



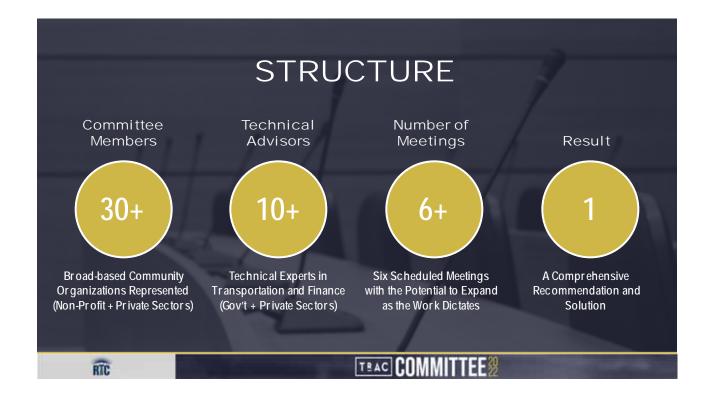


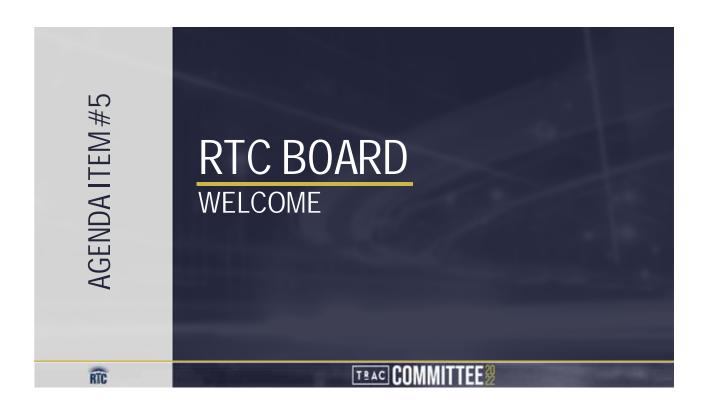


# DISCUSS TRAC'S MISSION, OVERALL GOALS, FUTURE MEETINGS AND FRAMEWORK



















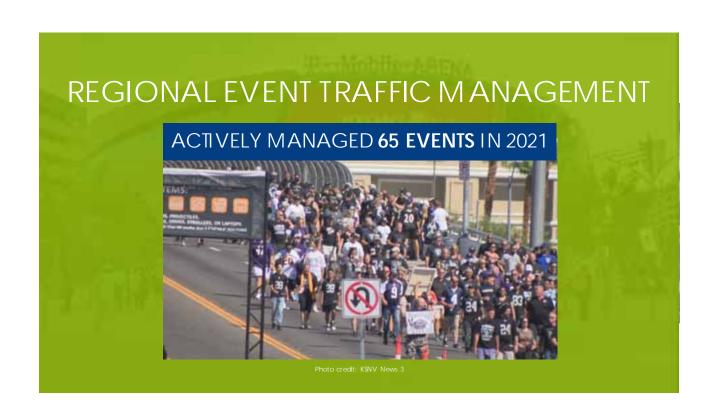
















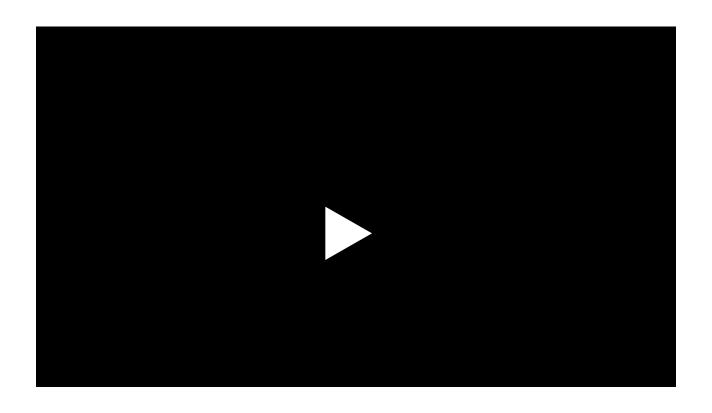






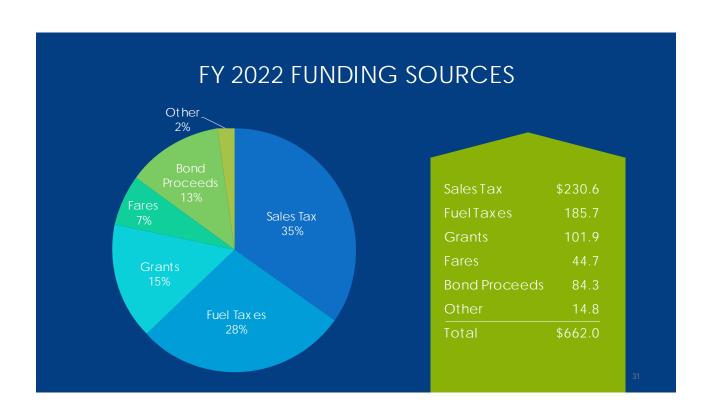


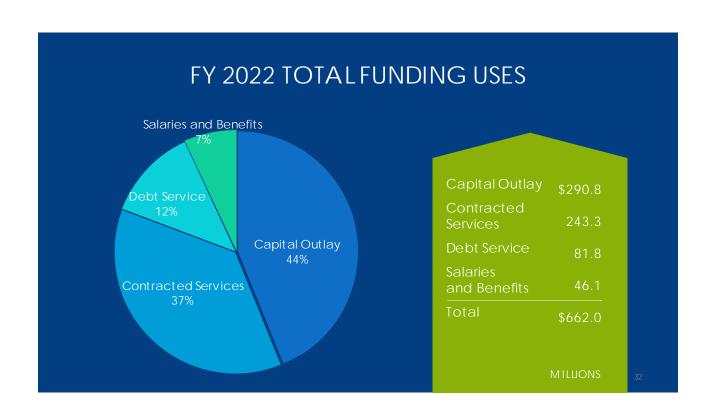


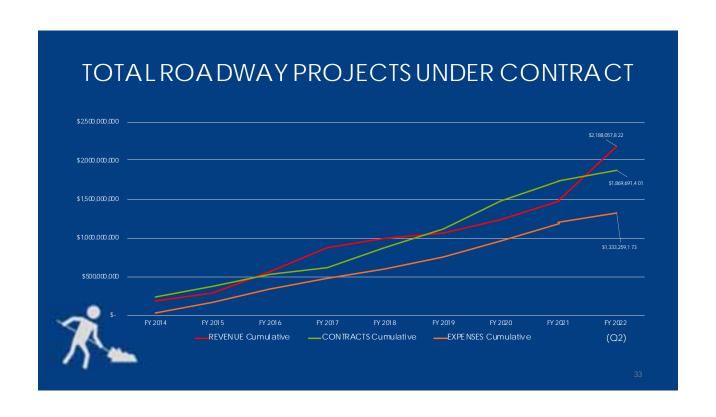


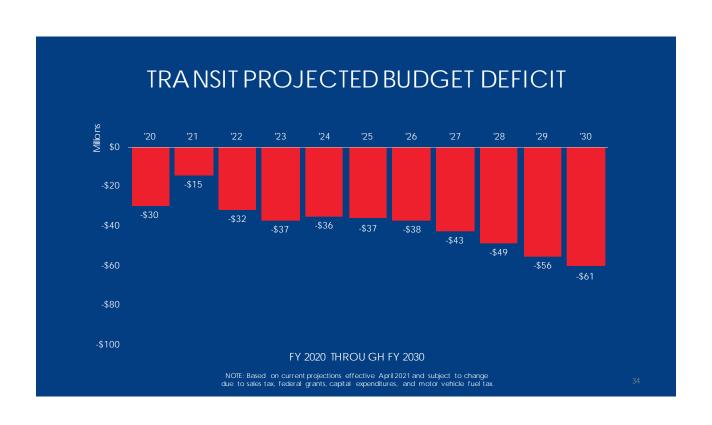


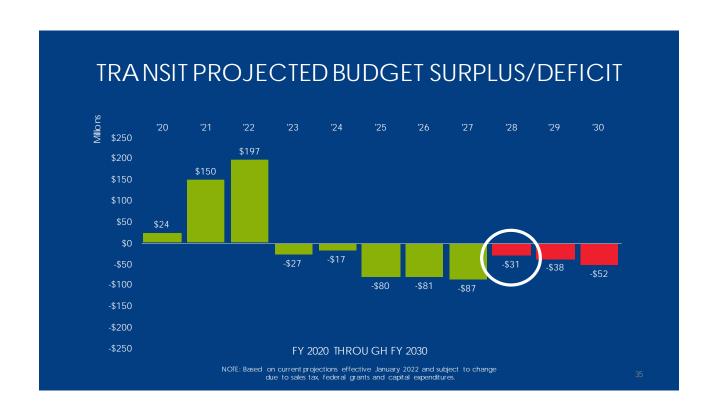


