



## Acceptance of New Roads & Existing Road Maintenance Funding Gap

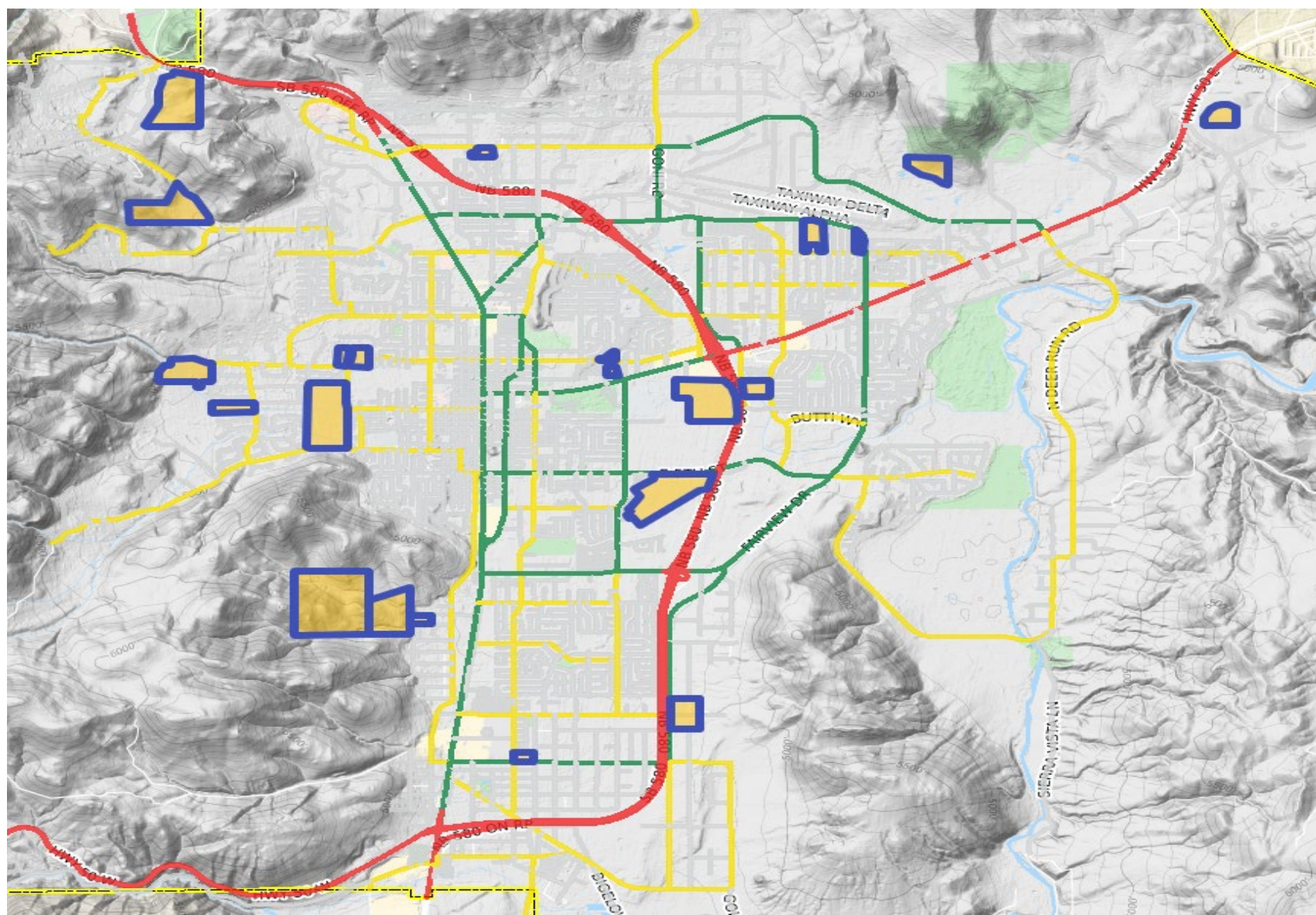
February 27, 2020

# Public and Private Streets

- Previous:
  - Until just a few years ago, it wasn't really discussed or debated.
  - Approximately 98% of streets in Carson City are public roads currently.
  - Prior to approximately 10 years ago, we only had private streets in new developments if the developer requested them.
  - Since then, staff has been making general recommendations to the developers and then to the PC and BOS that streets are private for "certain" circumstances.

## Public and Private Streets

- There are relatively few new streets left to be developed in Carson City– public or private.
- Lane miles that will be added to current inventory will be minimal.
- Anticipate within the same development that some streets would be private and some be public.





