

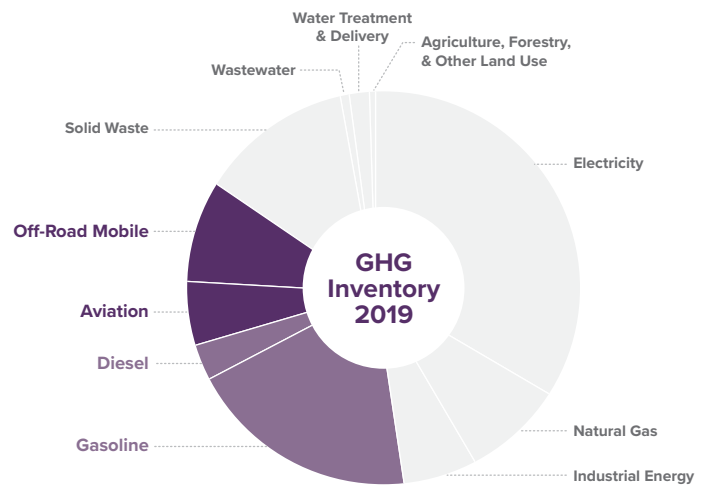


## Connected & Equitable Mobility

As Clark County’s population increases, traffic is also increasing, especially due to people driving alone. More cars on the road means more pollution, congestion, and health impacts. Promoting reliable, accessible, and emissions-free transportation options will reduce our emissions, improve air quality, and make it easier for residents and visitors to get around. Improving mobility also helps ensure access for people of all ages, abilities, and income levels to the community resources they need to thrive.

**36%**

of greenhouse gas (GHG) emissions in Clark County come from transportation, the region’s second largest sector of emissions.



### Connections to Climate Change

Just as emissions from the transportation section exacerbate climate change, climate hazards can negatively impact transportation systems and the people who utilize them:

- Extreme heat, wildfires, and flooding can disrupt transportation systems (e.g., closures of roads, highways, and trails due to flooding) and damage infrastructure.
- Community members who rely on transit and bike/pedestrian infrastructure to commute to work or access other critical services may be particularly impacted.

## BY THE NUMBERS



**5,600**

annual EV registrations in 2019 in Clark County, a **68% increase** from the previous year<sup>16</sup>



**78.2%**

of residents commute in personal vehicles, creating **50% of transportation-related GHGs**



**550+ miles**

of bike lanes in Clark County, with plans to expand to over **2,000 miles of bike lanes** and walking paths

## THE ALL-IN VISION

Develop a safe, connected, and accessible transportation system that prioritizes low-carbon mobility, public transportation, and active lifestyles.

### Leading by Example

#### Complete Streets Initiative

The **Regional Transportation Commission of Southern Nevada (RTC)** is launching a regional Complete Streets Initiative to promote safer streets and make walking, biking, and transit riding more attractive and accessible. This will include the implementation of new policies and infrastructure upgrades such as protected bike lanes, wider sidewalks, bus shelters with more shade, and dedicated transit lanes.



Boulder City's Police Department is piloting an EV program to replace older patrol vehicles with electric models.

#### Alternative Fuel Vehicles

The **All-In Clark County Transportation Electrification Working Group (TEWG)** develops, coordinates and implements programs and strategies to support equitable transition to EVs across the region. Municipalities have also taken steps to electrify their fleets: **Boulder City's Police Department** is piloting an EV program to replace older patrol vehicles with electric models. The **City of Mesquite** is working to provide EV charging stations at local casinos, truck stops, and City properties along the highway to support the development of Interstate 15 as an Electric Vehicle Corridor.



## Connected & Equitable Mobility

The *All-In Community Plan* establishes goals, strategies, and actions for each focus area. These are highlighted in the summary matrix, along with indications of alignment with other regional and state plans.

Goal 1: Southern Nevada offers safe and equitable access to connected, multimodal transportation options.		Alignment
<b>1.1 Reduce transportation demand by increasing capacity and reach of transit system.</b>		
1.1.A	Fund and construct high-capacity transit (BRT/LRT) and fixed route RTC transit.	
1.1.B	Ensure transit access for seniors, veterans, youth, low-income populations, and people with disabilities.	
<b>1.2 Promote safe and accessible alternatives to single occupancy vehicle trips.</b>		
1.2.A	Create public-private partnerships to develop “hubs” where docked micromobility options are strategically placed near highly trafficked locations.	
1.2.B	Identify areas to install high level-of-comfort bike infrastructure in high traffic corridors.	
1.2.C	Ensure new and replacement infrastructure provides for pedestrian safety, health, accessibility, and connectivity.	
Goal 2: The transportation system minimizes energy use and eliminates fossil fuels.		
<b>2.1 Transition passenger and light-duty vehicles to zero emission vehicles.</b>		
2.1.A	Establish incentives for electric vehicle upgrades for low-income drivers and people interested in used electric vehicles.	
2.1.B	Establish incentives to encourage installation of electric vehicle charging infrastructure at residential and commercial locations, including a pilot program for multi-family residential properties and underserved communities.	
2.1.C	Incentivize tourism-supporting fleets to drive and promote zero emission vehicles.	
2.1.D	Accelerate the electrification of ground support equipment at Harry Reid International Airport.	
2.1.E	Transition public light-duty fleet to alternative fuel vehicles.	
<b>2.2 Advocate for equitable access to fossil-fuel-free transportation resources.</b>		
2.2.A	Prioritize fossil-free transportation resources in underserved areas.	
2.2.B	Establish a program to convert all school buses to electric.	
2.2.C	Prioritize charging infrastructure for medium and heavy-duty trucking at intermodal facilities in high exposure communities.	
2.2.D	Re-establish a Clean Cities Coalition for Southern Nevada.	



