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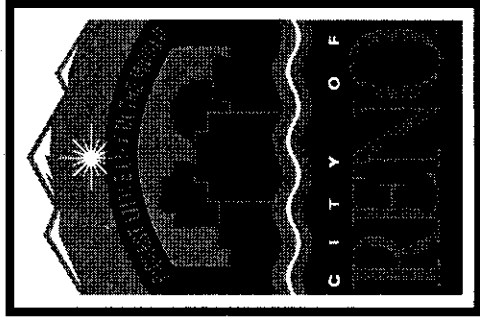
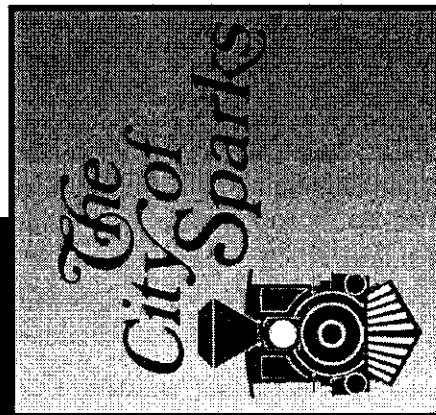
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MOTOR VEHICLE FUEL TAX ALLOCATION - AB525

I 1 of 18



Shaun Carey
Sparks City Manager

4/8/03

ASSEMBLY TRANSPORTATION I 1-18
DATE: 4/8/03 ROOM: 3143 EXHIBIT I
SUBMITTED BY: Shaun Carey

ASSEMBLY BILL 525

PORTED unanimously by the entire City
arks and City of Reno Councils and is
ported by the Washoe County Regional
sportation Commission

POSED by Washoe county

about increasing Gas Tax - about the
R DISTRIBUTION of the Gas Tax in
hoe County

4/8/03

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Why Change is Needed

Existing formulae work against funding equity for Nevada's northern cities specifically Sparks and Reno. A equitable distribution of Tier Two Gas is needed to enable the cities to reduce their street repair and maintenance backlog.

4/8/03

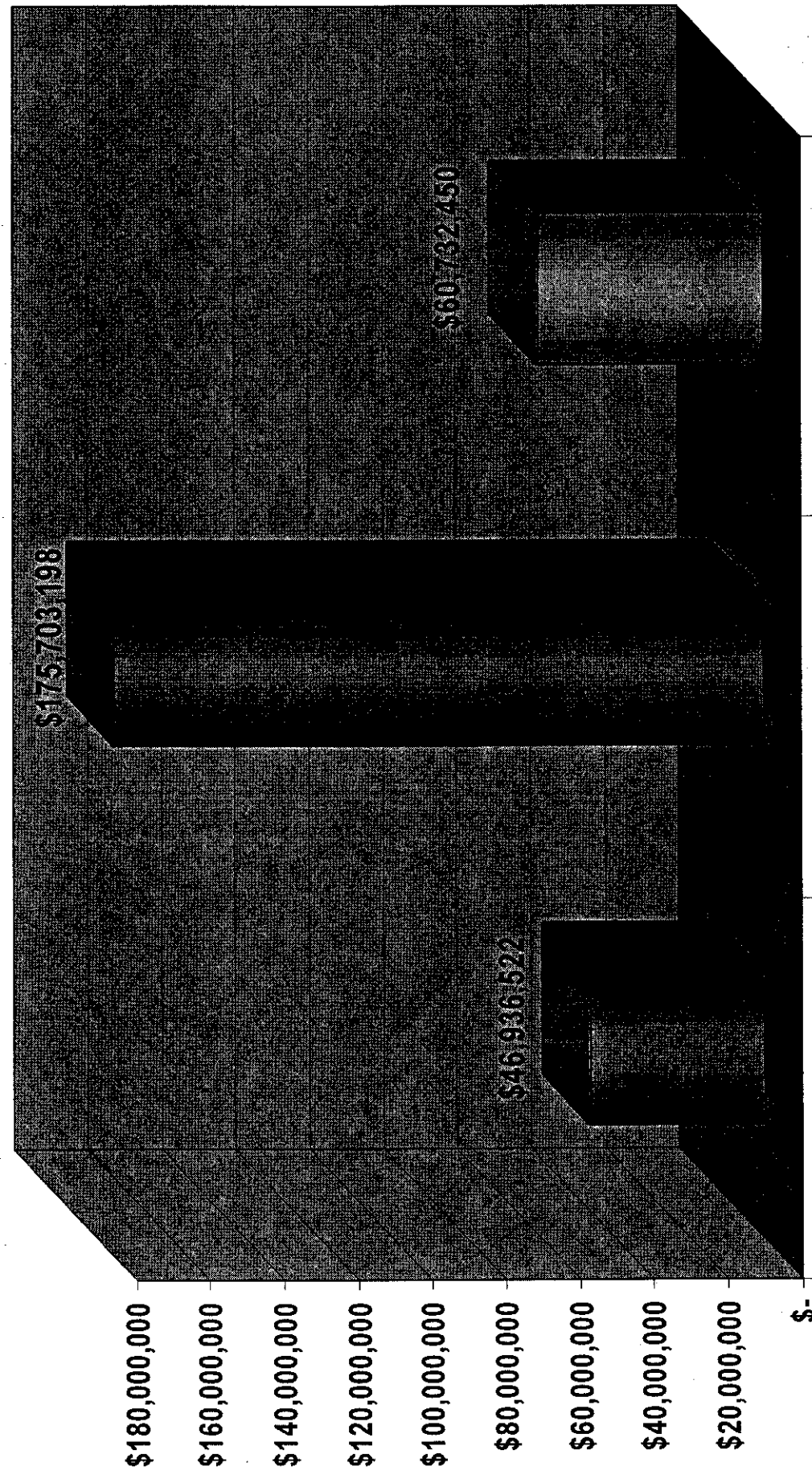
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Fiscal Tax Equity

