

Tahoe Sustainable Transportation Funding Initiative



August Presentation Recap

- **Policy Drivers (SCR 8)**
 - What regional revenue(s) to authorize?
 - What structure to adopt, collect, and administer?
- **Interview Results**
 - Data needs
 - Governance & administration issues
 - Additional themes



September Presentation Overview

- Where are we now?
- Revenue strategy
- Priority projects
- Process and timeline



Where Are We Now?

- **Revenue Strategy**
 - Currently insufficient support for **basin entry fee**
 - **No single source** large enough to fill gap (\$20 mil./year x 25 yrs.)
- **Governance & Administration**
 - Defer strategy for now?



Revenue Strategy – All Sectors Contribute

- Local
- Regional
- State
- Federal
- Private



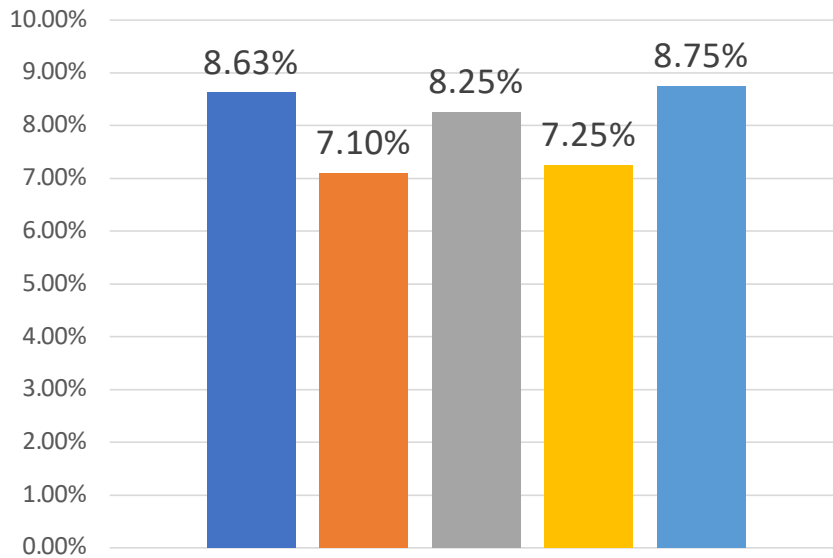
New Local/Regional Revenue Priorities

1. Sustainable
2. Fungible
3. Transparent
4. Equitable
5. ...and substantial (>\$1 M/year)



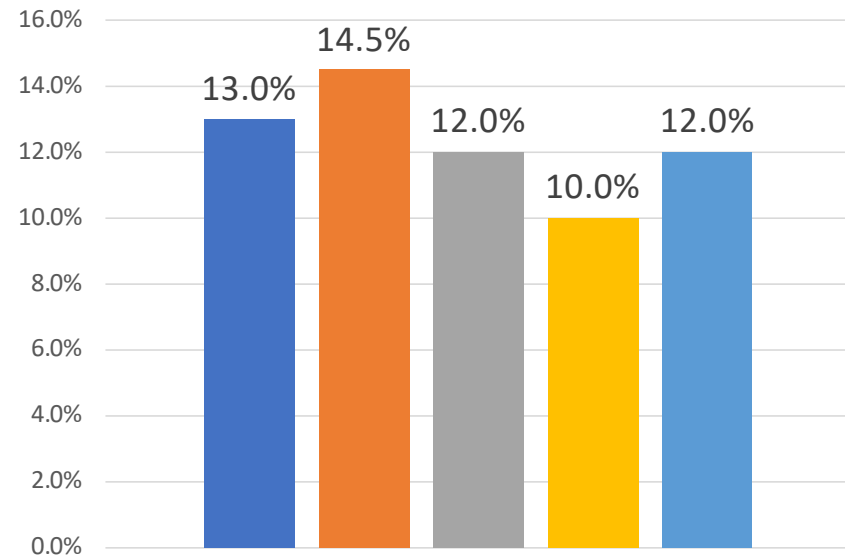
Recommended INITIAL Local/Regional Tax Options

