between the two sites)

**November 9**, 9:00 AM – 4 PM: Northern Nevada and Southern Nevada (in-person meeting from both locations, with live video conference connection between the two sites)

## 2022 Meeting Schedule

**January 11**, 9:00 AM – 4 PM: Northern Nevada and Southern Nevada (in-person meeting from both locations, with live video conference connection between the two sites)

**March 8**, 9:00 AM – 4 PM: one location only, all members together (in-person meeting at a single site in N. or S. Nevada)

**April 12**, 9:00 AM – 4 PM: one location only, all members together (in-person meeting at a single site in N. or S. Nevada)

**June 14**, 9:00 AM – 4 PM: Northern Nevada and Southern Nevada (in-person meeting from both locations, with live video conference connection between the two sites)

**August 9**: *HOLD date* (only if a meeting is needed)

**September --**: *HOLD date* (only if a meeting is needed)

**Adjourned.**

**See you all on September 14!**