Review of MVFT taxes projected for 2002-03
is anomalies in the proportionality of the
contributions*

4/8/03

CONSTRUCTION BACKLOG DOLLARS



CITY OF SPARKS CITY OF RENO WASHOE COUNTY

MVFT Projected 2002/03

Distributions

	1-cent (1)	1.75 cent (2)	2.35 cent (3)
Washoe County	27%	36%	57%
City of Reno	53%	48%	31%
City of Sparks	20%	16%	12%

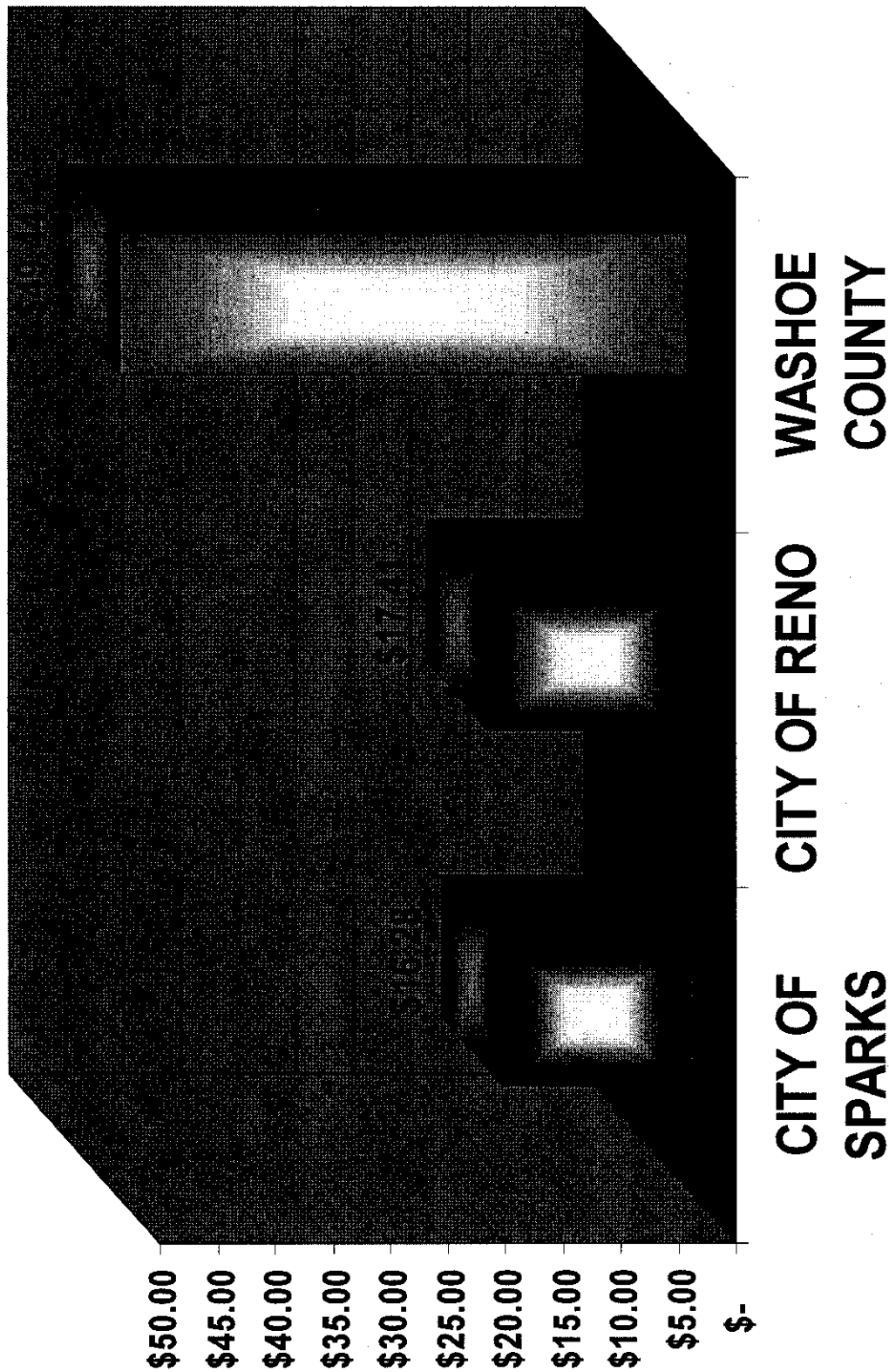
(1) Distributed based on population

(2) Distributed based on assessed value

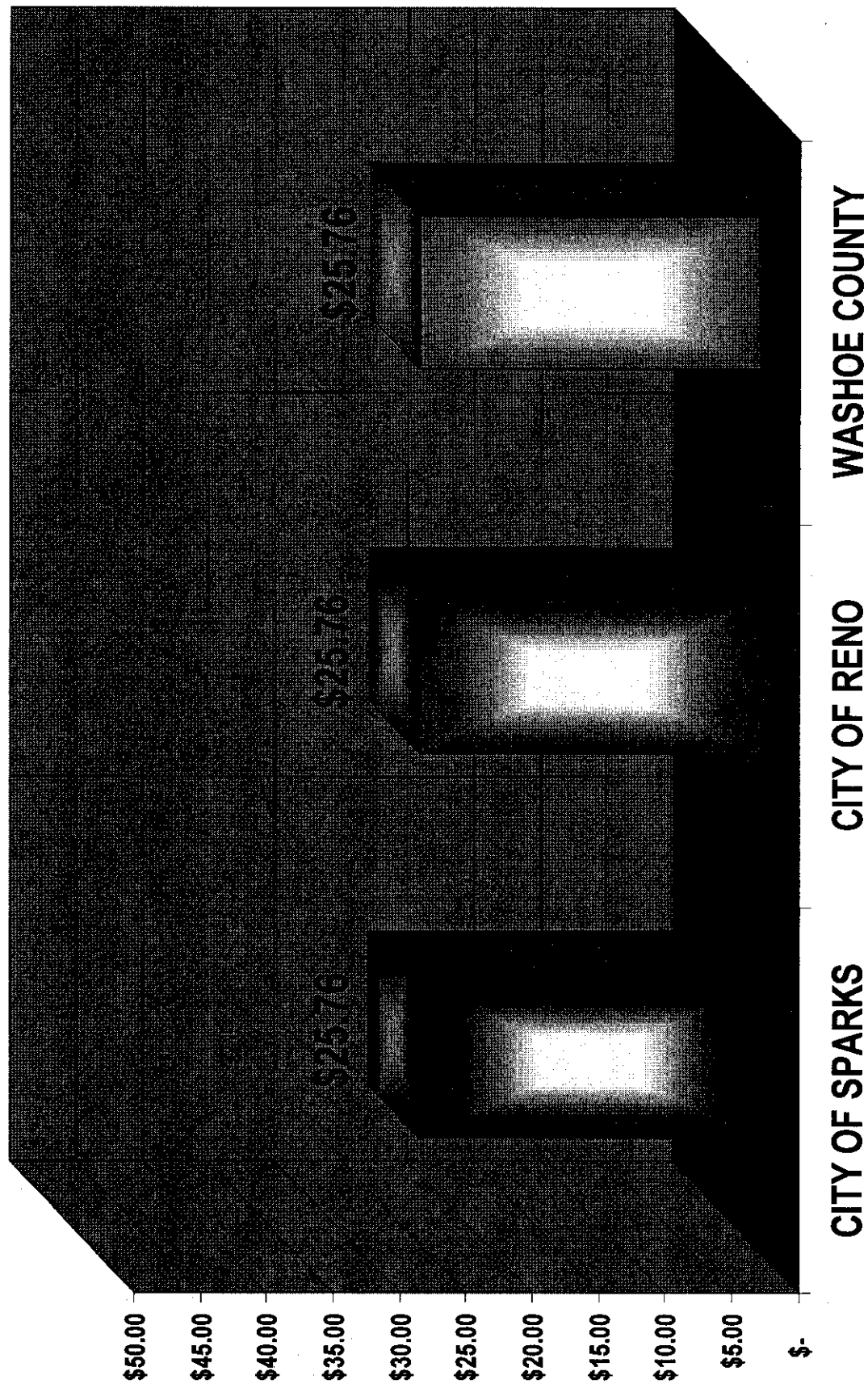
(3) Distributed based on the decades old $\frac{1}{4}$ - $\frac{1}{4}$ - $\frac{1}{4}$ - $\frac{1}{4}$ formula