Current Sales Tax Rates



Additional 0.5% rate basin-wide = \$1.6M / year

Current TOT Rates



Additional 0.5% rate basin-wide = \$2.7M / year

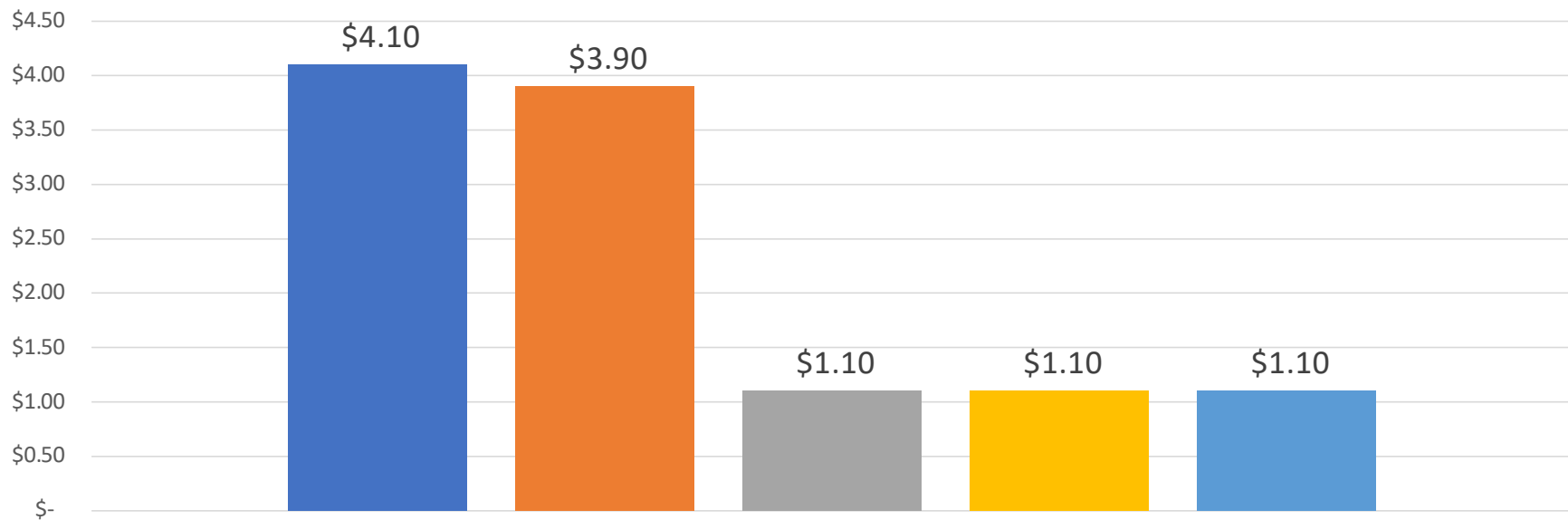
■ Washoe
 ■ Douglas
 ■ Placer*
 ■ El Dorado
 ■ S. Lake Tahoe

*Includes TBID assessment



Recommended INITIAL Local/Regional Tax Options

Current Property Transfer Tax Rates



Additional \$1.00 per \$1,000 basin-wide = \$2.0M / year

■ Washoe ■ Douglas ■ Placer ■ El Dorado ■ S. Lake Tahoe



Recommended INITIAL Local/Regional Revenue Options

- **Zonal transportation user fee**
 - Pilot projects in CA 89 and NV 28 Recreation Corridors
- **Basin Entry Fee**
- **Other (small) revenue sources**
 - Parking fees
 - Rental car mitigation fee
 - Development impact fees



