



FLEET MANAGER ROUNDTABLE

FEBRUARY 10, 2026

OVERVIEW

- Introduction & Agenda
- Guest Speakers
- Discussion Topics
- Networking Time



INTRODUCTION



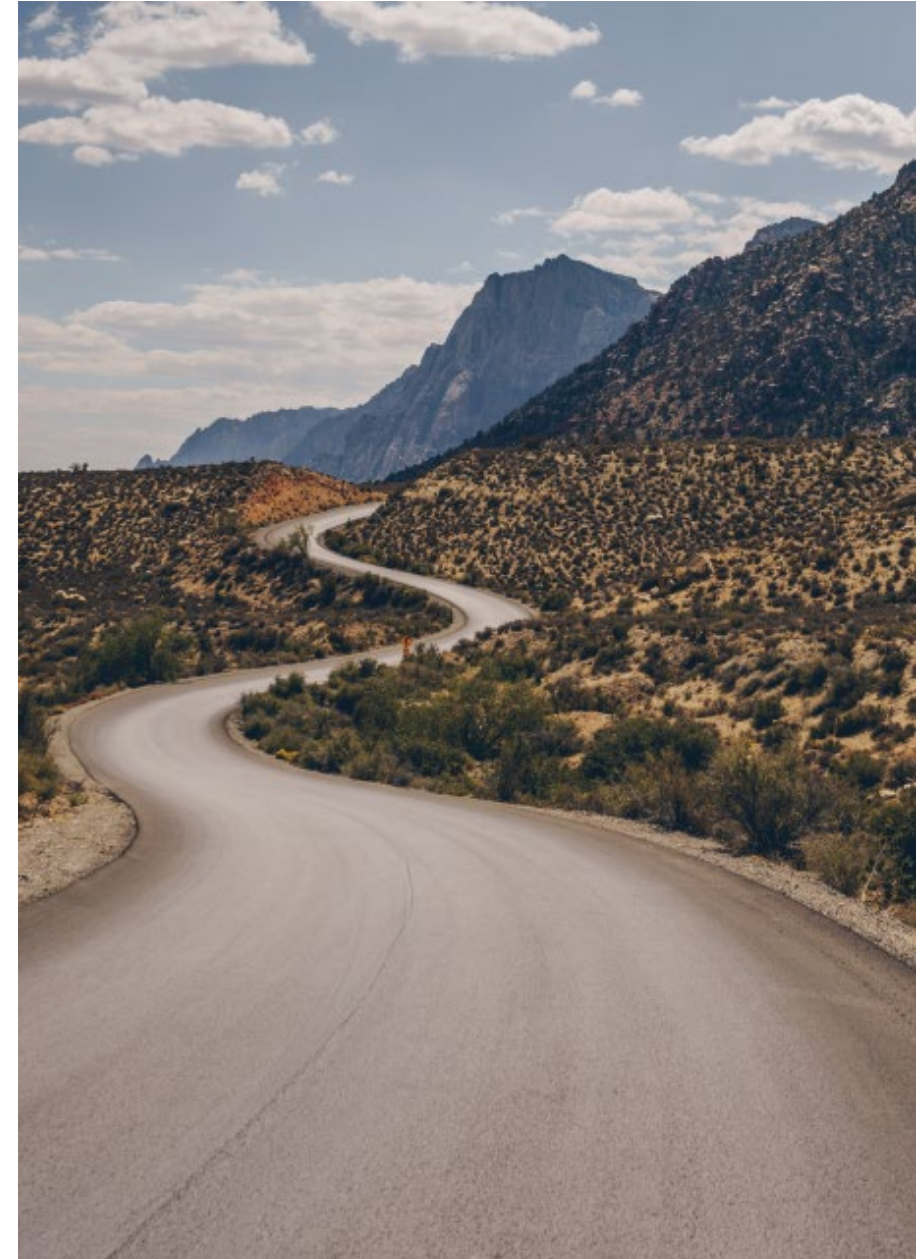
SOUTHERN NEVADA CLEAN CITIES COALITION (SNCCCC)

Meeting Housekeeping

- Emergency Exits
- Restrooms

Best Practices

- Silence your phones
- Save questions and discussions for Q&A
- Use the Parking Lot or take a card and reach out to discuss ideas that need more time!