It is the position of the City of Sparks that a consistent and equitable way of distributing the taxes shown in the previous table is to do so on a per capita basis, within Washoe County.

CURRENT FUEL TAX PER CAPITA



PROPOSED FUEL TAX PER CAPITA



Washoe County is Unique

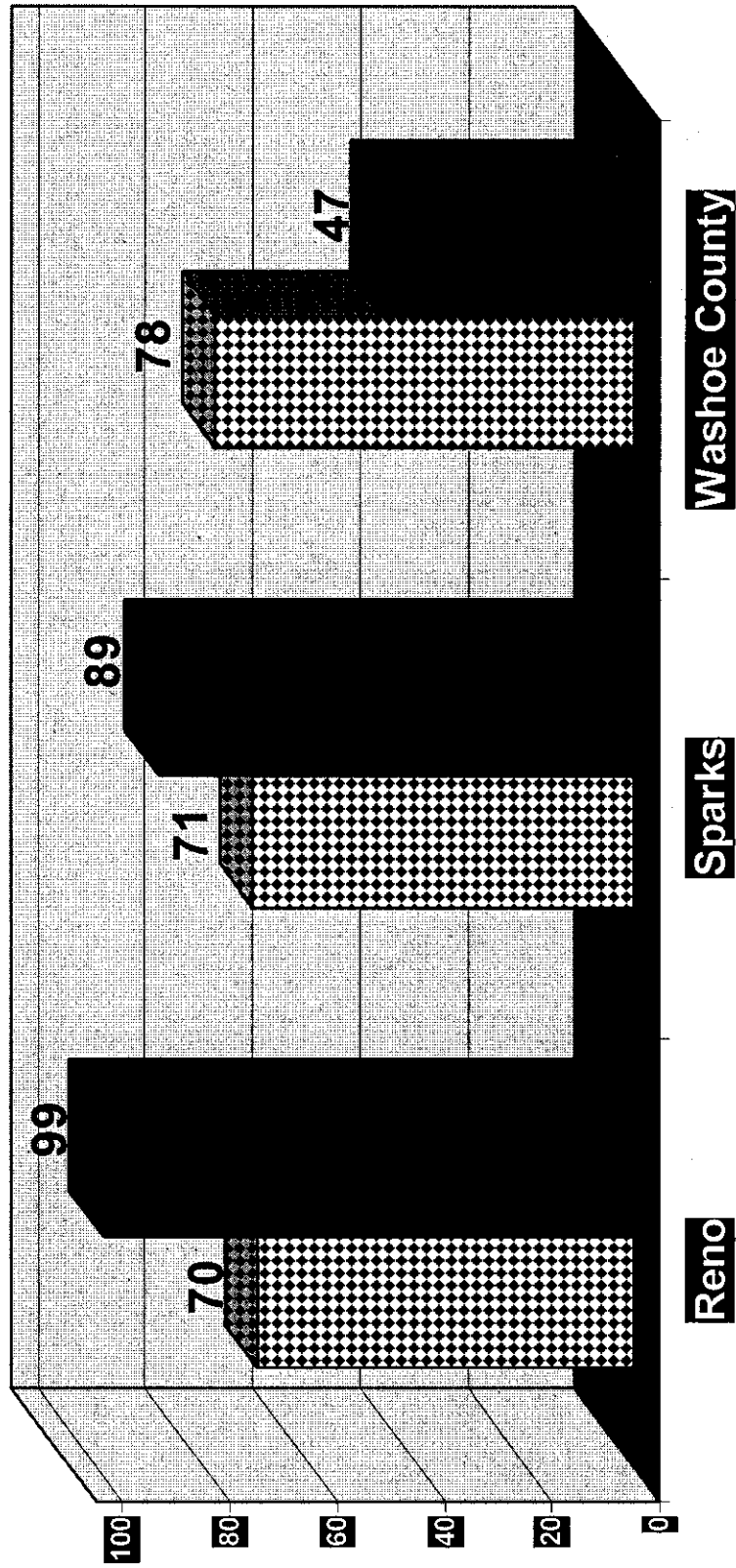
Fiscal Year	Population		Assessed Value	
	Cities	County	Cities	County
2002-2003				
Washoe	73%	27%	64%	36%
Lyon	33%	67%	38%	62%
Elko	54%	46%	45%	55%
Clark	58%	42%	48%	52%

