

# AGENDA

# City of Las Vegas

August 4, 1982  
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BOARD OF CITY COMMISSIONERS  
COMMISSION CHAMBERS • 400 EAST STEWART AVENUE  
PHONE 386-6011

ITEM

Commission Action

Department Action

IV (h). DEPARTMENT OF PUBLIC SERVICES (Continued)

D. REPORTS/ACTION (Continued)

7. Consideration of a Resolution against U.S. House of Representatives Bill 6211 (HR 6211).

Lurie - Resolution ADOPTED. Unanimous

Staff to proceed

8. Approval of increase in contract for Grant Management services for Wastewater Treatment Plant modifications.

Lurie - APPROVED as recommended by staff. Unanimous

Staff to proceed

9. Sanitary Sewer Refunding Agreement - Lake Mead Blvd. from Decatur Blvd. to Michael Way.

Lurie - APPROVED as recommended by staff. Unanimous

Staff to proceed

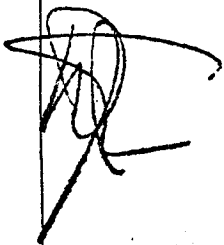
10. Misdemeanant Detention Facility; Final Contract Modifications for Dalton Properties and Blanchard Construction.

Lurie - APPROVED as recommended by staff. Unanimous

Staff to proceed

Christensen directs Don Saylo to talk to School District regarding future planning of schools and mentions an ordinance request which would ban schools on major thoroughfares.

APPROVED AGENDA ITEM



City of Las Vegas

AGENDA DOCUMENTATION

Date: July 27, 1982

TO: The Board of City Commissioners

FROM: DON J. SAYLOR  
DEPUTY CITY MANAGER

SUBJECT: ADOPTION OF A POSITION ON UNITED STATES HOUSE OF REPRESENTATIVES' BILL 6211 (HR6211)

PURPOSE/BACKGROUND

In the United States House of Representatives a bill (HR 6211) has been introduced that, if it becomes law, will have significant impact on the federally-funded highway programs. HR 6211 proposes changes in the method by which Federal-aid Highway Funds are redistributed to the States for Interstate 4R and Primary Road projects. Some of the effects of this bill are:

1. Nevada would lose approximately \$7,332,000 for Interstate 4R projects in Fiscal 1984 and lose approximately \$12,027,000 for Primary Road projects annually; and
2. The decrease in Federal-aid Highway Funds would shift to the States the responsibility for construction and preservation of nationally important highways.

The attached proposed resolution voices concern about the effects of HR 6211 on Nevada. The resolution urges the Federal Government to adopt a more equitable method of distributing highway funds to the States and it urges the Federal Government to maintain responsibility for the Interstate and Primary Highway program.


Also attached is a paper that outlines the position of the Governor on HR 6211.

FISCAL IMPACT

None.

RECOMMENDATIONS

The Director of Public Services recommends that the attached resolution be adopted and that staff be directed to forward the adopted resolution to our U.S. Congressman and Senators.

  
DONALD E. DONOVAN, P.E.  
Director of Public Services

Agenda Item 8/4/82

IV (h). D.7.



1 BE IT FURTHER RESOLVED that a formula which considers  
2 the total volume-weight equivalency (18 KIP EWL), and percent of  
3 truck traffic with the origin/destination within the State is  
4 desired and is considered fair to all states, and that as a  
5 minimum the U. S. Senate formula S.B. 2315 (60% lane miles and  
6 50% total traffic) would be preferred over the House formula  
7 (H.R. 6211);


8 BE IT FURTHER RESOLVED that states with incomplete  
9 interstate gaps be assured of adequate apportionments and  
10 obligation authority to complete the system by 1990;

11 BE IT FURTHER RESOLVED that Western States having  
12 large areas of federal lands must be assured of appropriate  
13 formulas that recognize the federal responsibility;

14 BE IT FURTHER RESOLVED that national policy and turnback  
15 provisions must recognize and consider the wide variations in  
16 mass transit needs and funding requirements.

17 PASSED, ADOPTED and APPROVED this 4th day of August,  
18 1982.

19 APPROVED:

20  
21 *By*   
22 WILLIAM H. BRIARE, Mayor

23 ATTEST:

24  
25   
26 Carol Ann Hawley, City Clerk



NEVADA POSITION PAPER ON H.R. 6211

June 8, 1982

Under the provisions of House Bill 6211, of the 24 States west of the Mississippi, 21 would lose a total of approximately \$400,000,000 annually and 3 states would gain approximately \$63,000,000 annually. The bill, which has been reported out of Committee, will probably come to the floor in early July. HR 6211 proposes changes in the method by which Federal-aid Highway Funds are redistributed to states for Interstate 4R and Primary Road projects. The economic impact of Interstate 4R and Primary Fund redistribution formulas on each State is described on the attached Federal Highway Administration tables.