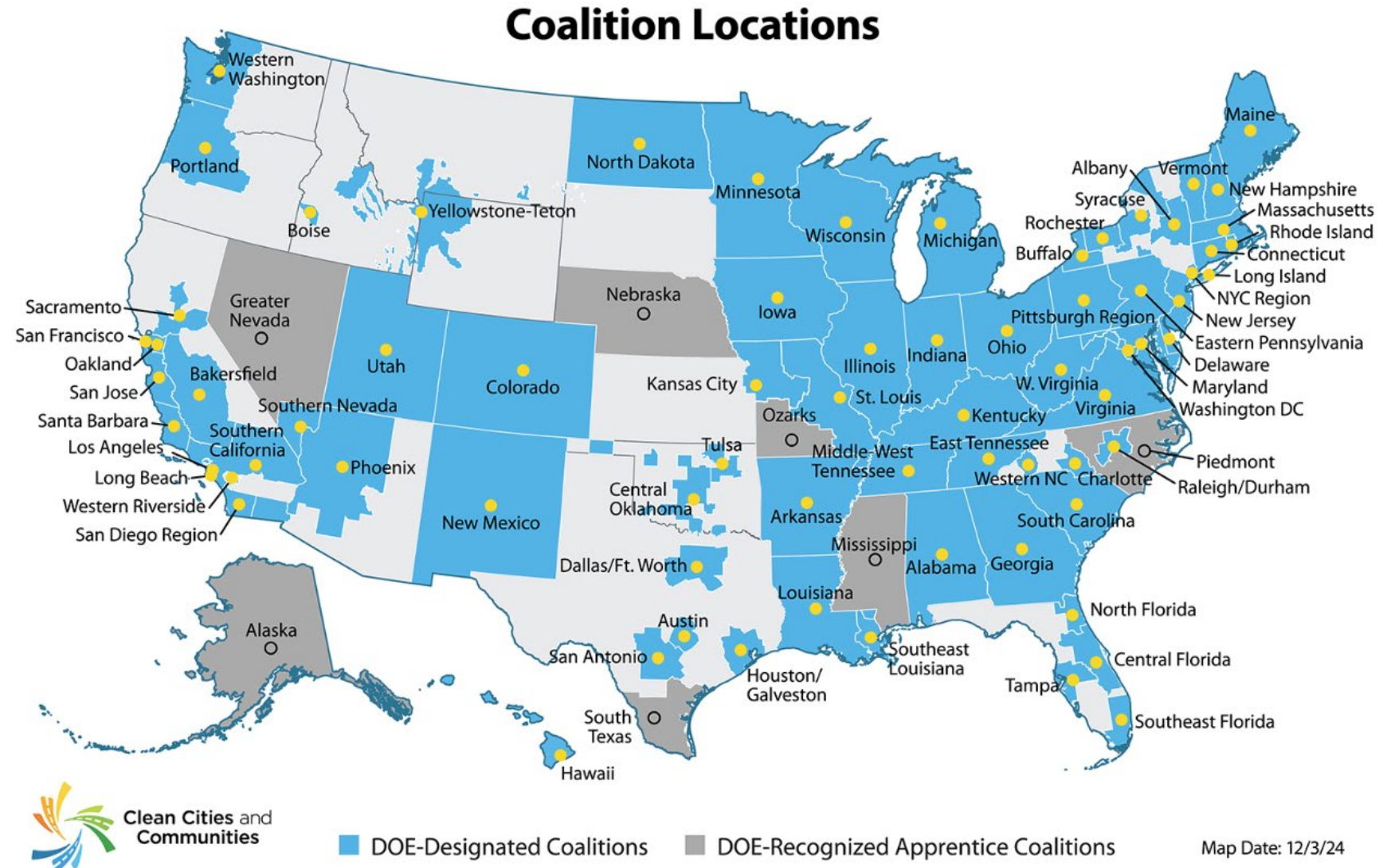


SOUTHERN NEVADA CLEAN CITIES COALITION (SNCCCC)

SNCCCC is a U.S. Department of Energy designated coalition in the Clean Cities and Communities partnership.

Map: The national network of coalitions across the US.

Vision: To create an affordable, reliable, and secure transportation energy future.



AGENDA

Speakers:

- Natalie Mansergh
 - Harry Reid Airport
- Ishan Banerjee
 - Nevada Clean Energy Fund (NCEF)
- Rosalie Miletich
 - Clark County Dept. of Environment and Sustainability