- Population and property values are far more concentrated within the incorporated cities of Washoe County
- Vehicular traffic takes a greater toll on city roadway surfaces
- Washoe County (2nd largest county in Nevada) has a population that is 6.5 times that of the 3rd largest county:

Population figures for 2002-03:

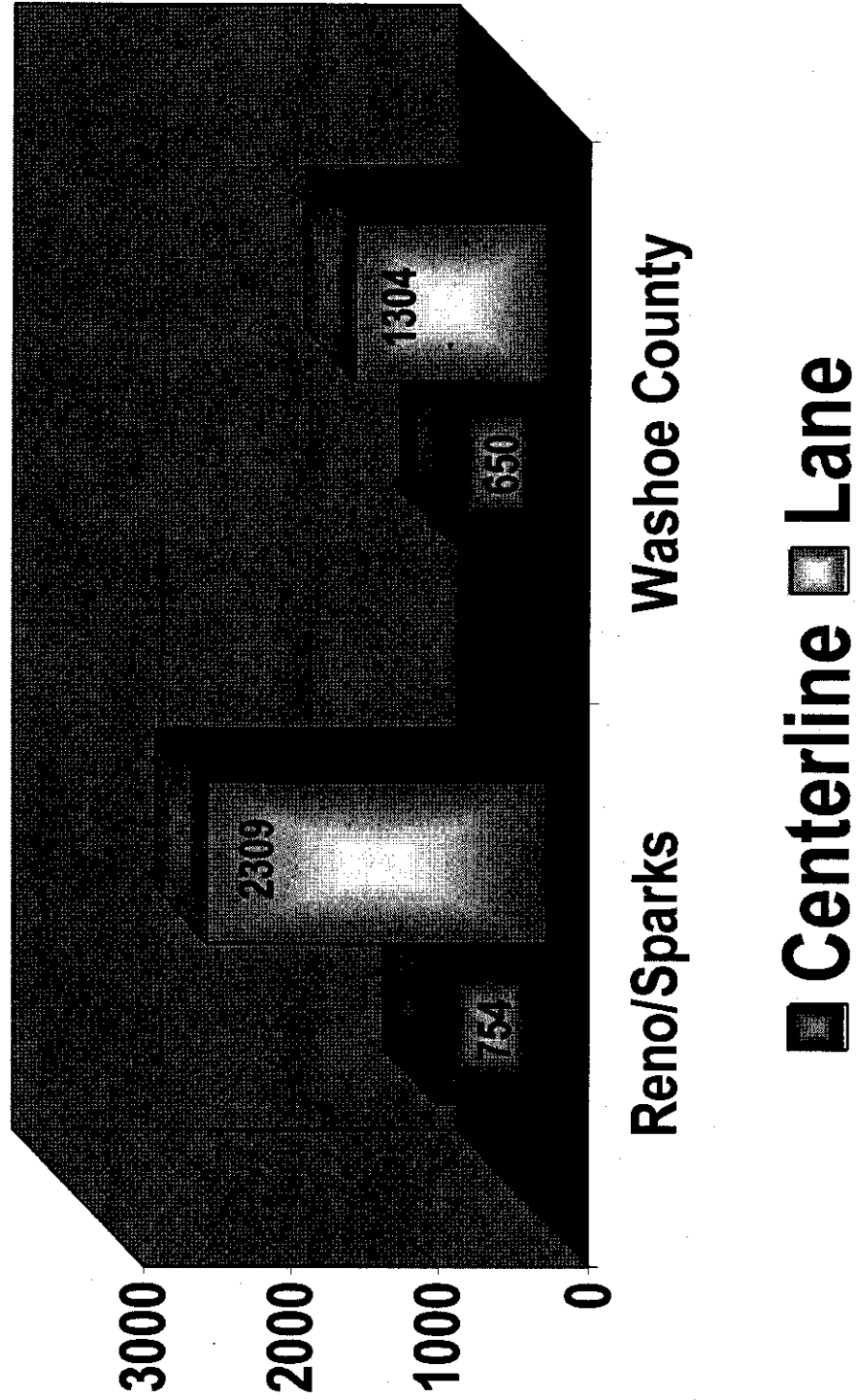
Clark County	1,485,855
Washoe County	353,271
Carson	54,171