Of major concern is the fact that the formula does not provide adequate Federal support for per lane or lane mile of Interstate or Primary Roads that serve the nation for both commerce and national defense.

A more equitable formula would consider total volume weight equivalency (18 KIP EWL), percent of truck traffic with origin/destination outside the State, and miles or lane miles of Primary and/or Interstate highways.

The Senate formula (60% lane miles and 40% total traffic) would be preferred over the House formula, although neither is considered equitable for most western states.

The National Governors Association (NGA) proposal in February of this year states that highway and transportation programs should be separated from other turnback programs. The NGA proposal is based on the fact that highway funding is dedicated to highway needs and should not be intermingled with general fund programs. Also, the general trust fund concept creates a constitutional problem in many states concerning the use of highway taxes. The NGA proposal for highway and transportation turnback is summarized below:

1. The Federal Government would maintain responsibility for the Interstate and Primary Highway Programs (including bridge replacement on the Primary system). The Urban, Secondary, Non-Primary Bridge Replacement and Miscellaneous Safety Programs would be turned back to the states. Using 1982 apportionment figures, the Federal Government would maintain \$35 million in yearly highway program responsibility and \$11 million in yearly highway program responsibility would be turned back to Nevada.
2. The turnback program would be phased over a five year period. During the first two years the states would be allocated funds based on specified formulas. The last three years the states have the option of increasing their state taxes and a compensatory reduction would be made in the Federal taxes. The Federal program would terminate at the end of the fifth year and the state would have sole responsibility for the turnbacked programs.
3. A taxing authority equal to 2¢ of the existing 4¢ Federal gas tax would be used to finance the five year turnback program. It was not clear in the information we received as to whether the 2¢ would be an additional tax or would be taken from the existing 4¢ tax.

Arguments for the "New Federalism" program.

1. Local interest programs would be returned to the control of state and local government without expensive interference and control by the Federal Government.

2. Taxing authority would be returned to state and local government and the 2 to 5% Federal administrative costs would become available for local use.
3. All-encompassing Federal rules and regulations that were written to meet the problems of highly populated eastern states but are in direct conflict with sparsely populated western states would be eliminated.

Arguments against the "New Federalism" concerning the Highway Program.

1. Nevada presently receives approximately \$1.95 for every \$1.00 of Federal highway excise tax collected in Nevada. Therefore, we cannot look at a straight trade-off from Federal taxes to state taxes at the end of the turnback transition period. We would have to raise our motor fuel taxes 4.5¢ to continue the programs under the President's proposal and approximately 2.5¢ under the NGA proposal whereas both proposals only consider a 2¢ decrease in Federal taxes.
2. The Primary highway system has always been considered a national highway network that is necessary to national defense and to the national economy. Therefore, the Federal government should maintain an equal share of the responsibility for this system. Also, many of the Secondary roads in Nevada have interstate importance to the motoring public. Therefore, a re-evaluation should be allowed to reclassify the secondary roads of interstate significance to the Primary system.

3. Present Federal highway excise taxes are not sufficient to meet even Interstate completion and 4R needs, let alone all highway needs. There is no way the Interstate system can be completed by 1990 even if every cent of the present Federal highway taxes were used exclusively for the Interstate system completion. Therefore, to turn back 2¢ of the existing Federal gas tax without an increase in the overall Federal highway excise taxes becomes a fallacy.
4. The State of Nevada believes that the Federal Government has a continuing responsibility in both the Federal-aid Interstate and Primary Systems. The systems are necessary in meeting national defense needs and for movement of interstate goods, products and people which affect the national economy. The Federal Government cannot divorce itself from these responsibilities. Some states cannot afford the total costs of constructing and preserving these nationally important systems.
5. Nevada, among other states and most Western states, is basically a "Bridge State" for interstate truck traffic. Only a small portion of the truck traffic on both the Interstate and Primary Systems has origins or destinations within Nevada. The major percentage of truck traffic is moving goods between California and the rest of the nation. This truck traffic constitutes a major portion (up to 42%) of the total vehicular traffic using Nevada Interstate System highways whereas it is only a minor portion of the total vehicular traffic on the adjacent states highways. Some consideration should be given in any distribution

formula to address the type of traffic involved rather than just ADT. Most of Nevada highways are twenty years old or older and we cannot afford any type of funding reduction if we are to satisfy defense traffic, the Interstate truck traffic requirements and the public in general.