Discussion Topics

Networking





Clark County Department of Aviation Fleet and Alternative Fueling

Natalie Mansergh

Environmental, Health, and Safety Office

February 10, 2026



**HARRY REID
INTERNATIONAL
LAS VEGAS**

EHS Responsibilities

Fleet and Automotive

Sustainability



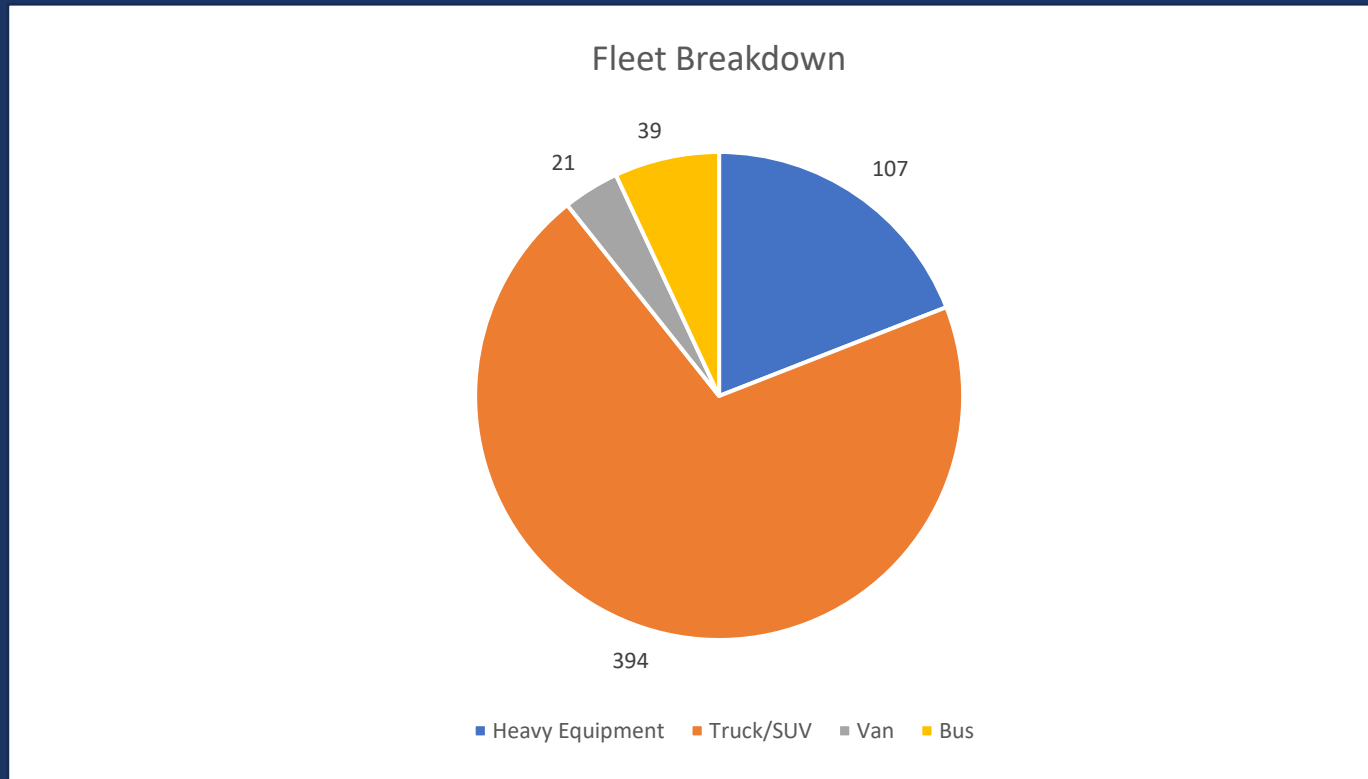
Risk Management

Safety and Safety
Management Systems

Environmental Services



Fleet Information



Total number of vehicles:
561



**HARRY REID
INTERNATIONAL
LAS VEGAS**

Fuel Information



Diesel (B5)

Used for most heavy equipment, some larger trucks and vans



Gasoline (E10)

Used for most trucks/SUVs



Electricity

Used for most buses, available for passenger use, and airfield tenant equipment



Alternative Fueling Initiatives



Passenger EV Charging

Currently, LAS offers charging stations for passenger use at the valet parking area. Plans for adding additional charging options are underway.



Electric Bus Campaign

Clark County DOA has recently purchased 20 electric buses to replace old diesel vehicles as a part of a phased fleet conversion. The next phase of purchasing will likely occur in the next few years.



Tenant Initiatives

Airlines like Southwest, Allegiant, Delta, and United all have committed to researching alternative fueling options, like SAF and the possibility of implementation in Nevada.

Additional Airport Practices

- Implementation of automotive waste materials recycling
- Creation of environmental compliance operations
- Airside charging stations for baggage carts
- Installation of high volume, low speed fans at tram stations to improve air circulation
- Elimination of toxic paints containing Volatile Organic Compounds (VOC) and use of water based only paints
- Repainting of jet bridges with heat-deflective coating to help reflect heat

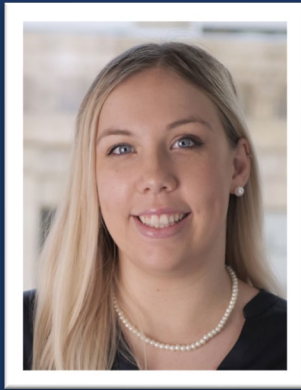


Additional Airport Practices

- Creation of electronic Spill Response Reporting system
- Completion of Fuel Focus installations to improve vehicle fuel consumption, needs for maintenance, etc. 20% more fuel efficient fleet replaced per year
- Water conservation using low-flow bathroom fixtures
- Xeriscaping throughout airport facilities to reduce water consumption
- Increased use of natural vs. artificial lighting
- Replacement of all air filters with mini pleat air filters to reduce material and labor costs



Contact Information



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Sustainability

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Read more on our website!