Local/Regional Revenue Options Not Recommended

| Category | Detail |
|---------------------------|-----------------------------------|
| Fees & Charges | Special district assessment / BID |
| | Rental car fee |
| | Ski ticket charge |
| Sales Taxes | Admissions (event) tax |
| | Utility users' tax |
| | Gas/fuel tax |

| Category | Detail |
|-----------------------|------------------------------|
| Property Taxes | General obligation bonds |
| | Parcel tax |
| | Vacancy tax (2nd homeowners) |
| Other Taxes | Business license tax |
| | Vehicle registration tax |



State Revenue Options

California

- Use federal population for formula allocations
- One-time funds from current budget surplus
- Increased success with existing & new grant programs
- State park user fees

Nevada

- Use federal population for formula allocations
- State park user fees
- Budget appropriation
- EIP bonds



Federal Revenue Options

- Federal Transportation Bill
 - Increased formula funding
 - New grant programs



Private Sector Revenue Options

- Ski shuttles & microtransit funding: already assumed in RTP funding plan
- Employer-sponsored transportation for employees: potential area for additional support



Policy Whitepaper

- Background
 - Policy Drivers
 - Bistate Compact
 - Unique characteristics
- Reasonably Feasible Revenue Options with Pros & Cons
 - Local & Regional
 - State & Federal
 - Private



Comments/Questions



Expenditure Plan

U.S. 50 South Stateline Community Revitalization

Reclaiming a main street along U.S. Highway 50 will make the heart of the South Shore more walkable, bikeable, and economically viable while protecting Lake Tahoe's spectacular environment. The project will deliver new affordable housing and reduce greenhouse gas emissions.

Project Cost: \$100 million (transportation), \$56 million (housing)



State Route 28 Stateline-to-Stateline Bikeway

Infrastructure investments are needed to complete the trail along the entire East Shore linking Incline Village to Spooner Summit. Parking and safety enhancements, pedestrian crossings, and a link to Spooner Front Country facilities are needed.

Project Cost: \$68 million



Placer Resort Triangle Priority Transit Lanes

Placer County is leading this innovative project to dedicate transit lanes on State Routes 89 and 267 during peak travel times to reduce congestion and improve traffic flow and safety.

Project Cost: \$30 million



State Route 89 Emerald Bay Corridor

The newly launched corridor management plan calls for Emerald Bay shuttles every 15 minutes, parking management, new trails, and other infrastructure improvements.

Project Cost: \$20 million



Lake Tahoe Transportation Implementation Strategy – Supporting Project List

This list represents illustrative projects that would be considered under the following categories. The funding amount shown is just for regional funding over 20 yrs. (\$400M) and does not include necessary additional funding from other leveraging sources.