## Public and Private Streets

- Current:
  - Develop a policy that states when new streets are public or private.
- Guidelines:
  - Is the new street an arterial or connector – if yes, it will be a public street.
  - Will the new street result in City desired connectivity to surrounding neighborhoods, developments, or parcels – if yes, it will be a public street.
  - All other streets will be recommended to be private.

## Public and Private Streets

- Future:
  - As part of the policy and the City requiring streets to be private, we will need to insure private streets are maintained:
    - Development agreements would now require that a HOA and an Improvement District (NRS Chapter 271 or 318) are both formed within the development to fund on-going street maintenance.
    - The documents forming the HOA and Improvement District would be part of what is recorded for each lot.
    - The Improvement District would have language stating that assessments would not be imposed unless the HOA was to stop existing for any reason, in which case the City would impose the assessment and take over the management of the ongoing street maintenance.
    - The fees charged for the Improvement District would be greater than the fees that an HOA could charge.

## Public and Private Streets

- Comments/Questions:

# TRANSPORTATION FUNDING OPTIONS

CARSON CITY BOARD OF SUPERVISORS'  
2020 ANNUAL RETREAT

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# “TRANSPORTATION” → NOT JUST ASPHALT

## STREETS MAINTENANCE: LOCAL/REGIONAL ROADS

- Pavement Markings
- Signs, Supports
- Control Systems (Signals)
- Potholes
- Crack Filling (Small/Large)
- Patching
- Slurry Seals
- ROW Landscape Maintenance
- Shouldering

## RTC CAPITAL PROJECTS: REGIONAL ROADS

### Asphalt/Pavement

- Preservation (Slurry/Micro-Seals)
- Rehabilitation (Mill & Overlay)
- Reconstruction

### Complete Streets Policy Implementation

- Bicycle & Pedestrian Infrastructure
- Transit: Capital & Operations
- Lighting
- Safety Improvements

# HOW MUCH DOES IT COST TO MAINTAIN OUR ROADWAY SYSTEM FOR 50 YEARS?

Category		Annual Cost		50 years	
Ongoing Street Maintenance		\$5,500,000		\$275,000,000	
		Local Roads	Regional Roads	Local Roads	Regional Roads
Early/Mid Life Asphalt Maintenance	Slurry/Micro Seal	\$6,628,000	\$5,400,000	\$331,400,000	\$270,000,000
	Small/Wide Crack Sealing	\$422,000	\$350,000	\$21,100,000	\$17,500,000
	Hot Patching	\$255,000	\$132,000	\$12,750,000	\$6,600,000
Late Life Asphalt Maintenance	Mill & Overlay	\$3,030,000	\$1,056,000	\$151,500,000	\$52,800,000
	Reconstruction	\$3,978,000	\$2,640,000	\$198,900,000	\$132,000,000

# EXISTING ANNUAL TRANSPORTATION REVENUES

- NRS 373.030 \$0.09/gallon gas tax → Regional Transportation Fund
  - NRS 365.180 \$0.036/gallon gas tax
  - NRS 365.190 \$0.0175/gallon gas tax → Streets Maintenance Fund
  - NRS 365.192 \$0.01/gallon gas tax
- = \$0.1535/gallon gas tax\*

*\*2% withheld by the state for administration*

- County Option BCCRT (.25% Sales Tax) → Streets Maintenance Fund
- Total Annual Revenue: Approx. \$9 Million

# CURRENT ADDITIONAL REVENUES TO FILL THE GAP

Revenue	Est. Start Date	Annual Estimate
V&T Sales Tax Fund	7/1/2019 (Sunsets July 2027)	\$500,000
Waste Management 3% Franchise Fee	10/1/2019	\$350,000
\$0.05 per gallon Diesel	7/1/2020 (To ballot Nov. 2022 for voter approval, else sunset)	\$400,000

# CURRENT ADDITIONAL REVENUES TO FILL THE GAP

*Fiscal Year 2018*

Funding Source	Project Name	Grant Awarded		
		Total Project Cost	Award Amount	Match
Community Development Block Grant (CDBG)	ADA Improvements on North Carson St from John to Bath	\$147,871	\$147,871	\$0
U.S. DOT - Transportation Investment Generating Economic Recovery (TIGER IX) FY 2017	Carson City Gateway: South Carson Street Complete Streets	\$18,957,539	\$7,570,202	\$11,387,337*
Federal Transit Administration (FTA) 5339(b) Discretionary	Replacement of two (2) fixed route vehicles for the Jump Around Carson (JAC) transit fleet	\$639,256	\$447,480	\$191,776
Community Development Block Grant (CDBG)	College Parkway ADA Improvements	\$260,892	\$260,892	\$0
Nevada Aging and Disability Services Division (ADSD)	Senior Citizens Senior Bus Pass Program	\$62,500	\$55,000	\$7,500
Federal Lands Access Program (FLAP)	Kings Canyon Trailhead Improvement and Roadway Reconstruction Project	\$3,707,000	\$3,521,650	\$185,350
Transportation Alternatives Program (TAP)	Carson City Freeway Corridor Multi-Use Path Project	\$1,618,000	\$1,537,100	\$80,900
Awarded Grants Total		\$25,393,058	\$13,540,195	\$11,852,863