Using C-PACE for EV Charging Infrastructure for Fleet Managers

Feb 10, 2026

Ishan Banerjee
Senior Manager, Investments
Nevada Clean Energy Fund



About the Nevada Clean Energy Fund

The Nevada Clean Energy Fund (NCEF) is a 501(c)3 nonprofit organization, created by state legislation in 2017 to serve as the state's "green bank".

THE MISSION

Support a thriving, affordable, and accessible clean energy economy in Nevada



THE NEED

Nevadans lack the resources necessary to access clean energy opportunities, reduce energy costs, and live in a healthy environment and climate

THE SOLUTION

Provide access to capital and technical assistance to residents, affordable housing, schools, Tribes, nonprofits, and others in Nevada for building efficiency and electrification, clean vehicles, renewable energy, and storage

THE IMPACT

Increase energy affordability
Improve air quality & health
Tackle climate change
Create quality jobs

NCEF Programmatic Priorities to Make Clean Energy Accessible to Nevadans

- NCEF's programs provide clean energy financial and technical assistance to residents, Tribes, affordable housing, local businesses, schools, governments, and others in Nevada.
- These programs support clean energy measures such as building energy efficiency, clean vehicles, and solar and energy storage.



Single-Family
Homes



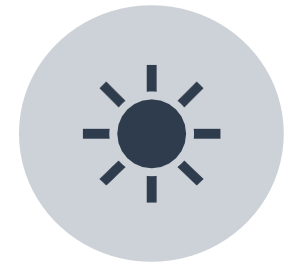
Multifamily
Homes



Commercial
Buildings



Vehicle
Fleets



Rural and Tribal
Communities

Why Go Electric? Economic Benefits

UP
TO **50%**

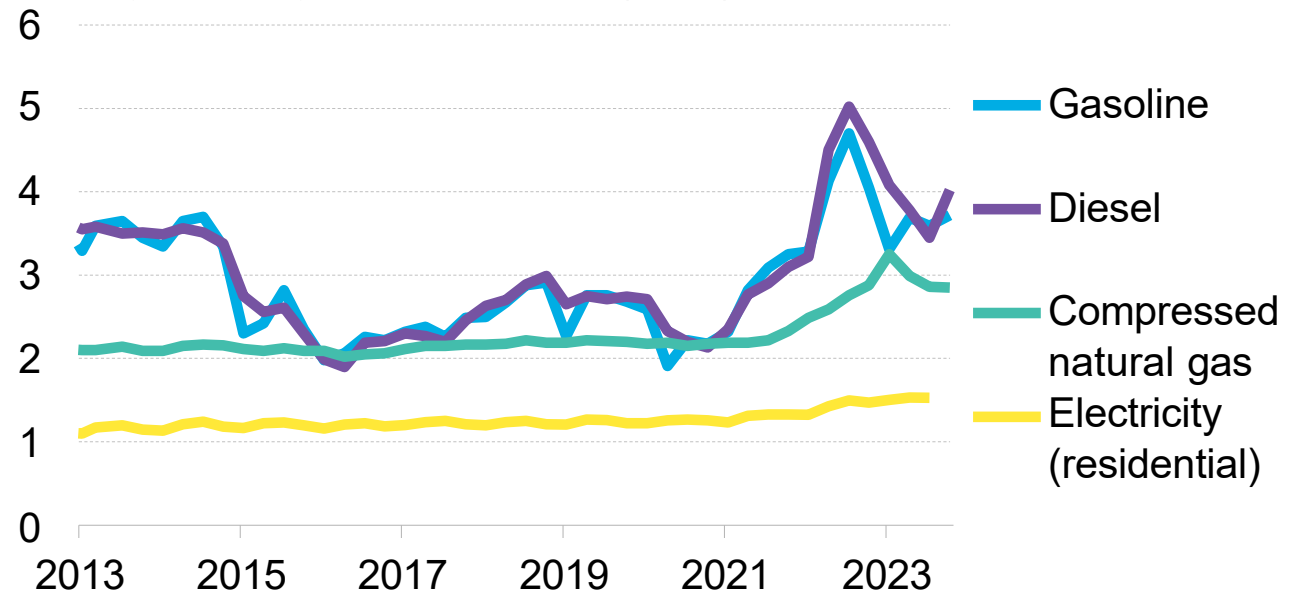
maintenance cost savings

UP
TO **80%**

fuel cost savings

Average vehicle fuel prices

\$ per gasoline gallon equivalent (GGE)