ENGINEERING ANALYSIS

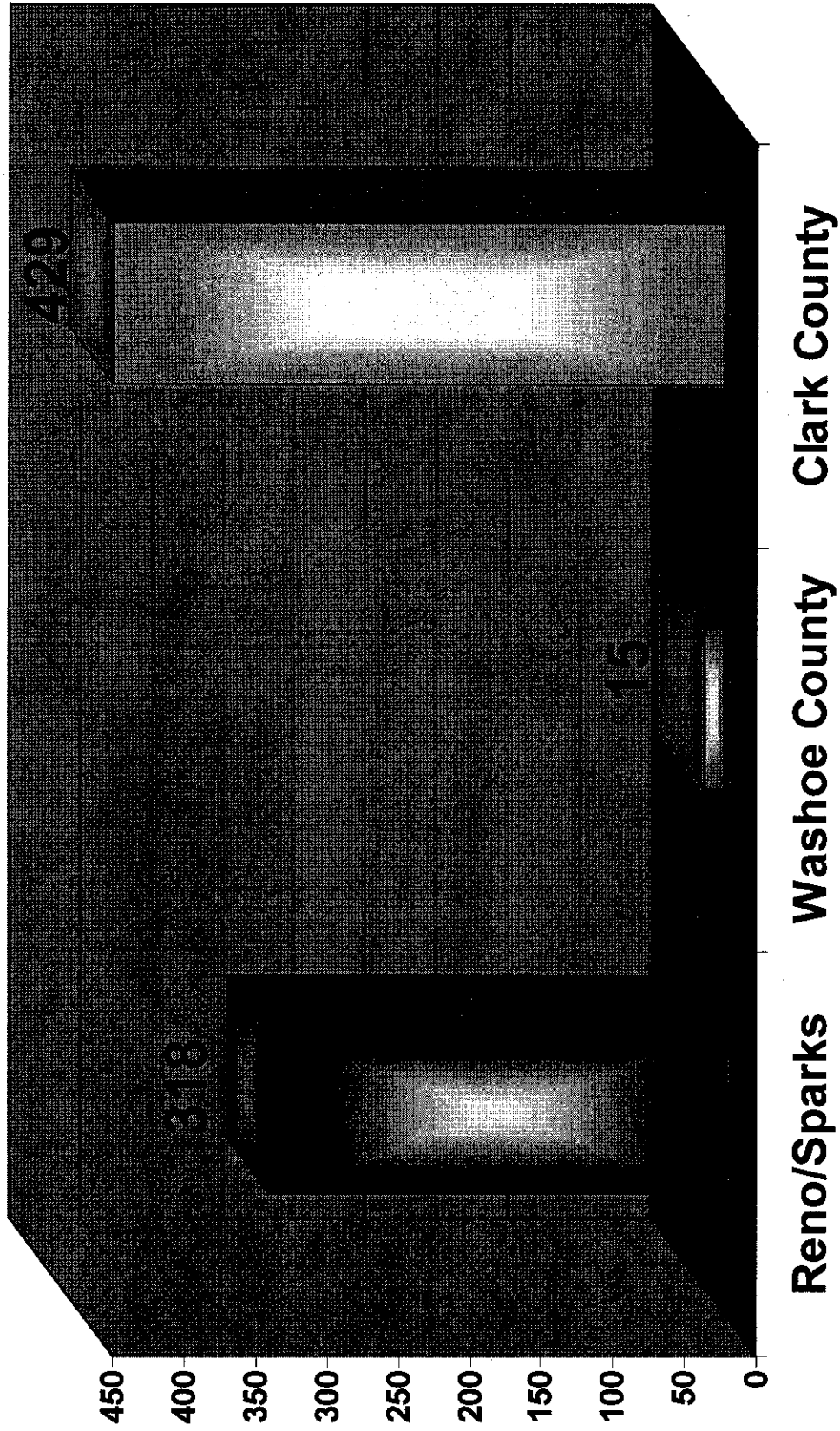


Pavement Condition Index (PCI)
 Reconstruction Backlog (\$,000's)/Paved Road Miles

Miles of Paved Roadways



Traffic Signals



- Washoe County residents typically drive the urban Reno and Sparks streets as part of their daily work commute
- Residents of the urban areas, however, drive on Washoe County roadways with less frequency
- Higher urban traffic volumes add to increased roadway maintenance costs borne by the cities

Example: Average Daily Trip Count

(Pyramid Highway/Sparks Blvd)

2000=19,200

2030=78,300

SPARKS BDR 459

CURRENT		PROPOSED	VARIANCE
\$ 1,167,978	SPARKS	\$ 1,820,154	\$ 652,176
\$ 3,254,228	RENO	\$ 4,823,410	\$ 1,569,182
\$ 4,678,567	WASHOE COUNTY	\$ 2,457,209	\$ (2,221,358)
\$ 9,100,773		\$ 9,100,773	\$ -

AB 525

Gasoline Tax Distribution of NRS 365.550 and NRS 365.560 in Washoe County
 From existing methods of distribution to proposed method based solely on population

FISCAL YEAR 2002 REVENUE COMPARISON

Table I: 2.35¢ Fuel Tax Distribution

Jurisdiction	Existing	AB 525	Difference
Reno	\$ 814,894	\$ 1,388,008	\$ 573,114