*\*Local match includes RTC, 1/8% Infrastructure, Stormwater, and other State/Local funds*

# CURRENT ADDITIONAL REVENUES TO FILL THE GAP

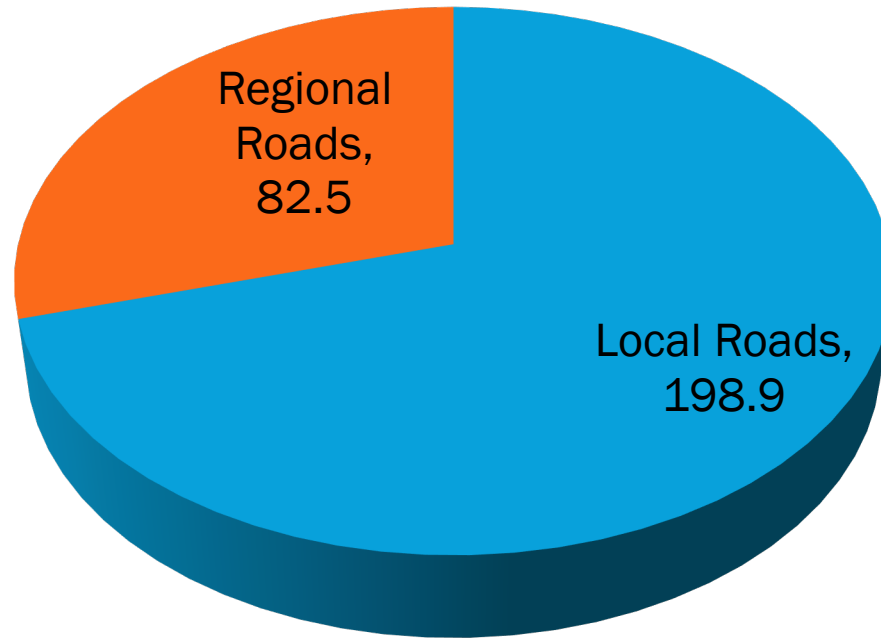
*Fiscal Year 2019*

Funding Source	Project Name	Grant Awarded		
		Total Project Cost	Award Amount	Match
Community Development Block Grant (CDBG)	ADA Improvements on College Pkwy. between N. Carson St. and Northgate Rd.	\$268,892	\$268,892	\$0
Community Development Block Grant (CDBG)	ADA Improvements on Airport Rd. between US 50 E and Champion St.	\$227,979	\$227,979	\$0
Transportation Alternatives Grant (TAP)	Carson City Freeway Corridor Multi-Use Path Project	\$1,618,000	\$1,537,100	\$80,900
Awarded Grants Total		\$2,114,871	\$2,033,971	\$80,900