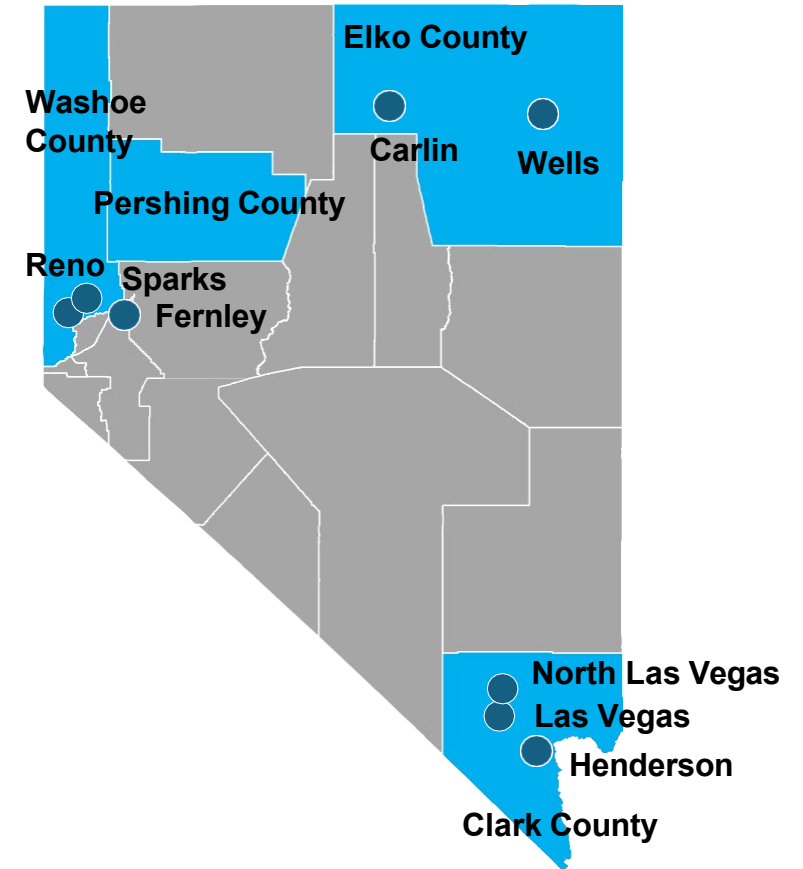


Source: Bloomberg New Energy Finance. Sustainable Energy in America Factbook (2024)

Commercial Property Assessed Clean Energy (C-PACE) is Enabled in Specific Jurisdictions Across Nevada

- C-PACE is a financing mechanism that provides real estate owners with **low-cost, long-term, fixed-rate, non-recourse, transferrable financing** for **energy-efficiency, renewable energy, and water efficiency projects**.
- The loan is **secured and repaid by a special assessment** attached to the property. The PACE lien is senior to all other debt on the property.
- Financing amount may **not exceed 25% of appraised value for a retrofit and 35% of appraised value for a new construction/gut rehab**.

C-PACE Programs in Nevada



Case study: EV charging infrastructure can be NPV-positive within 10 years of installation

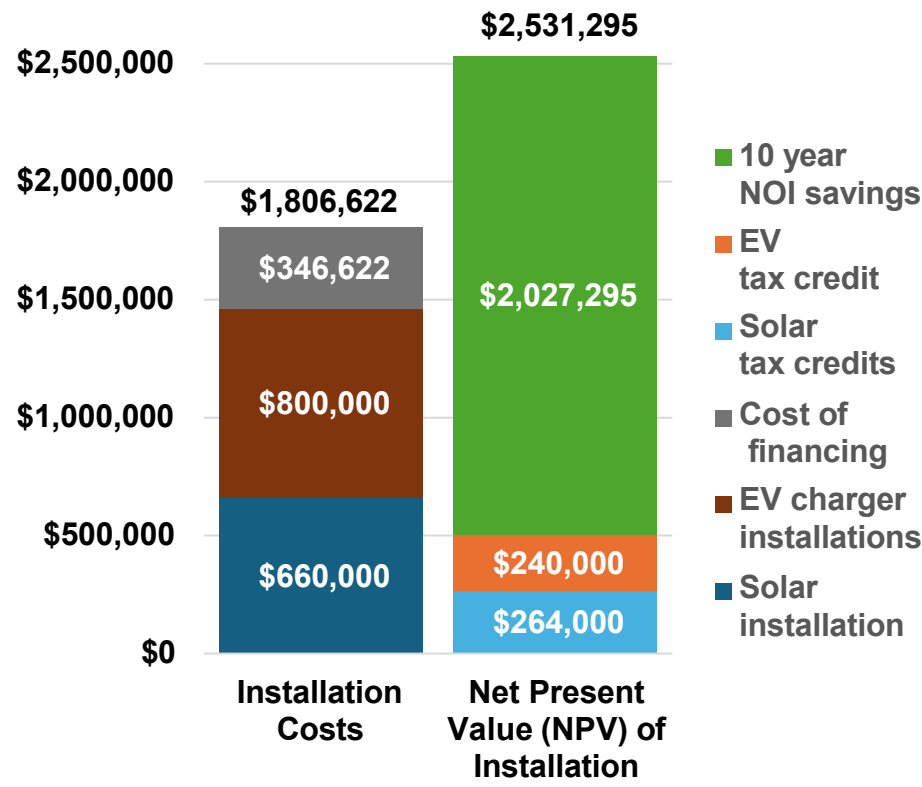
Fleets can install EV chargers with solar panels to maximize project economics. This illustrative installation includes:

