

Electric & Hybrid Vehicle Road Use Fee



**ELECTION DAY
NOVEMBER 3, 2026**



This document is for voter education only. It explains the advisory ballot question. **It does not advocate a "Yes" or "No" vote.**

WHAT IS THE QUESTION?

On November 3, 2026, Washoe County voters will see a non-binding advisory question on their general election ballot. It asks whether voters support an annual road use fee on electric and hybrid passenger vehicles registered in Washoe County, adjusted annually for inflation, with proceeds dedicated to the Regional Transportation Commission (RTC) for road maintenance, congestion relief, air quality, and safety projects, subject to annual audits and public disclosure.

WHO WOULD BE AFFECTED?

The fee would only affect EV and Hybrid owners. Funding received would go to RTC, the regional transportation agency serving Reno, Sparks, and unincorporated Washoe County. RTC would use funding from the proposed fee for street and highway construction projects and regional needs.

WHERE WOULD FUTURE REVENUE GO?



ROADS

*regional pavement
preservation roadways*



CONGESTION RELIEF

*new or widened
roads*



AIR QUALITY

*more intelligent and
interconnected traffic signals*



SAFETY

*pedestrian signals
and crossings*



WHY?

LOCAL ROADS ARE FUNDED PRIMARILY BY FUEL TAXES



Gasoline vehicles pay fuel tax at the pump.



Electric vehicles do not pay local fuel tax.



Hybrid vehicles pay less fuel tax than comparable gas vehicles.

REGISTRATION GROWTH 2020 → 2025

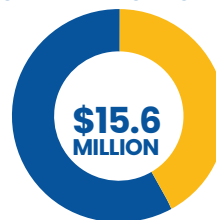
EV REGISTRATIONS

562% ↑

HYBRID REGISTRATIONS

159% ↑

ESTIMATED LOCAL FUEL TAXES NOT PAID



■ EV: \$10.4M
■ HYBRID: \$5.2M

ROAD FUNDING CHALLENGE

Projected approximate

\$1.4 BILLION

road maintenance funding shortfall over the next **10 YEARS**.

HOW DOES THE ADVISORY QUESTION WORK?

This question is **advisory only** — it carries no legal force. Neither RTC nor the County can impose a fee based on the vote alone. The only path to an actual fee is action by the Nevada Legislature, which would need to authorize this type of fee in a future legislative session (the earliest opportunity is the 2027 session). If the Legislature does not act, no fee is created regardless of the vote outcome.



A YES VOTE

Tells state lawmakers that you support the Legislature authorizing this kind of fee.



A NO VOTE

Tells state lawmakers that you do not support the Legislature authorizing this kind of fee.

EITHER OUTCOME LEAVES CURRENT LAWS UNCHANGED

The ballot question itself:
✓ Creates **NO** fee Raises ✓ **NO** fee
✓ Generates **NO** revenue

HOW MUCH WILL THE FEE BE?

Because any fee would require future Legislative action and a yet-undetermined fee amount, the County's official digest states the financial effect of the advisory question itself cannot be determined with certainty.

OTHER OPTIONS?

Prior studies evaluated alternative funding mechanisms—including vehicle registration fees, vehicle miles traveled (VMT) fees, and kilowatt-hour-based charges—by analyzing their revenue-generating potential, equity, implementation costs, and speed of deployment.

BALLOT QUESTION LANGUAGE

Do you support an annual road use fee on all electric and hybrid passenger vehicles registered in Washoe County, which would be adjusted annually for inflation? These fees are intended to approximate the annual contribution that owners of gasoline powered vehicles pay per year in local fuel taxes to support local transportation infrastructure. The revenue from these fees would be dedicated to the Regional Transportation Commission of Washoe County subject to annual audits and public disclosure of spending, and the revenue would be used solely for the funding of transportation projects that will reduce traffic congestion, repair and maintain roads, improve air quality, and increase safety.



Per NRS 295.121, committees may be appointed to prepare formal arguments for and against the question; those arguments will appear in the sample ballot, not in this document.