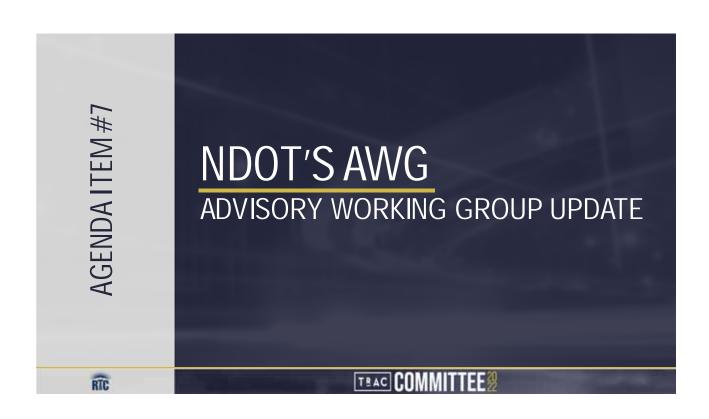










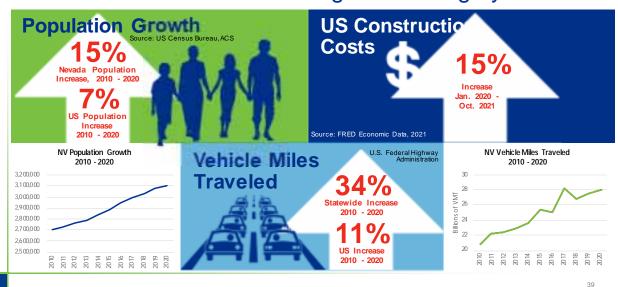




## Agenda

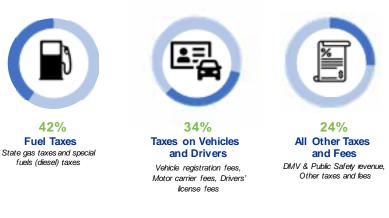
- Nevada's Transportation Funding Situation
- 2 Sustainable Transportation Funding Study & Advisory Working Group
- 3 Guiding Revenue Principles
- Next Steps for the Advisory Working Group

# Nevada's growing population and broader inflation in construction costs are straining the existing system.



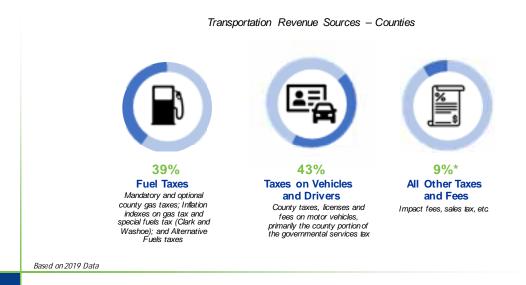
# The gas tax remains the largest single source of transportation funding in Nevada.

Transportation Revenue Sources - State of Nevada



\*Bond proceeds not included because they are not "revenues collected"

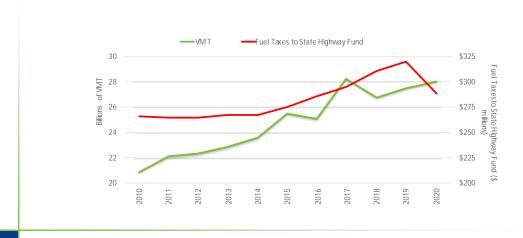
### Counties are also heavily reliant on gas tax revenue.



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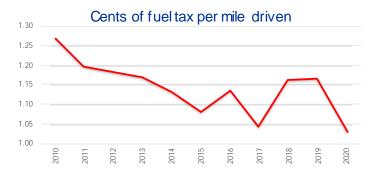
# Transportation revenue is not keeping pace with the system costs and demands.

State and federal gas tax rates have not been increased since the early 1990's.



