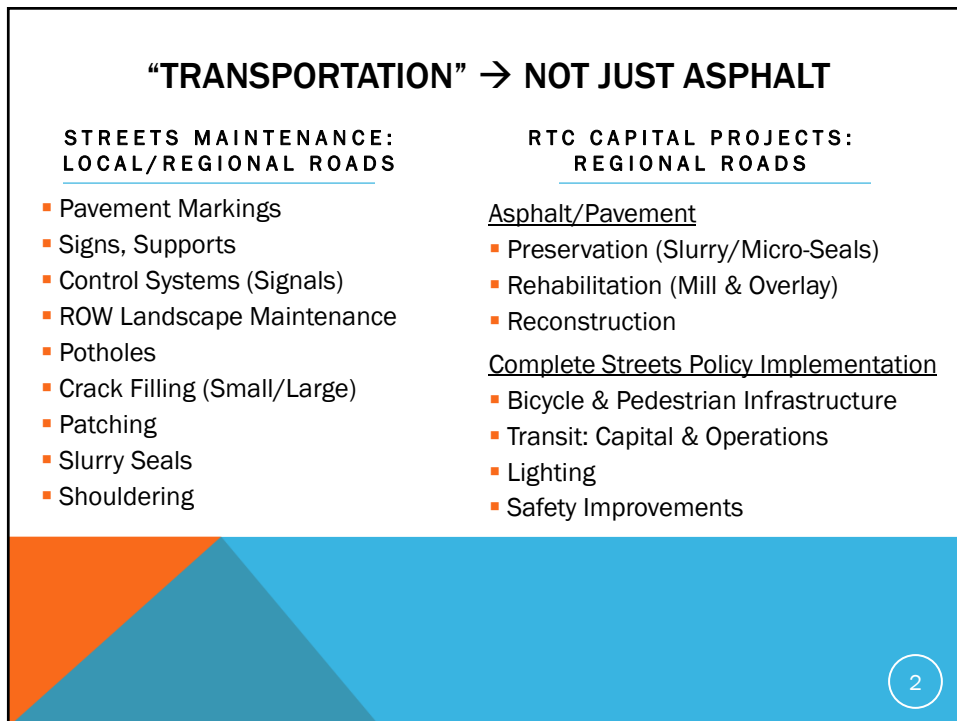
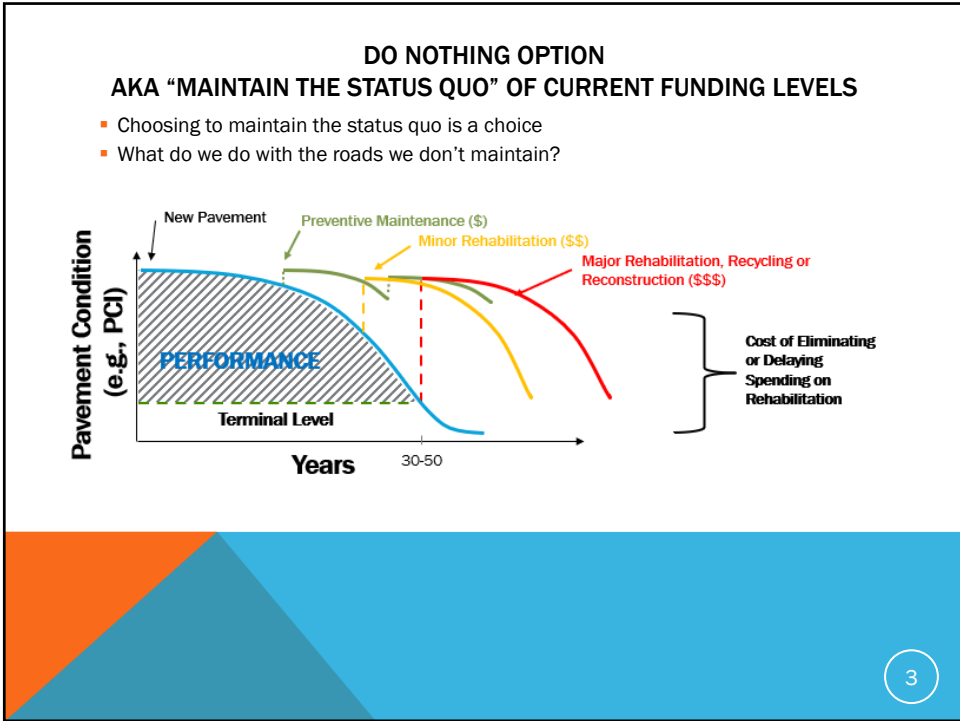