- Four 150kW (level 3) chargers
- 200kW solar panels
- C-PACE financing for \$0.96 million C-PACE financing with a 10-year term and 6.5% interest rate with annual payment of \$130k and average annual savings of \$262k

Key considerations to maintain project economics:

1. Financing structures such as C-PACE enables lower interest rate to improve project economics.
2. Maintaining utilization rate can is essential to realize cost savings. Charger utilization should complement fleet operations.
3. Solar assets have 20-to-30-year lifecycle. Level 3 EV chargers have a 10-to-15-year lifecycle.
4. Charging infrastructure must be placed in service by 6/30/26 to benefit from the Section 30C tax credit.
5. Utility interconnection may also take time. Off-grid solar + battery set up may help in placing charger in service by tax credit deadline and avoid demand charges.
6. Solar panels must be compliant with Foreign Entity of Concern (FEOC)-related requirements.
7. There may be other co-benefits of having EV chargers, including depreciation benefits.

EV charging + solar panel project economics



Assumptions: Retail electricity price: \$0.11/kWh, Fuel price: \$3.55/gal gasoline, Fleet size: 60, Avg. annual miles: 40,000, EV charger utilization rate: 60%
Cost and economic information are based on hypothetical assumptions and are presented for illustrative purposes only. Actual economics will vary.

NCEF's Fleet Transformation Loan Products

Eligible use	Charging infrastructure and Vehicle Fleets ¹	Tax Credit and Incentive Bridge Financing ²
Maximum use of NCEF capital	Up to \$1,000,000 per project, up to 100% project cost	Up to \$1,000,000 per project, up to 100% eligible cost
Interest rate and term	Up to 8% and up to 15 years	Up to 6% and up to 3 years
Repayment	Principal and interest	Bullet repayment of principal upon incentive or tax credit monetization. Interest and fees paid at end of bridge loan term.

1. C-PACE loan may also be possible. C-PACE is low-cost, long-term, fixed-rate, non-recourse, transferrable financing typically for energy-efficiency, renewable energy, and water efficiency projects. EV charging infrastructure may also be eligible in certain jurisdictions. Financing amount may not exceed twenty-five percent (25%) of the fair market value of existing buildings.
2. See next slide for more details

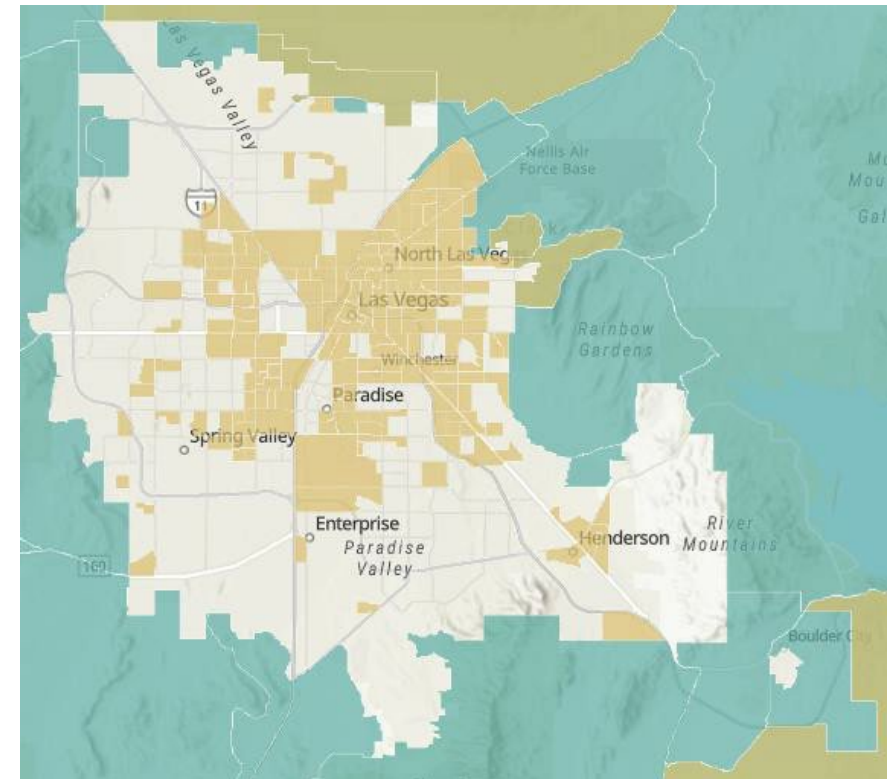
Tax Credit and Incentive Bridge Financing eligible use: Section 30C i.e., Alternative Fuel Vehicle Refueling Property Tax Credit

