

Nevada Sustainable Transportation Funding Alternatives Study
Advisory Working Group Meeting #3

Meeting Minutes

September 14, 2021

9:00 AM – 4:00 PM

Meeting Locations:

NDOT Headquarters
1263 South Stewart Street,
3rd Floor Conference Room
Carson City, Nevada 89712

NDOT District Office Conference Room
Building B
123 East Washington Avenue
Las Vegas, Nevada 89101

1. Welcome, Introduction of New Members, Call to Order

Vice Chair Harshal Desai of Atlas welcomed AWG members and their alternates attending in both locations and virtually. Vice Chair Desai read the attendance roll, declared a quorum and called the meeting to order.

2. Public Comment

There were no public comments regarding items on the agenda.

3. Approval of the Minutes from August 10, 2021

The minutes from the previous AWG meeting were approved unanimously.

4. Preview of Today's Meeting and Future Meeting Topics

Jeff Doyle, the project leader for the consulting team, outlined the agenda for the upcoming meeting. He then described the themes and outcomes of future AWG meetings.

5. Transportation Revenue Sources in North America

Travis Dunn of the consulting team gave a presentation on transportation revenue sources that are used in North America.

Craig Madole of the Nevada north chapter of the AGC asked how much of Nevada's goods and services tax for vehicles has been diverted from the highway fund to the general fund. Paul Enos of the Nevada Trucking Association explained that the motor vehicle GST was initially a source of revenue for local governments with extra revenue based on the fee schedule going towards transportation. Travis Dunn added that the team is not aware of other states that legally dedicate this type of fee to transportation.

Marie Steele from Nevada Energy asked about recently introduced revenue efforts that have been successful. Travis Dunn responded that there tends to be packaging of multiple taxes and fees as well as using registration fees as a method to tax road usage. Jayce Farmer from UNLV added that some states have been exploring a road usage charging fee.

6. Nevada's Transportation Revenue Sources

Travis Dunn gave an overview of the specific transportation revenue sources in Nevada.

A question was asked if the AWG could get more information which states are using specified taxes and fees. Travis Dunn explained that the project team can share this data in greater detail.

Kathleen Taylor of the Nevada Women's Business Center asked if there was any data that looks at revenue projections to help with decision making. Travis Dunn responded that this will be discussed later today and will also be one of the focuses of the November AWG meeting.

Cindy Creighton of the Nevada Taxpayers Association briefly presented on the TaxFacts handbook, which describes taxes and fees in the state. This information has been provided to AWG members.

7. Outlook for the Motor Fuels Tax in Nevada

Travis Dunn presented on the mid- and long-term outlook of motor fuels taxes in Nevada.

Bill Thomas from the RTC of Washoe County asked if the team factored in the variable of the changing price of fuel in the different projections. Travis Dunn explained that this was considered, though it's difficult to account for fuel price spikes in future projections.

8. Transportation Electrification

Jeff Doyle gave a presentation on the growth of zero-emission vehicles.

Brad Crowell of the Nevada Department of Conservation and Natural Resources explained that Nevada has a goal for EV adoption and that increased fuel efficiency of gasoline powered vehicles is helping to drive down fuel tax revenues.

Kyle Davis of Pinyon Public Affairs added that recent legislation will authorize a county-level program that could include EV incentives.

Brad Crowell mentioned that Tesla is moving to a less restrictive charging model that will hopefully galvanize the industry to produce more universal charging equipment.

Marie Steele presented on NV Energy's efforts to support transportation electrification.

A question was asked about the average cost of a home charging system is. Marie Steele responded that it's at least a few thousand dollars. Follow-up question: is any charging equipment on tribal land? Marie Steele confirmed that there are some charging stations on tribal lands.

A question was asked where there will be charging stations on NDOT facilities. Kristina Swallow of NDOT answered that NDOT is having initial discussions on this and how to transition their fleet.

Bill Wellman of the Nevada south chapter of the AGC asked about building codes related to EV charging. David Bobzien of the Governor's Office of Energy responded that his office has adopted an appendix of recommended codes for EV charging so that local jurisdictions have guidance. MJ Maynard added that RTC of Southern Nevada is exploring how to electrify their fleet with the first step being is understanding the space and power capacity in their bus yards.

Ann Silver of the Reno/Sparks Chamber of Commerce asked how we will know if EV charging equipment is being effectively utilized. Marie Steele answered that tracking utilization is important and will be part of the plan for any money earmarked by a transportation spending bill.

Kathleen Taylor asked if there are initiatives that encourage car dealerships that are leasing EVs to provide funding towards charging equipment. Marie Steele responded that they've been working with dealerships to aide them with transitioning to EV adoption, as well as partnering with them if they want to build out infrastructure.

Carlos Gomez of the Latin Chamber of Commerce asked if EV charging collects user fees. Marie Steele answered that EV infrastructure was no longer considered a utility after 2017 so EV charging stations can charge drivers what they'd like. However, most facilities in Nevada are free.

Paul Enos asked about efforts to have EV users charge their vehicles outside of the evening peak time. Marie Steele explained that in the future, electricity usage could be priced higher at peak times in order to shift the peak load.

Bill Thomas asked whether the electric system has the capacity for increased EV charging loads. Marie Steele explained that the goal is to be able to plan for a higher peak load but to change the peak to avoid stressing the system. Kristina Swallow clarified that the AWG is not charged with trying to fund new charging infrastructure.

Julie Butler of the Nevada Department of Motor Vehicles sought clarification on the capacity of the electric grid in Nevada. Marie Steele confirmed that the grid currently has sufficient capacity for increased EV adoption. David Bobzien added that the hope is that the benefits of a flexible electric system with more localized generation will not require significant additional power generation.

Paul Enos noted that the EV conversation is currently focused on light vehicles. Electric vehicle technology for trucks is not as advanced and initial forays indicate that electric trucks will require significantly more electricity.

9. Developing Guiding Principles for New Transportation Revenue Sources in Nevada

Justine Sydello and Travis Dunn of the consulting team facilitated an interactive "brainstorming" activity to gather feedback on the types of principles the AWG should consider for adoption. The

results of this interactive session were recorded in a separate document titled “AWG Revenue Principles Discussion,” (which is attached as Appendix A to these meeting minutes).

10. Public Comment

There were no public comments.

11. Adjournment

Vice Chair Desai adjourned the meeting.