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### VARIABILITY IN CAPITAL PROJECT COST ESTIMATING


PROJECT ELEMENTS WITHIN OUR CONTROL	ENVIRONMENTAL FACTORS OUTSIDE OUR CONTROL
<ul style="list-style-type: none"> <li>▪ Roadway Treatment Type</li> <li>▪ Presence/absence of Concrete</li> <li>▪ Bike/Ped &amp; Transit Infrastructure</li> <li>▪ Project Location (mobilization &amp; CM)</li> <li>▪ Project Extent (scalable to fit \$)</li> <li>▪ Bid Schedule (earlier is better)</li> <li>▪ Funding Levels (bigger jobs=lower \$)</li> <li>▪ Inadequate funding for preservation results in increased isolated maintenance costs.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Costs for ROW Acquisition</li> <li>▪ Survey</li> <li>▪ Geotech</li> <li>▪ Federally mandated ADA improvements</li> <li>▪ Current Prices for Materials</li> <li>▪ Current Labor Rates (increase based on availability)</li> <li>▪ Other Agency Requirements (NDEP, NDOT, NEPA, etc.)</li> <li>▪ Risk</li> <li>▪ Utilities</li> </ul>

4

## STEPS TO IMPROVE TRANSPARENCY, EFFICIENCY, AND REDUCE PROJECT COSTS

- 2019-2023 Pavement Management Plan

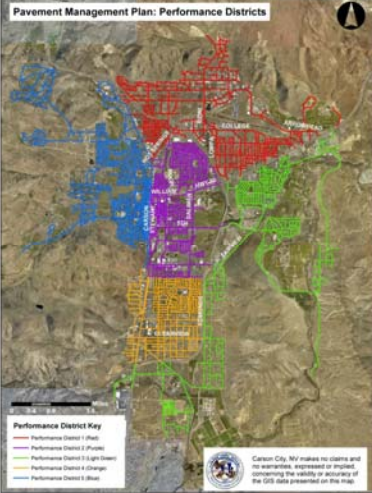
Carson City Pavement Management Plan



FOUNDED  
1858 CC

"Head of the West... Confident of the Future"

Fiscal Year 2019-2023  
Approved April 11, 2018



Pavement Management Plan: Performance Districts

Carson City, NV makes no claims, and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

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## STEPS TO IMPROVE TRANSPARENCY, EFFICIENCY, AND REDUCE PROJECT COSTS

- Leveraging limited Local \$ for State/Fed Grants

2017-2020 Grant-Funded Transportation 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
<i>Total</i>	<b>\$30,572,310</b>	<b>\$7,788,808</b>	<b>\$38,361,118</b>
<i>Local Match % (overall)</i>	<b>20%</b>		

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## STEPS TO IMPROVE TRANSPARENCY, EFFICIENCY, AND REDUCE PROJECT COSTS

- Board of Supervisors Action

Revenue	Est. Start Date	Annual Estimate
V&T Sales Tax Fund	7/1/2019 (Sunsets July 2027)	\$350,000
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)	\$250-400k
FY21 BOS Transfers - School zone signage, Center St, 5 <sup>th</sup> St, FY22 Short Line	FY21/FY22	~\$1.3M (one time)

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## EXISTING ANNUAL TRANSPORTATION REVENUES

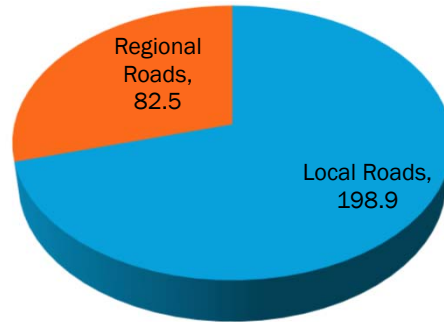
- NRS 373.030 \$0.09/gallon gas tax → Regional Transportation Fund
  - NRS 365.180 \$0.036/gallon gas tax
  - NRS 365.190 \$0.0175/gallon gas tax
  - NRS 365.192 \$0.01/gallon gas tax
- = \$0.1535/gallon gas tax\*
- \*2% withheld by the state for administration
- County Option BCCRT (.25% Sales Tax) → Streets Maintenance Fund

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### PAVEMENT PRESERVATION/REHABILITATION