Last Saturday morning, at the Western Governors Conference, the enclosed resolution was unanimously passed by the States representing that Conference.

Enclosures:

Table E-2 (Rev) Comparison of Primary Program Formulas

Table - Comparison of Interstate 4R Apportionments

WGA Resolution

COMPARISON OF INTERSTATE 4R APPORTIONMENTS OF \$2.1 BILLION FOR FY 1984  
ON 55% INTERSTATE LANE MILES AND 45% INTERSTATE VEHICLE MILES OF TRAVEL (VMT)  
WITH H.R. 6211 (AS AMENDED)  
(DOLLARS IN THOUSANDS)

STATE	55% LANE MILES 45% VMT	PERCENT	H.R. 6211 AS AMENDED	PERCENT	GAIN/LOSS
ALABAMA	37,490	1.83	39,603	1.93	2,113
ALASKA	17,628	0.86	4,720	0.23	-12,908
ARIZONA	45,459	2.22	30,228	1.48	-15,231
ARKANSAS	24,952	1.22	25,857	1.26	905
CALIFORNIA	195,930	9.57	214,651	10.48	18,721
COLORADO	40,987	2.00	28,163	1.38	-12,824
CONNECTICUT	25,472	1.24	25,743	1.26	271
DELAWARE	3,193	0.16	5,049	0.25	1,856
DIST. OF COL.	1,361	0.07	2,648	0.13	1,287
FLORIDA	64,578	3.15	80,740	3.94	16,162
GEORGIA	76,214	3.72	72,517	3.54	-3,697
HAWAII	4,343	0.21	5,099	0.25	756
IDAHO	20,550	1.00	9,383	0.46	-11,167
ILLINOIS	81,183	3.96	87,836	4.29	6,653
INDIANA	54,531	2.66	65,495	3.20	10,964
IOWA	30,070	1.47	30,244	1.48	174
KANSAS	25,863	1.26	25,796	1.26	-67
KENTUCKY	39,203	1.91	38,018	1.86	-1,185
LOUISIANA	34,173	1.67	39,278	1.92	5,105
MAINE	8,939	0.44	8,110	0.40	-829
MARYLAND	30,119	1.47	34,907	1.70	4,788
MASSACHUSETTS	27,817	1.36	35,705	1.74	7,888
MICHIGAN	69,147	3.38	67,749	3.31	-1,398
MINNESOTA	39,901	1.95	37,177	1.82	-2,724
MISSISSIPPI	26,376	1.29	24,557	1.20	-1,819
MISSOURI	60,507	2.95	55,357	2.70	-5,150
MONTANA	32,801	1.60	10,967	0.54	-21,834
NEBRASKA	19,173	0.94	16,731	0.82	-2,442
NEVADA	17,451	0.85	10,119	0.49	-7,332
NEW HAMPSHIRE	7,841	0.38	6,110	0.30	-1,731
NEW JERSEY	23,701	1.16	48,145	2.35	24,444
NEW MEXICO	35,606	1.74	20,002	0.98	-15,604
NEW YORK	50,663	2.47	71,499	3.49	20,836
NORTH CAROLINA	42,057	2.05	52,333	2.56	10,276
NORTH DAKOTA	18,195	0.89	8,108	0.40	-10,087
OHIO	87,553	4.28	102,091	4.99	14,538
OKLAHOMA	31,015	1.51	36,226	1.77	5,211
OREGON	32,419	1.58	30,051	1.47	-2,368
PENNSYLVANIA	60,731	2.97	86,559	4.23	25,828
RHODE ISLAND	6,037	0.29	6,085	0.30	48
SOUTH CAROLINA	32,002	1.56	30,782	1.50	-1,220
SOUTH DAKOTA	21,251	1.04	8,916	0.44	-12,335
TENNESSEE	57,266	2.80	56,136	2.74	-1,130
TEXAS	169,774	8.29	170,165	8.31	391
UTAH	30,209	1.48	16,852	0.82	-13,357
VERMONT	10,726	0.52	4,789	0.23	-5,937
VIRGINIA	55,029	2.69	52,871	2.58	-2,158

5/14/82 15:29  
HPP-22 DRAFT  
Interstate 4R

STATE	55% LANE MILES 45% VMT	PERCENT	H.R. 6211 AS AMENDED	PERCENT	GAIN/LOSS
WASHINGTON	44,454	2.17	40,642	1.98	-3,812
WEST VIRGINIA	16,147	0.79	15,852	0.77	-295
WISCONSIN	31,259	1.53	40,623	1.98	9,364
WYOMING	<u>28,365</u>	<u>1.39</u>	<u>10,421</u>	<u>0.51</u>	<u>-17,944</u>
	2,047,711	100.00	2,047,705	100.00	