Aligns with RTC’s [On Board Mobility Plan](#) and/or [Access 2050: Regional Transportation Plan](#).



Aligns with [Nevada State Climate Strategy](#).

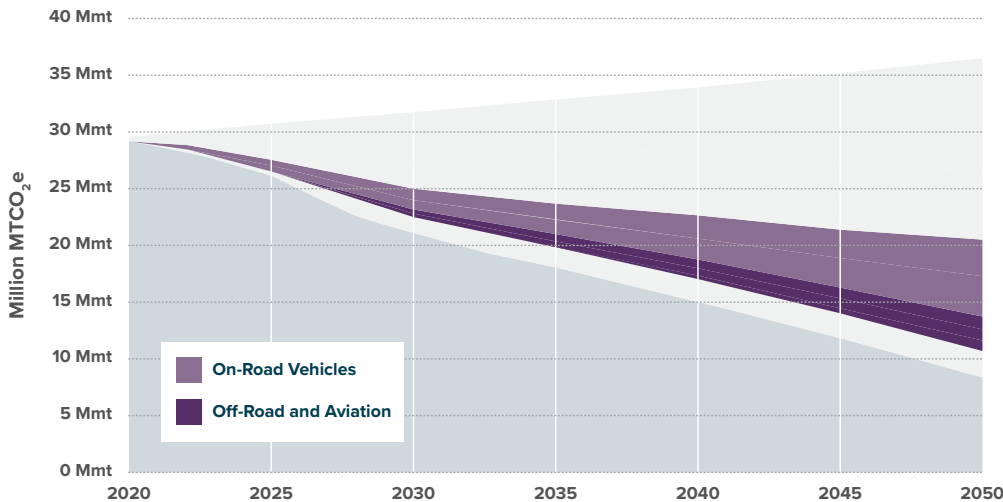


“I reduce emissions by limiting my vehicle usage. For most of college, I relied on walking and public transportation for travel.”

CLARK COUNTY RESIDENT  
WESLEY BELL DESCRIBING  
HOW HE’S GOING “ALL-IN”

## Pathway to Action

To reduce GHG emissions, the Clark County community must dramatically reduce the use of gasoline and diesel. On-road transportation, mostly personal cars, is the County’s second-largest sector of GHG emissions (27%). Alongside investments in public transit and infrastructure for bicyclists and pedestrians, fast-tracking the transition to electric vehicles (EVs) will be key to reducing transportation emissions. Through a combination of regulations<sup>17</sup> and industry commitments<sup>18</sup>, new car sales are projected to be fossil-fuel-free no later than 2040. Clark County will need to be prepared for transitions across the transportation sector which will collectively reduce over 8.6 million MTCO<sub>2e</sub> by 2050.<sup>19</sup>



### IMPACT OF ELECTRIC VEHICLES

The Pathways Analysis illustrates the potential for reducing emissions through high-impact strategies—in this case, electrifying on-road and off-road vehicles and aviation. See [Pathways to Reducing Emissions](#) for more information.

### TRACKING PROGRESS

Monitoring these fundamental numbers will help demonstrate progress towards the goals.

In 2019, an average of 75.9% of U.S. workers drove alone in SOVs.<sup>24</sup>

METRIC	BASELINE	YEAR	2030 TARGET	2040 TARGET
Residents Commuting in Single Occupancy Vehicles (SOVs)	78.2% County-wide <sup>20</sup>	2019	74%	71%
Annual EV Registrations	5,598 County-wide <sup>21</sup>	2019	50,000	100,000
Average Monthly Transit Ridership	5.4 million <sup>22</sup>	2018-2019	7.9 million	9.9 million
Total Bicycle and Pedestrian Network Length	1,520 miles <sup>23</sup>	2017	1,700 miles	2,020 miles

Targets are derived from RTC’s [On Board Mobility Plan](#) and the [Regional Bicycle and Pedestrian Plan for Southern Nevada](#).

## Improved Tracking

Some actions in this plan cannot be monitored by metrics currently being tracked. Developing and monitoring additional metrics will improve knowledge of how actions are progressing.



Number of EV charging stations per capita.



Percent of school bus fleet converted to electricity per year.



Miles of road with sidewalk.