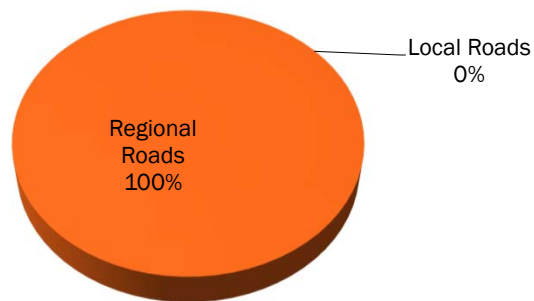
281.4 Centerline Miles of Roadway  
Owned and Maintained by Carson City



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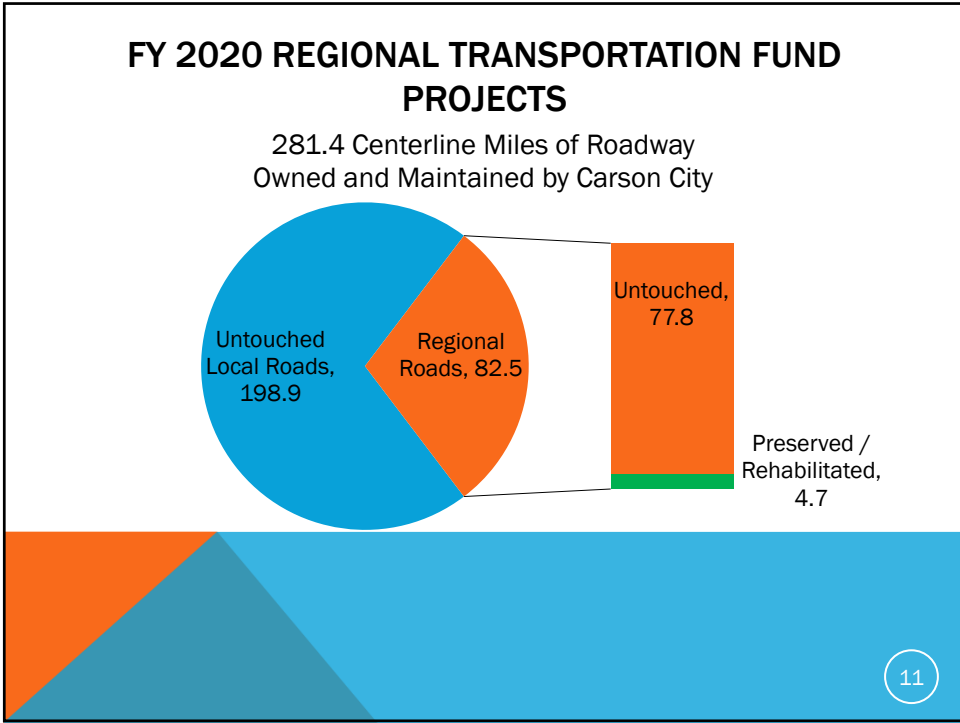
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### REGIONAL TRANSPORTATION FUND



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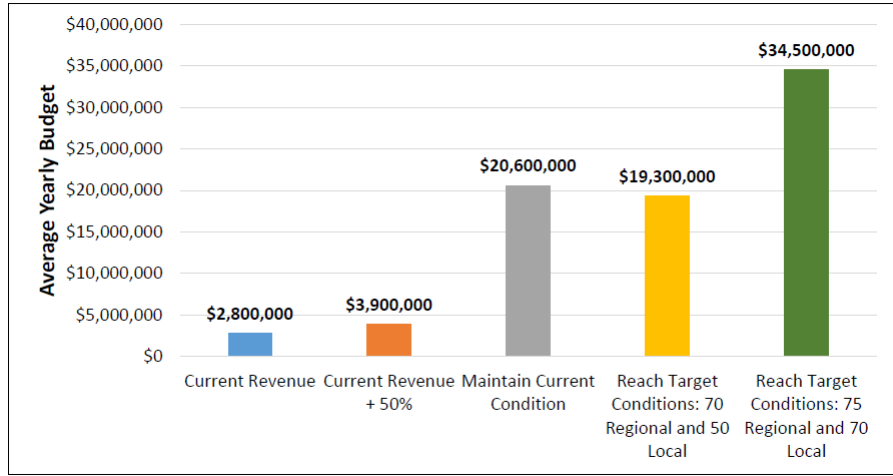
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### PAVEMENT CONDITION INDEX (PCI) ANNUAL REPORT CARD

