



SUSTAINABLE TRANSPORTATION

GOALS

- Reduce emissions from vehicles in County operations.
- Support County employee commuting alternatives.
- Promote policies, programs, and infrastructure investments that prioritize multi-modal, clean, efficient transportation options throughout Clark County.

30 MILES

**THE DAILY DISTANCE
THE AVERAGE CLARK
COUNTY EMPLOYEE
COMMUTES TO WORK**

In 2019, this accounted for over 24% of Clark County’s greenhouse gas emissions.⁵

5 MILLION

COMMUTING MILES REDUCED TO-DATE

As a result of the four-day work week policy for Clark County, established in July 2020, not accounting for reductions from COVID-related telecommuting.

**That's equivalent
to 2,100 MTCO_{2e}
avoided!**



The County’s vehicle fleet emissions, when combined with employee commuting, account for more than a third of the County’s operational greenhouse gas emissions. If the County is to achieve its zero-emissions goal by 2050 and lead by example for the community as a whole, it must evaluate alternative solutions to employee commuting and transportation infrastructure, while also transitioning to low-/zero-emission vehicles. As a substantial employer in the region, Clark County can demonstrate that alternative transportation technology and strategies can reduce costs and emissions and move innovation on a large scale, all while continuing to operate seamlessly.

	% OF EMPLOYEES	% OF EMPLOYEE COMMUTE EMISSIONS
DRIVE THEIR OWN VEHICLES	78.9%	91%
CARPOOL	9.9%	6%
MASS TRANSIT	3.6%	4%

Source: Clark County Sustainability Inventory and Emissions Report



Nevada is already leading in the transition to clean transportation options in the country. In fact, in 2017, the state had the second-highest growth rate of electric vehicles purchased in the country, and Las Vegas led as the first.⁶ The County itself operates the largest alternative fuel fleet in the state, with 55% of its fleet comprised of hybrids and biodiesel vehicles. The County also participates in the US EPA's SmartWays program for fuel efficient logistics and freight operations. The County currently has a total of 21 charging stations, nine reserved for County fleet across two facilities and 12 for public use located at Government Center. There are currently no charging stations at employee parking areas.



A County hybrid fleet vehicle at a charging station.

Clark County has the unique opportunity to take advantage of this state-wide transition by promoting policies and programs that encourage the same shift with its own employees and within its operations. County investments in infrastructure that make clean and alternative modes of transportation easy, affordable, and accessible to all can accelerate the County in meeting its GHG reduction goal while setting the foundation for similar actions and impacts in the community. Further, encouraging transportation modes such as biking and mass transit can reduce traffic congestion and infrastructure stress, and improve community health.

GHG REDUCTION POTENTIAL IN TRANSPORTATION:

It has been estimated that incorporating GPS into County trip-routing, further promoting alternative commutes among employees, and transitioning the County's fleet to all-electric could reduce emissions by nearly 800 metric tons CO₂e.

As County electricity sources shift to renewables, that number increases to an approximate reduction of 2,000 metric tons CO₂e.

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RTC

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BREAKDOWN OF COUNTY FLEET

= 100 Vehicles

6 Electric Vehicles

130 SmartWays

391 Hybrids

954 BioDiesel

990 Non-Alt Fuel

2,471 TOTAL

POTENTIAL ACTIONS

Shifting the way the County’s employees commute, the composition of its vehicle fleet, as well as the way the County thinks about transit-oriented development can significantly reduce the County’s greenhouse gas emissions. The following actions have been identified to help the County achieve its goals for transportation.

ACTION

Adopt policies and employ technology that allows for remote work/meetings, where practical and appropriate.

DESCRIPTION

Technology and software for remote work options have become robust and readily available in recent years. While practicality and optimization of service must be taken into consideration, transitioning appropriate County employees to flexible work arrangements can reduce transportation emissions and traffic congestion. Given demands for remote work during the current pandemic, the County has already begun identifying and implementing additional telecommuting practices and policies that will be further expanded upon in the coming months.

Expand employee commuting programs that incentivize and encourage alternative commuting modes.

By expanding incentives programs, including the County’s participation in ClubRide, the County can encourage commuters who have the ability to take alternative modes of transportation to do so. Many employee commuting programs offer rewards such as gift cards, tax benefits, social recognition, and subsidies.

Establish a formal vehicle purchasing and replacement policy that considers right-sizing of vehicles, assesses life-cycle costs and benefits, and shifts the County fleet to low-/zero-emission vehicles.

Establishing a formal policy for County fleet purchasing and replacement can help the County set centralized standards for vehicle performance, type, cost, and emissions potential, such that the County can easily monitor fleet contributions to greenhouse gas emissions and other embodied costs. While the County currently follows a framework for these procedures, it is informal.

Install electric vehicle charging infrastructure needed to support County staff vehicles.

While the County currently has infrastructure in place for fleet and public charging, there are no stations dedicated for employee use. Installing electric charging infrastructure can encourage employees to make the transition to electric vehicles knowing there is charging available at the workplace.

Support the development and implementation of Complete Streets policies, improvement projects, and innovative technologies.

To make alternative modes of transportation safer and widely available for both employees and community members, Clark County can collaborate with local partners like the Regional Transportation Commission of Southern Nevada and Southern Nevada Strong to refresh transit-oriented development in the region.

**ACTION**

Apply to become a Clean City through the Clean Cities Coalition.

**DESCRIPTION**

The Clean Cities Coalition supports transportation efficiency at local, state, and national levels. Clark County can amplify its transportation efforts and funding opportunities by joining the Coalition as a Clean City.

Expand access of Assetworks M5 data to all County departments to track vehicle mileage and performance and train staff on efficiencies.

Automotive Services has already been tracking metrics such as lifetime costs and fuel mileage to ensure optimal performance with the County's fleet using the Assetworks M5 program. This data alerts the County to when vehicles may need to be serviced or replaced or when employee training may be needed to optimize vehicle performance. The next step for the County is to provide departments with fleet reports in order for each department to track and manage their own use and performance of the County's fleet, as well as train staff on the new GPS system to optimize efficient routing for travel.

Promote state and federal zero-emission vehicle rebate/incentive programs.

The County can further drive the region's leadership in low-/zero-emission vehicles by utilizing its extensive reach within the community and communications channels to further promote existing state and federal rebate and incentive programs.

Provide secure bicycle parking at all County facilities and showering facilities for employees at main County facilities.

By providing these simple facilities for bicyclists, the County signals to its employees that it recognizes the value in alternative modes of transportation and supports employees to participate in a way that also allows them to work comfortably.

Promote the RTC electric bike-share program for County staff for County business use.

With on-site, conveniently located electric bicycles available for employee use, the County can encourage more employees to travel on-site and locally without the need to hop into a car or bring their own bicycles to work.

METRICS AND TARGETS

To ensure the County can track its progress towards waste management and reduction, the following metrics and targets have been identified. Note, where possible, **All-In Clark County** has aligned its metrics and targets with existing County, state, or regional plans to ensure efforts for sustainability and climate resilience are coupled.

Metric	Baseline	2030 Target	2050 Target
% of alternative fuel vehicles in County fleet	55% (hybrid and biodiesel)	80%	100%
Gasoline/diesel-powered Vehicle Miles Traveled (VMT) by County vehicles	5,989,200 gasoline-powered VMT 4,778,145 diesel-powered VMT (FY20)	Downward Trends	
GHG emissions from County vehicles	10,367 MtCO ₂ e (FY19)	50% reduction	Zero
% of employees commuting via mode other than driving alone	14%	30%	50%
# of trips made for County business by e-bike	48 (2015-2020)	Upward Trend	