Charging infrastructure must be placed in service by 6/30/26

Section 30C Credit Overview:

- **Eligible fueling equipment:** EV chargers and alternative refueling infrastructure using natural gas, propane, hydrogen, E85, or diesel fuel blends containing a minimum of 20% biodiesel
- **Eligible census tracts:** a map of eligible census tracts is here: <https://experience.arcgis.com/experience/3f67d5e82dc64d1589714d5499196d4f/>
 - Low-income as defined under §45D(e)
 - Not urban as defined by the most recent decennial census
- **Tax credit amount:**
 - If prevailing wage & apprenticeship requirements are not met: lesser of 6% of infrastructure costs or \$100,000 per charging port
 - ➔ If prevailing wage & apprenticeship requirements are met: lesser of 30% of infrastructure costs or \$100,000 per charging port

Tax credit eligible areas in Clark County



Additional resources:

- [Applicable filing deadlines](#)
- [Credit overview](#)

Note: This should not be interpreted as tax or legal advice. Please consult a tax or legal professional for additional information.

End-to-end applicant journey takes four to six weeks



Next steps for project owners:

Reach out to ishan@nevadacef.org if you have questions and would like to submit applications.

INFORMATION SHARING



2026 ALL-IN WEBINAR SERIES

Webinar Series

Join Clark County, Department of Environment & Sustainability each month for their virtual sustainability webinar series and discover simple, smart ways to live more sustainably—without sacrificing comfort or your budget.

Get local insights, practical resources, and real-world tips on topics like energy efficiency, active transportation, electric vehicles, and more.

Register today: <https://allinclarkcounty.com/Events>



All-In 2026: PATHWAYS TO A SUSTAINABLE FUTURE

Join us each month for our virtual sustainability webinar series! Gain local insights, practical resources, and smart tips to live more sustainably.

*Each webinar will be livestreamed from 1:00 – 1:30 PM PST.
To register and view the livestream please RSVP at:*

AllinClarkCounty.com/Events



WEDNESDAY, JANUARY 14 Choosing Native Desert Plants for Water-Wise Landscaping	THURSDAY, FEBRUARY 26 Springs Preserve Habitat Restoration and Rewilding	WEDNESDAY, MARCH 18 Residential Energy Efficiency 101
WEDNESDAY, APRIL 8 Climate Education and Outreach	THURSDAY, MAY 21 Save Money with NV Energy Rebates & Incentives	TUESDAY JUNE 16 Sustainability Initiatives at Fontainebleau Las Vegas
WEDNESDAY, JULY 22 Driving Environmental, Social, and Economic Sustainability	THURSDAY, AUGUST 13 Get to Know Wetlands Park	WEDNESDAY, SEPTEMBER 23 Electric Vehicles Benefits & How to Make the Switch
TUESDAY, OCTOBER 13 Promoting Active Transportation Through Biking and Walking	THURSDAY, NOVEMBER 12 How Trees in Southern Nevada Reduce Urban Heat and Save Energy	WEDNESDAY, DECEMBER 9 The City of Henderson's Sustainability Approach

NV Energy - Fleet Managed Charging Build Program

- ▶ THE FLEET MANAGED CHARGING PROGRAM WILL OFFER:
 - ▶ ONE-TIME ENROLLMENT INCENTIVE, FORM OF A CHECK
 - ▶ ANNUAL PARTICIPATION INCENTIVE, FORM OF BILL CREDIT
 - ▶ REQUIRES PARTICIPATION IN MANAGING CHARGING.
 - ▶ REQUIRES QUALIFIED EQUIPMENT INSTALLATION, L2 OR DC FAST CHARGERS
 - ▶ REQUIRES SEPARATELY METERED CHARGERS
 - ▶ REQUIRES ENROLLMENT IN NV ENERGY'S EVRR TOU RATE.
- ▶ THE ACTIVE MANAGED CHARGING PROGRAM WILL WORK WITH COMMERCIAL OWNERS TO:
 - ▶ SCHEDULE CHARGING, TO OPTIMIZE THE GRID
 - ▶ ALLOW NV ENERGY TO REDUCE EV CHARGING DURING ON-PEAK HOURS
 - ▶ PROTECT OPERATIONAL READINESS
- ▶ CUSTOMERS CAN FIND ALL PROGRAM DETAILS & ENROLL ON THE NV ENERGY WEBSITE. USE THE QR CODE BELOW.