Pavement Condition Index (PCI) - Annual Report Card									
Facility Type		Estimated PCI						Percent Change 2019 to 2020	Percent Change 2015 to 2020
		2015	2016	2017	2018	2019	2020		
City-wide	Regional Roads	68	68	67	68	67	67	1%	-1%
	Local Roads	63	62	61	59	57	53	-6%	-15%
	All Roads	65	64	63	62	60	58	-3%	-10%
Performance District 1	Regional Roads	68	67	67	66	66	62	-6%	-10%
	Local Roads	62	62	62	60	56	52	-6%	-16%
	All Roads	64	64	64	62	59	55	-6%	-14%
Performance District 2	Regional Roads	74	74	73	72	70	71	1%	-4%
	Local Roads	70	67	64	60	58	54	-6%	-23%
	All Roads	71	70	67	65	62	60	-3%	-16%
Performance District 3	Regional Roads	75	74	72	74	74	71	-4%	-6%
	Local Roads	53	53	57	57	57	54	-5%	2%
	All Roads	60	60	62	62	62	59	-5%	-1%
Performance District 4	Regional Roads	58	59	61	64	62	75	20%	30%
	Local Roads	60	59	58	56	52	49	-6%	-19%
	All Roads	59	59	59	59	56	58	4%	-2%
Performance District 5	Regional Roads	68	67	64	63	62	58	-6%	-14%
	Local Roads	70	68	66	64	61	57	-6%	-18%
	All Roads	69	68	65	64	61	57	-6%	-17%

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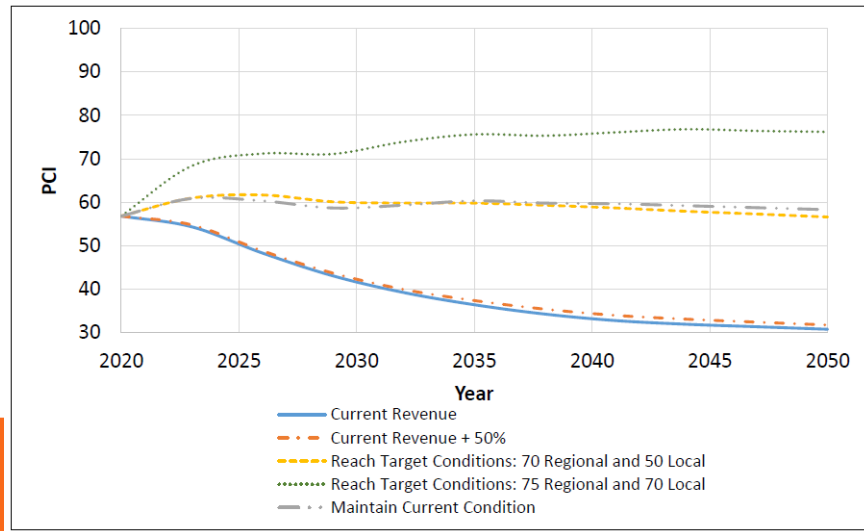
**FIGURE 15:  
AVERAGE ANNUAL BUDGET PER SCENARIO**



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**FIGURE 14:  
PROJECTED PCI FOR ANALYZED SCENARIOS**



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## POTENTIAL FUNDING MECHANISMS

- Fuel tax indexing (NRS 373)
- General Improvement District (NRS 318)
- Program of local improvements (NRS 271)
- Property tax override (NRS 354)
- Road utility fee (a.k.a. transportation utility fee)
- Supplemental Governmental Services Tax (NRS 371)
- Transportation sales tax (NRS 377A)
- Vehicle Miles Traveled (VMT) Fee

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## OPTIONS FOR NARROWING THE FUNDING GAP

*“In order to identify the “best” funding mechanism(s) for Carson City, it is essential that the political leadership reach consensus early in the process on the objectives they are trying to accomplish, as well as a framework for evaluating and ranking potential mechanisms. In establishing clear objectives, one could consider whether there is a desire to find a comprehensive solution or a partial solution to the funding shortfalls.”*

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## 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
<b>Total</b>	<b>64</b>	<b>61</b>	<b>53</b>	<b>48</b>	<b>48</b>	<b>45</b>	<b>43</b>	<b>37</b>

## ILLUSTRATIVE RATES BY FUNDING OPTION

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	\$5-56 million
Program of local Improvements	\$10/month per residential unit Avg. \$125/month for comm/indus establishment	\$5-56 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	\$5-56 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	\$0.25-\$0.05/VMT	\$4-56 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	\$1-52 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.

## WRAPPING UP

- We learned a lot with the Nov. 2016 ballot measure (SB 181)
  - 34.07% Yes / 65.93% No
  - *Why was it that bad?*
- Opportunity to Try Again → Take a Different Approach?

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

- Potential Next Steps:
  1. Select 1-3 mechanisms for further exploration;
  2. Solicit both Legal and Financial Peer Reviews of selected mechanisms

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DISCUSSION AND  
COMMENTS TO STAFF

Thank you!

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