Sparks	\$ 295,193	\$ 510,244	\$ 215,051
Washoe County	\$ 1,500,781	\$ 712,615	\$ (788,165)
County Total	\$ 2,610,867	\$ 2,610,867	\$ -

Table II: 1.75¢ Fuel Tax Distribution

Jurisdiction	Existing	AB 525	Difference
Reno	\$ 1,459,069	\$ 1,610,653	\$ 151,584
Sparks	\$ 492,303	\$ 592,090	\$ 99,787
Washoe County	\$ 1,078,295	\$ 826,923	\$ (251,371)
County Total	\$ 3,029,666	\$ 3,029,666	\$ -

Table III: Combined 2.35¢ & 1.75¢ Fuel Tax Distribution

Jurisdiction	Existing	AB 525	Difference
Reno	\$ 2,273,963	\$ 2,998,661	\$ 724,698
Sparks	\$ 787,496	\$ 1,102,334	\$ 314,838
Washoe County	\$ 2,579,075	\$ 1,539,539	\$ (1,039,537)
County Total	\$ 5,640,533	\$ 5,640,533	\$ -

CONSIDERATIONS

Resolution 577 Committee did consider alternatives to Tier I distribution formulas. The formula proposed in Resolution 577 does not fit all for Tier II for the County. The formula proposed in Resolution 577 is very different than the formula currently in place for the County. The County Taxpayer Equity and Fairness Act will be passed with the passage of this bill.

4/8/03

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