DISCUSSION



CA GAS REFINERIES CLOSING

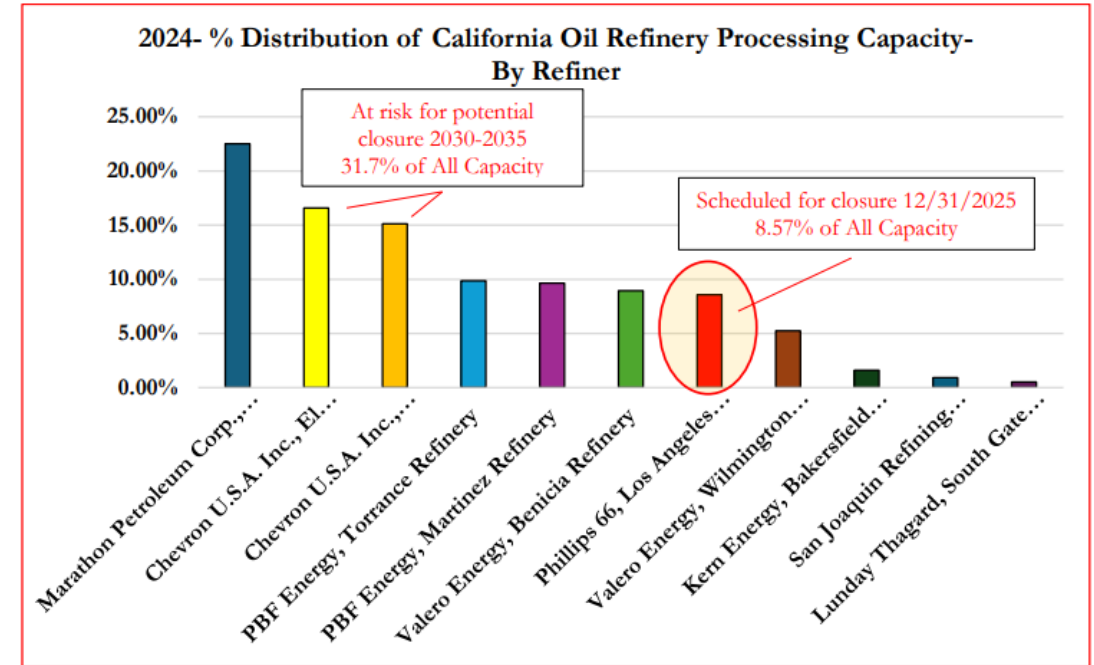
Background

- CA Policy Goals are reducing the demand for gasoline, resulting in refinery closures

NV Impacts:

- CA supplies 86% of NV fuel
- UT supplies 14% and is considering an export tax
- NV already pays more than the US average for gasoline
- Gas price hike projected for Q2-Q3 2026
 - Research estimates fall between \$5.67-\$8.34/ gallon

Exhibit 3.24



(Source: <https://www.energy.ca.gov/data-reports/energy-almanac/californias-petroleum-market/californias-oil-refineries>)

References:

[NV Independent: CA Quest to Phase out Fossil Fuels Could Make NV Gas Prices Soar](#)

[CA Gas Prices Study_USC_Michael-Mische.pdf](#)

[UC Davis CA Gas Prices Research Bulat Gafarov](#)

PLANNING FOR INCREASING GAS PRICES



References:

[Sinclair Evaluates Strategic Pipeline Expansion to Western Markets](#)
[Governor Announces Appointments to Fuel Resiliency Subcommittee](#)
[Nevada taking steps to wean itself off California fuel dependency](#)

DISCUSSION QUESTIONS

Due to rising gas costs, are you considering or planning in Q2-Q4 2026:

- More fuel efficiency measures
- Idling reduction tech
- Acquiring hybrid (HEV) or zero-emissions vehicles (ZEV)
- Adding vehicles that run on [alternative fuels](#) to gasoline
- Other budget reduction measures

What changes would you like to see before procuring off-road MHDVs that don't run on diesel?

- Comparable reliability to diesel MHDVs
- Competitive fuel pricing
- *(If applicable)* Faster charge time



Reference:

[Alternative Fuel Data Center Map](#)



THANK YOU!

Rosalie Miletich, SNCCC Co-Director

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