

Based upon historic rates of construction inflation, the price of a gallon of gas could increase 2 cents and diesel fuel 2.4 cents per gallon beginning in 2010. In Reno-Sparks, this would cost the average driver about 3.6 cents a day or \$1.10 per month. Annual incremental adjustments would be made if inflation continues; if not, there is no adjustment. This would recover \$2.6 billion in lost purchasing power over the next 30 years to offset construction inflation; money our community would be able to invest in itself, creating jobs, and relieving congestion.

The proposed solution spreads responsibility among all road users, including commercial vehicles.

If Approved, Benefits Include:

- ▶ Less Congestion. Less Time in Traffic. Fewer Potholes. Better Roads.
- ▶ Would allow for bonding of \$250 million in Street & Highway Construction creating local jobs and stimulating our local economy during the next several years.
- ▶ Local Money Under Local Control.



Priority Projects

If the citizens approve Question RTC-5, the following are some of the "Congestion Relief" projects that could be constructed in the next several years to Save Time and Money.

US 395/I-590 Meadowood Way	New Interchange \$50 million
McCarran Blvd. at Pyramid Highway	New Interchange \$45 million
McCarran Blvd. Greg - Longley	Widen to 6/8 lanes \$28 million
Vista Blvd. Los Altos to Hills	Widen to 6 lanes \$15 million
McCarran Blvd. W. 4th St. - W. 7th	Widen/Interchange \$64 million
Southeast Connector S. Meadows/Greg	New 6-lane arterial \$152 million
Vista Blvd. 1-80 to Los Altos	Widen 6/8 lanes \$23 million
Moana Lane 1-580 to S. Virginia	Widen to 6 lanes \$32 million
McCarran Blvd. Prater to Greg	Widen to 8 lanes \$27 million

Passage of RTC-2 and RTC-5 is projected to adequately fund and sustain our public transportation system and street and highway projects into the future...It's **THAT** Important!



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**Transportation:
It's THAT Important.**

**Washoe County
Ballot Questions
RTC-2 and RTC-5**



BETTER TRANSIT SAVES TIME & MONEY

Public Transit saves time and money for all of us. Our transit system enhances our quality of life in Washoe County. It provides mobility for those who cannot drive and for many who choose to use transit to save money and avoid the frustration of commuter traffic. Public Transit offers mobility to seniors and persons with disabilities—many on fixed incomes—who cannot keep up with the increasing costs of operating and maintaining a vehicle. Transit takes thousands of cars off the road everyday for those of us who drive.

With gas prices skyrocketing, increasing congestion and pollution, public transit provides transportation options in our community. During the past three years, demand for public transit has grown by 13% to more than 9 million rides annually.

The Need

With our population expected to reach 620,000 by the year 2030, transit ridership is projected to double—more than 45,000 rides a day. Funding for public transportation in the Truckee Meadows is facing a major shortfall in the amount of \$1.1 billion over the next 30 years. RTC RIDE transit service, and RTC ACCESS paratransit, serving people with disabilities, could be cut by as much as 25% in 2009.



The Proposed Solution

Ballot Question RTC-2, on the November 2008 Washoe County ballot, would activate a one-eighth of one percent increase in the transportation sales tax already authorized by Nevada Revised Statutes 377A. The average per person cost of the one-eighth of one percent is \$1.94 per month. Tourism and visitors would pay approximately 28% percent of these revenues.



If Approved, Benefits Include:

- ▶ Avoids Approximately 25% in Transit Service Reductions
- ▶ Local Money Under Local Control
- ▶ Provides Quality Public Transportation
- ▶ Reduces Road Congestion and Pollution; Saving Time and Money
- ▶ Allows for Building of Phase 1 of Rapid Transit Services on the Virginia Street Corridor.

BETTER ROADS SAVE TIME & MONEY

The Need

To meet the road and highway needs for everyone in our community, Washoe County needs to raise an additional \$5 billion in revenues over the next three decades. Federal, state and local fuel taxes, the primary source of road funding, have only increased 2 cents in the past 15 years.

The cost of asphalt paving materials has risen 50% in the past five years, while the cost of new highway construction materials has risen 43% since 2003.* Flat fuel taxes have no protection from inflation. During the past five years, fuel tax rates have increased only 4%.

The projected population growth of Washoe County is expected to reach 620,000 by the year 2030. Our community will have an increase in traffic congestion and vehicle accidents; decreasing air quality and deteriorating pavements as a result of existing flat gas taxes losing ground to inflation.

Maintaining the status quo, the current average per person traffic delay could soar from four minutes to more than 30 minutes within the next 10 years. Every minute of delay costs nearly 15 cents—and at least twice this much for businesses that rely on the road system.

**Source: American Road & Transportation Builders Association Annual Report*



The Proposed Solution

Ballot Question RTC-5 on the November 2008 Washoe County Ballot is a first step toward saving time, money and maintaining our current roadway system. This measure allows adjusting gas and diesel tax rates (indexing) to construction inflation. This has a direct connection to the cost of adding road capacity, maintaining existing roads and building new roads.