# The erosion in gas tax revenue will accelerate as more vehicles use less gasoline (or no gas at all).

A new generation of drivers, vehicles, technologies, and fuel sources has arrived. A next-generation funding method is needed to pay for the roads.





### Legislature directed NDOT to conduct an in-depth study of sustainable transportation funding.

- Assembly Bill 413 (2021) directs the Nevada DOT to convene an Advisory Working Group (AWG) to study transportation needs of the state and recommend sustainable funding options.
- The momentum behind this AWG traces to SCR3 from 2019, which directed a study on transportation funding and electric vehicles.



Long-Term Financial Stability

#### Legislative study:

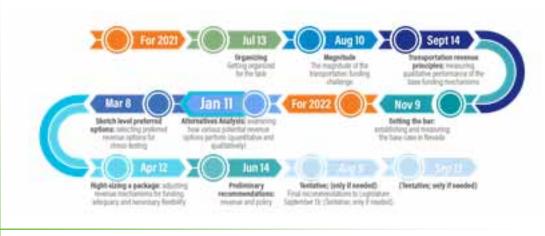
- An examination of the financial sustainability of the **State Highway** Fund must be undertaken and the recommendations must be included in the final report due to the Legislature by December 31, 2022. This must include an assessment of at least two alternative transportation funding approaches that have been identified.
- Consistent with AB 413, new approaches to multimodal transportation funding for all users must take into account the need to improve social equity, user equity, and reduce GHG emissions. Finally, the role that land use and smart growth strategies can playmust be considered.

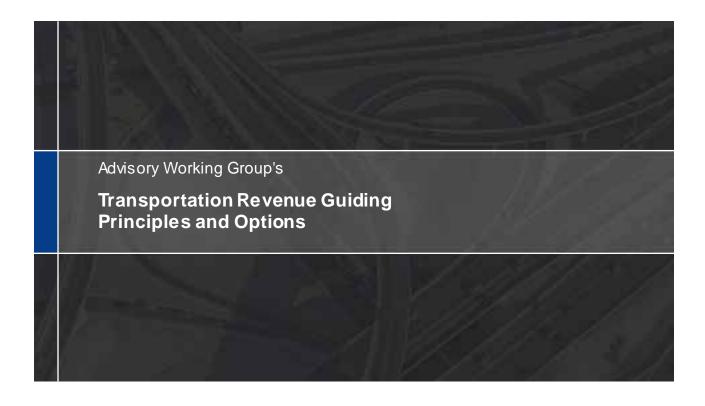
#### Advisory Working Group Membership: 29 members



# Meeting schedule & objectives

Each AWG meeting has an overall objective, with specific agenda items and outcomes to support that objective and reach key project milestones.





## AWG's Transportation Revenue Guiding Principles

What are they and how were they determined?

- Aspirational outcomes
- Serve as a "ruler" to measure how different funding mechanisms perform (i.e., the degree to which the revenue mechanisms can achieve the desired outcomes)
- AWG members crafted and unanimously adopted these in November 2021.

#### Guiding Principles for Future Transportation Revenue Sources

Alone or in combination, transportation revenue sources should be capable of:



**Financial Sustainability:** Yielding sufficient revenue that correlates with ongoing maintenance needs; and demand for future transportation needs, regardless of changes in population, vehicle technologies, ownership, travel patterns, fuel sources, or consumer spending.



**Sufficiency:** Generating sufficient revenue over targeted investment timeframes for existing and future transportation infrastructure needs.



User Equity. Recovering a proportionate share of the costs from those who use the transportation network.



Social Equity: Improving the distributional impact on historically underserved communities and low-income households.



Flexibility: Funding a wide range of transportation-related projects, programs, or priorities across various agencies to meet the needs of system users across all modes.



Greenhouse Gas Emissions: Aligning with state transportation GHG reduction goals.



**Transparency/ Efficiency and Ease of Compliance**: Simple to explain, with awareness of how funds are used, cost-effective, and readily administered at statewide and local levels.

