

# Transportation in Nevada

## *Vision and Strategies*

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## Mission

Providing a better transportation system for Nevada through our unified and dedicated efforts.

## Vision

The nation's leader in delivering transportation solutions, improving Nevada's quality of life.



EXHIBIT H NevadaStakeholder Document consists of 7 pages.



Entire document provided.

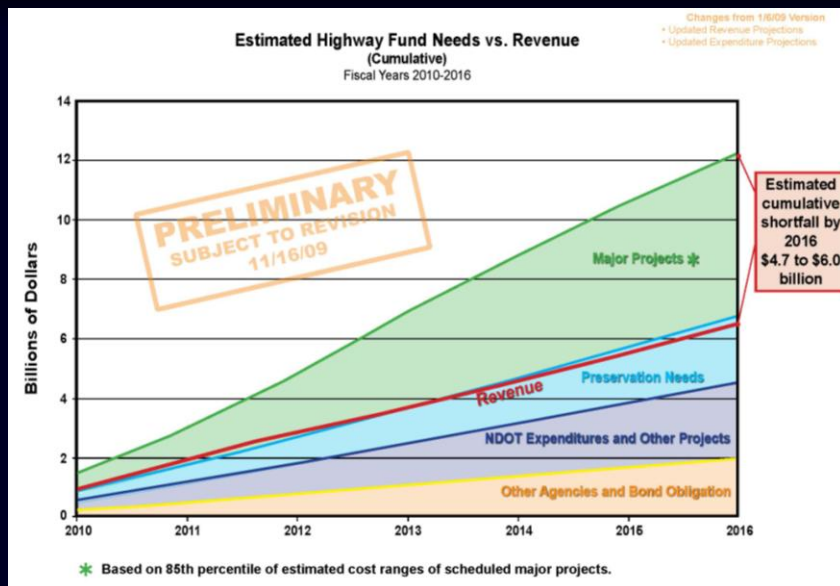
A copy of the complete document is available through the Research Library (775/684-6827) or e-mail [library@lcb.state.nv.us](mailto:library@lcb.state.nv.us).

Meeting Date: 3/12/10

## Funding

The majority of Nevada Department of Transportation funding comes from federal and state highway user revenue.

- Fuel taxes
- Vehicle Registration & Permit Fees
- Government Services Tax
- Other Sources – WB-5, AB 595, RRIF (Regional Road Impact Fees)



## **Current Challenges**

- **Declining Gas Tax Revenues**
- **Increasing Construction Costs**
- **Congestion**
- **Maintenance of Existing Infrastructure**
- **Uncertainty in Federal Legislation**



## **Future Challenges**

- **Emerging Mega-Regions will require planning and operating transportation systems beyond political boundaries and single modes.**
- **Congestion cannot just be solved by adding lanes. Right-of-way, construction, and maintenance will become cost prohibitive.**
- **Funding mechanism is likely to change (goodbye gas tax ?)**



## **How will we address current and future challenges?**

- **Planning beyond traditional boundaries**
- **Planning for quality of life (multi-modal travel, livability, economic vitality)**
- **Congestion mitigation (without more \$ or space)**
- **Freight corridors**
- **High Speed Rail**
- **Funding**



## **Planning Strategies**

- **Continue and enhance coordination between neighboring states and other agencies (Corridor Coalitions)**
- **Plan improvements that enhance whole multimodal system, not just one area or mode (I-15 System Master Plan)**
- **Anticipate and plan for transportation needs beyond the 20-year horizon (Connecting Nevada)**



## **Congestion Strategies**

- Continue using Design-Build and other efficient project delivery methods to expedite delivery
- Make use of emerging technologies to improve reliability of system without constructing new lanes (operational improvements – e.g. ITS)
- Incorporate policies that influence driver behavior such as congestion pricing or improvements to alternative modes efficiency and connectivity
- Improved transportation efficiency – enhanced freight corridors, transit, system planning, etc.



## **Funding Strategies**

- Continue to explore and use Public Private Partnerships (Pioneer Program)
- Have an educated voice in the national discussion of a new funding mechanism (Vehicle Miles of Travel - VMT Fee Study)
- Continue to partner with other agencies to pool funds to deliver public transportation



## **Pioneer Program**

**The Pioneer Program will help bridge the gap between available taxpayer funding and our state's transportation needs by enhancing NDOT's ability to form public-private partnerships, such as:**

- **Design-build projects**
- **Construction Manager/General Contractor (CMGC)**
- **Road services provided by outside companies**
- **Managed Lanes (Toll Roads or Toll Lanes)**
- **Shadow tolling (developer-paid projects that would allow NDOT to pay back based on facility use)**



## **Vehicle Miles of Travel (VMT) Fee Study**

**This is a study to look at the possibilities of replacing the Gas Tax system we have today with a user fee based system that is based on total miles driven**

**In partnership with RTC Washoe, RTC Southern NV, UNR, UNLV; we are looking at the technology, privacy, administration, & policy issues if Nevada moved to a VMT fee system**

- **Phase 1 – Research Study, almost complete**
- **Phase 2 – Technology Evaluation**
- **Phase 3 – Pilot Study with volunteers from Northern & Southern Nevada**



# **Transportation in Nevada**

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# **Thank you**