TABLE E-2 (REV)  
 COMPARISON OF ESTIMATED APPORTIONMENTS OF \$2 BILLION PRIMARY PROGRAM  
 EXISTING FORMULA AND ALTERNATIVE FORMULA  
 (ALT: 50% RURAL POPULATION UNDER 5,000 & 50% URBAN POPULATION OVER 5,000)  
 (DOLLARS IN THOUSANDS)

STATE	EXISTING LEGISLATION	PERCENT	PROPOSED LEGISLATION	PERCENT	GAIN/LOSS
ALABAMA	36,190	1.86	37,903	1.94	1,713
ALASKA	72,074	3.70	3,822	0.20	-68,252
ARIZONA	29,291	1.50	20,964	1.07	-8,327
ARKANSAS	27,760	1.42	24,334	1.25	-3,426
CALIFORNIA	133,845	6.86	162,633	8.34	28,788
COLORADO	31,480	1.61	22,756	1.17	-8,724
CONNECTICUT	17,937	0.92	24,566	1.26	6,629
DELAWARE	9,751	0.50	5,199	0.27	-4,552
DIST. OF COL.	2,588	0.13	3,837	0.20	1,249
FLORIDA	60,673	3.11	73,208	3.75	12,535
GEORGIA	47,636	2.44	51,940	2.66	4,304
HAWAII	9,751	0.50	7,241	0.37	-2,510
IDAHO	17,943	0.92	9,944	0.51	-7,999
ILLINOIS	74,947	3.84	87,724	4.50	12,777
INDIANA	43,988	2.26	51,122	2.62	7,134
IOWA	35,543	1.82	29,171	1.50	-6,372
KANSAS	32,865	1.69	22,076	1.13	-10,789
KENTUCKY	34,055	1.75	38,436	1.97	4,381
LOUISIANA	33,010	1.69	37,749	1.94	4,739
MAINE	13,434	0.69	12,432	0.64	-1,002
MARYLAND	25,261	1.30	33,048	1.69	7,787
MASSACHUSETTS	31,385	1.61	43,391	2.22	12,006
MICHIGAN	65,488	3.36	80,326	4.12	14,838
MINNESOTA	43,580	2.23	37,452	1.92	-6,128
MISSISSIPPI	28,350	1.45	27,340	1.40	-1,010
MISSOURI	48,006	2.46	44,484	2.28	-3,522
MONTANA	25,853	1.33	8,262	0.42	-17,591
NEBRASKA	25,228	1.29	14,870	0.76	-10,358
NEVADA	18,084	0.93	6,057	0.31	-12,027
NEW HAMPSHIRE	9,751	0.50	9,504	0.49	-247
NEW JERSEY	37,128	1.90	52,015	2.67	14,887
NEW MEXICO	24,234	1.24	11,328	0.58	-12,906
NEW YORK	98,672	5.06	131,097	6.72	32,425
NORTH CAROLINA	51,060	2.62	62,822	3.22	11,762
NORTH DAKOTA	17,738	0.91	6,854	0.35	-10,884
OHIO	71,547	3.67	91,271	4.68	19,724
OKLAHOMA	33,613	1.72	27,919	1.43	-5,694
OREGON	29,157	1.50	23,932	1.23	-5,225
PENNSYLVANIA	81,571	4.18	104,886	5.38	23,315
RHODE ISLAND	9,751	0.50	6,793	0.35	-2,958
SOUTH CAROLINA	26,736	1.37	32,034	1.64	5,298
SOUTH DAKOTA	18,605	0.95	7,660	0.39	-10,945
TENNESSEE	40,551	2.08	44,139	2.26	3,588
TEXAS	124,150	6.37	114,047	5.85	-10,103
UTAH	18,560	0.95	11,151	0.57	-7,409
VERMONT	9,751	0.50	6,056	0.31	-3,695
VIRGINIA	42,689	2.19	48,499	2.49	5,810

STATE	EXISTING LEGISLATION	PERCENT	PROPOSED LEGISLATION	PERCENT	GAIN/LOSS
WASHINGTON	33,591	1.72	35,128	1.80	1,537
WEST VIRGINIA	19,548	1.00	23,050	1.18	3,502
WISCONSIN	42,227	2.17	44,087	2.26	1,860
WYOMING	16,823	0.86	4,495	0.23	-12,328
PUERTO RICO	<u>16,751</u>	<u>0.86</u>	<u>29,147</u>	<u>1.49</u>	<u>12,396</u>
	1,950,200	100.00	1,950,201	100.00	1