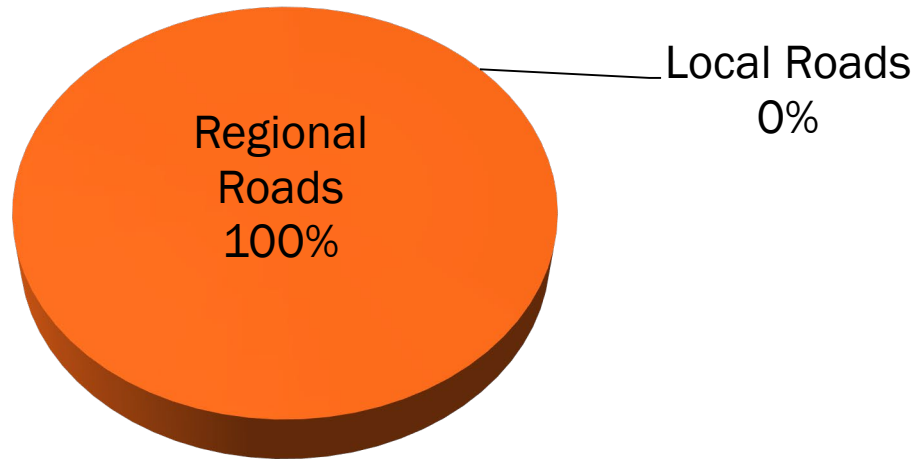
# PAVEMENT PRESERVATION/REHABILITATION

281.4 Centerline Miles of Roadway  
Owned and Maintained by Carson City



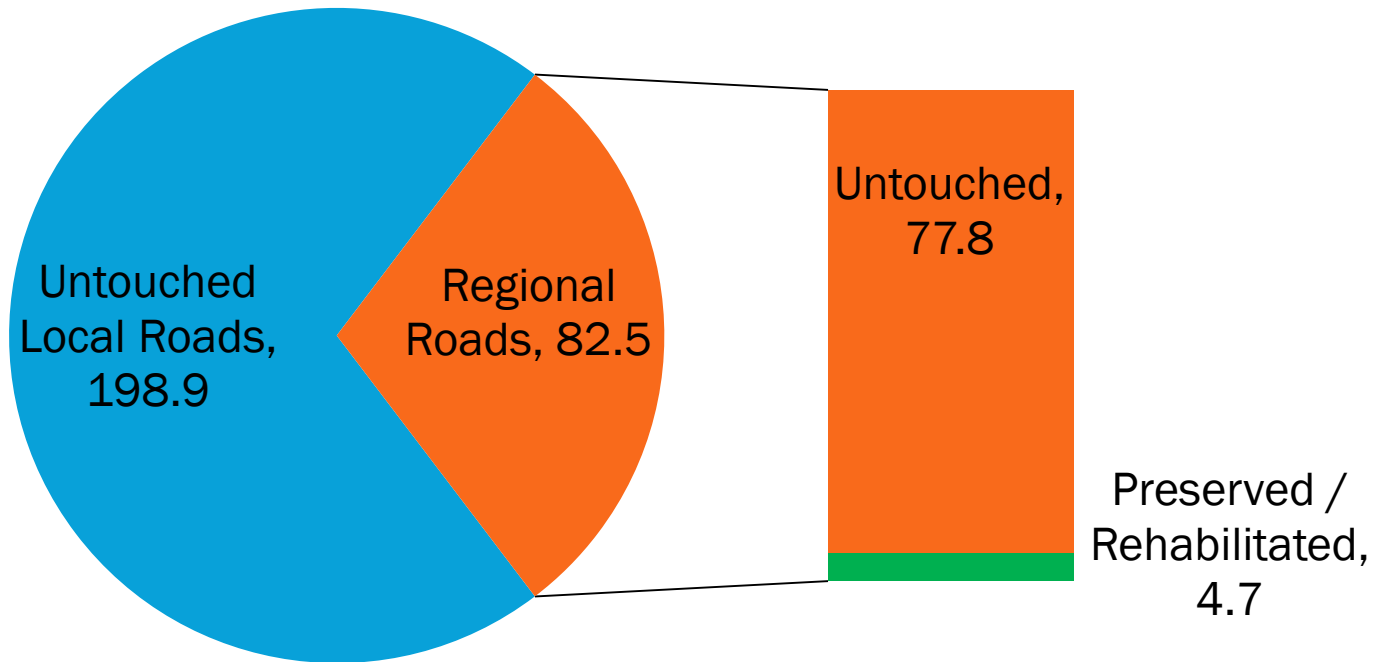
# REGIONAL TRANSPORTATION FUND

\$1.3M-\$1.7M Annual  
Transportation Infrastructure Account Funding



# FY 2020 REGIONAL TRANSPORTATION FUND PROJECTS

281.4 Centerline Miles of Roadway  
Owned and Maintained by Carson City



# OPTIONS FOR NARROWING THE FUNDING GAP:

## Statewide Indexing

- Statewide working group to assess options in advance of 2021 Legislative Session
- Tied to vehicle type and efficiency
- Requires Legislative Action
- Authorization Mechanism
  - Legislative Authority
  - Board of Supervisors (majority, 2/3)
  - Voters/Public
- Takeaway: Many unknowns. Staff are monitoring.

# OPTIONS FOR NARROWING THE FUNDING GAP:

## Federal Legislation

- Starting to see Federal bill drafts
- Expect status-quo in Nevada – same/similar appropriation levels
- Programs for:
  - Hydrogen/electric vehicles
  - Carbon emissions reductions
  - Safety Improvements (safe routes to school, complete streets)
  - Rail
  - Airport Infrastructure
- Continued emphasis on larger grant programs (BUILD, INFRA) with incentives for high local match (“self help”) projects that provide multi-benefits (utilities, communications, safety, etc.).
- Takeaway: Federal funding requirements for use on Regional Roads will continue →  
No help is coming for deferred local road maintenance.