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#### Revenue mechanisms being analyzed:



#### Fuel taxes

- Increase rate of flat per-gallon excise tax
- Add inflation index to flat per-gallon excise tax rate
- Add fuel efficiency index to flat pergallon excise tax
- Add sales tax based on price of fuel
- Add variable-rate excise tax based on price of fuel



#### Vehicle fees

- Increase basic license fee
- 7. Increase value-based rate of governmental services tax
- Add fee based on vehicle weight
- Add fee based on vehicle fuel economy rating
- Add fee based on vehicle engine type
- 11. Add fee based on vehicle age

### Usage-based fees

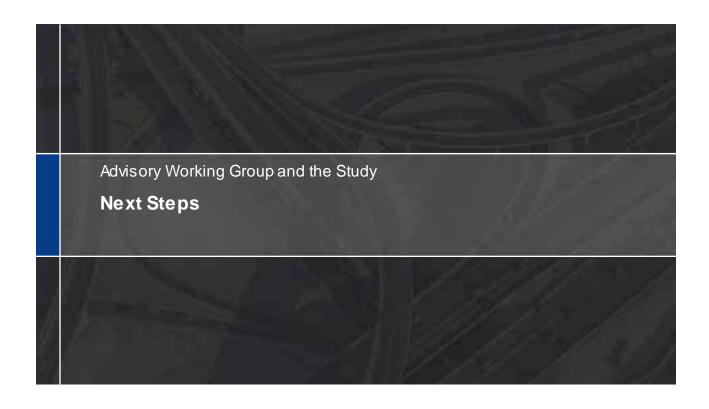
- 12. Add a distance-based charge for light-duty vehicles
- Add a weightdistance-based charge for medium- and heavy-duty vehicles

#### Indirect

- 14. Add a tax on batteries
- 15. Add a tax on tires
- 16. Add a tax on EV electricity consumed

#### Other

- 17. Value added tax on goods movement
- 18. Parcel delivery fees
- Ride-share surcharges
- 20. Cordon charges in urban areas
- 21. Carbon tax
- 22. Street utility fee
- 23 Payroll tax (as of 1/11/22)
- Land use impact fees
- 25. General funds



### Study timeline and next steps

The AWG met on Tuesday, January 11 to review the analysis and begin narrowing the list of potential sustainable transportation revenue sources.



#### More information:





www.NVTransportationFuture.org

info@NVTransportationFuture.org









## **NFL** Trifecta









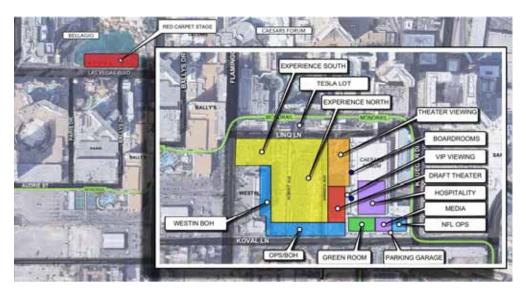
## NFL Draft 2022





# **NFL Draft Footprint**





#### Thursday, April 28th

Draft Experience at the Caesars Forum Live from the NFL Red Carpet NFL Draft from the Main Stage Headliner Performance 12:00pm to 9:30pm 2:15pm to 3:30pm 5:00pm to 8:00pm 8:30pm to 9:30pm

#### Friday, April 29th

Draft Experience at the Caesars Forum NFL Draft from the Main Stage Headliner Performance 12:00pm to 10:00pm 4:00pm to 8:00pm 8:30pm to 9:30pm

#### Saturday, April 30th

Draft Experience at the Caesars Forum NFL Draft from the Main Stage Headliner Performance 8:00am to 6:00pm 9:00am to 4:00pm 5:00pm to 6:00pm



\*all times are approximate

#### **NFL Draft Street Closures**



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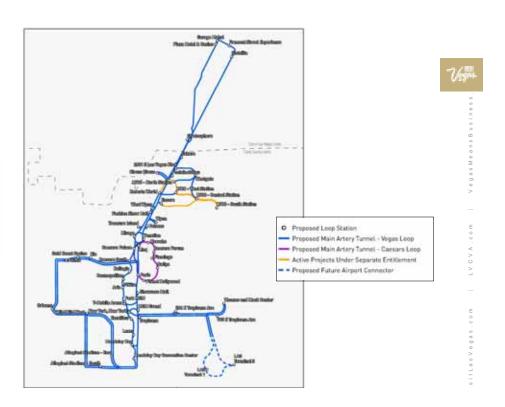
# **Convention Center Loop**





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### Monorail

Los Angeles Times

California and Nevada governors plan a fix for Interstate 15 congestion