# OPTIONS FOR NARROWING THE FUNDING GAP:

## Neighborhood Road Petition w/ City Partnership “Matching Fund”

- Dependent on neighborhood petition and willingness of a whole neighborhood to contribute
- **Potential Matching Fund Source:**
  - 3% Waste Management Franchise Fee
  - V&T Sales Tax Infrastructure Fund
  - Portion of Existing Gas Tax
  - General Fund



# OPTIONS FOR NARROWING THE FUNDING GAP:

## Transportation Utility Fee

- Utility fees generally viewed as transparent, equitable, and efficient
- Requires Legislative Action
- Authorization Mechanism?
- Revenue targets and fees could be driven by the Regional Transportation Plan
  - Local Roads?
  - Industrial/Commercial?
- Hypothetical Example:
  - \$20 per month for each of 20,000 residential units within Carson City
  - Additional revenue generated: \$400,000/month

# OPTIONS FOR NARROWING THE FUNDING GAP:

## Gas Tax Indexing

- We learned a lot with the Nov. 2016 ballot measure (SB 181)
  - 34.07% Yes / 65.93% No
  - *Why was it that bad?*
- Option to Try Again → Must Take a Different Approach
  - 8 (or other) year Period w/ Sunset Clause
  - Consider Local Roads Only or Defined Project List
  - Grassroots Support
- Indexing of Carson City
- County Option gas tax is estimated to increase total revenues over a ten year period by approximately \$40M

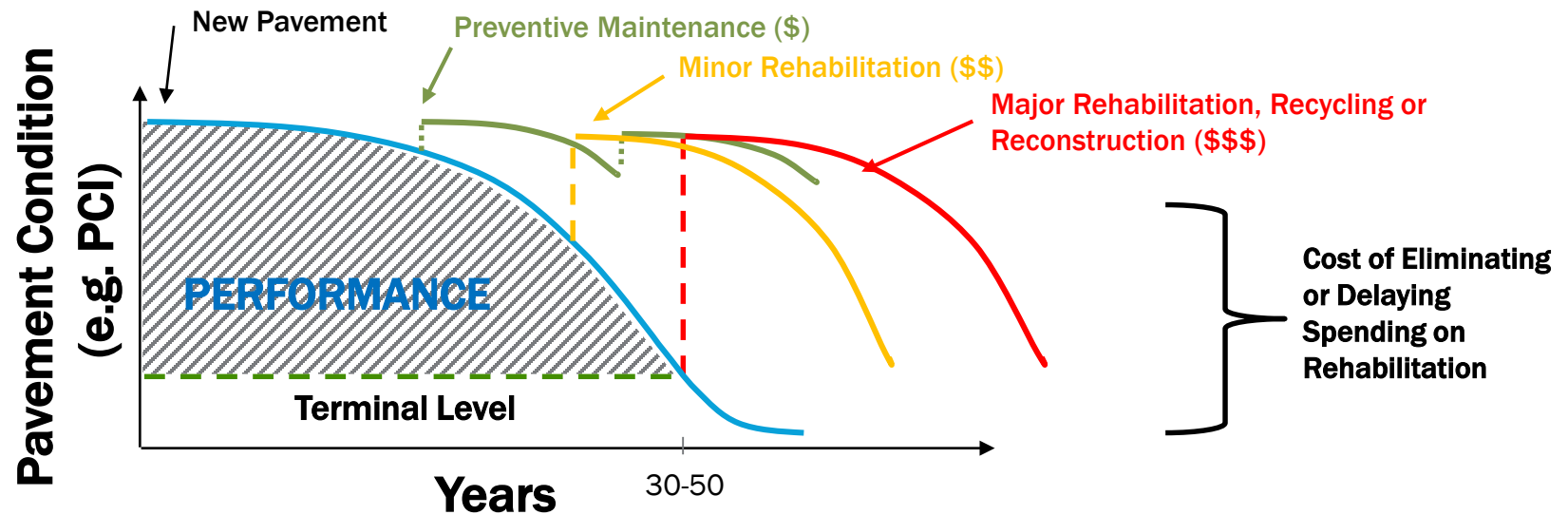
*Gain the voters' trust and prove what we can do when given the chance*



# OPTIONS FOR NARROWING THE FUNDING GAP

Do Nothing aka “Maintain the Status Quo” of current funding levels

- Choosing to maintain the status quo is a choice
- What do we do with the roads we don't maintain?



**DISCUSSION AND  
DIRECTION TO STAFF**

**Thank you!**