Regional Priorities

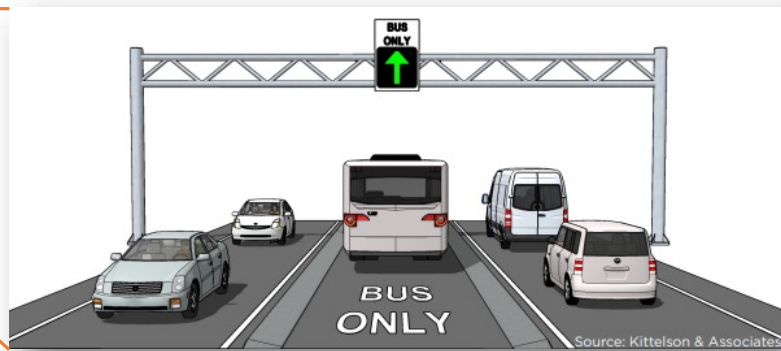
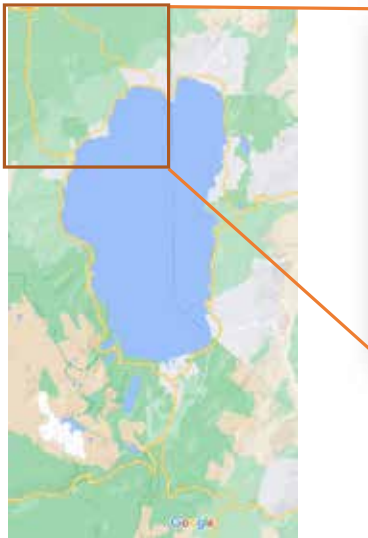
| Project | New Funding | Leveraged Funding |
|---|--------------|-------------------|
| Tahoe Transportation District | | |
| South Stateline Community Revitalization Project (SCRRP) | \$54,000,000 | \$100,000,000 |
| Stateline parking management and highway 50 reassignment | | |
| State Route 28 Stateline to Stateline Bikeway | \$18,000,000 | \$67,000,000 |
| Infrastructure investments to complete the trail along the entire East Shore linking Incline Village to Spooner Summit. Parking and safety enhancements, pedestrian crossings, and a link to Spooner Front Country facilities are needed. | | |
| Placer County | | |
| Resort Triangle Priority Transit Lanes | \$30,000,000 | \$30,000,000 |
| In 2020 to increase more public transit ridership, transit lane infrastructure along Highway 89 and 267 is needed. Infrastructure involves providing a dedicated transit lane and associated overhead and shoulder signage, and intersection improvements to prioritize transit vehicle passage during congested periods. | | |
| Ei Dorado County/SPS | | |
| High Altitude Bay Tahoe Trail Segment | \$15,000,000 | \$0 |
| In coordination with the State Route 89 Recreation Corridor Management Plan, this project will proceed through the project delivery process by providing a Class 1 facility along the west shore of Lake Tahoe. | | |

Transit

| Project | New Funding | Leveraged Funding |
|--|-------------------------------|----------------------------------|
| Tahoe Transportation District | | |
| TTD Transit Ops and Capital 2025 & 2035 | \$90M/yr ops \$12M capital | \$21M/yr ops \$28M discretion |
| Additional transit operations in Ei Dorado, Douglas, Carson, and Washoe County. Fleet and other capital enhancements to support operations | | |
| TTD Maintenance and Administration Facility | \$10,000,000 | \$45,000,000 |
| To expand transit services with larger fleet a new facility of size and capability must be provided as existing facilities are too small, antiquated, with no opportunity for growth or redevelopment. Opportunity sites are planned for evaluation in Douglas County, the facility could also consolidate and serve as TTD's administrative facility too. | | |

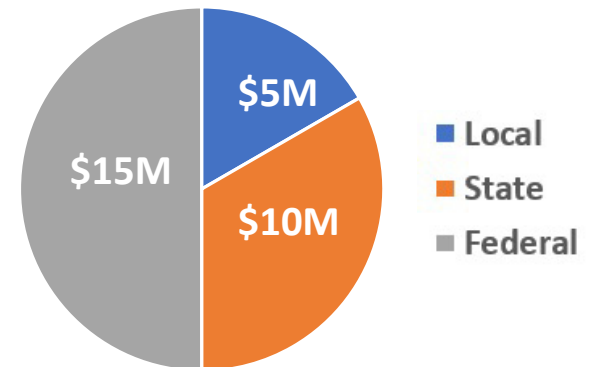


Placer County - Resort Triangle Transit Priority



- Dedicated transit lane along Highways 89 & 267
- Transit-priority improvements at intersections

\$30 million
Capital



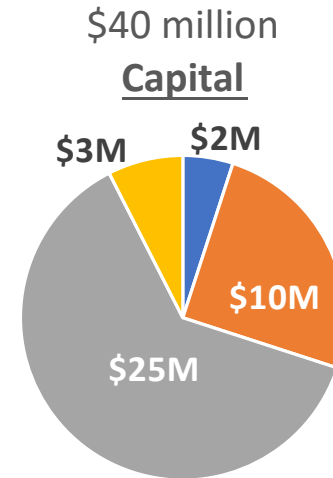
| Environment | Congestion Management | Connectivity | Economic Vitality | Safety | System Preservation |
|-------------|-----------------------|--------------|-------------------|--------|---------------------|
| | | | | | |



State Route 28 Stateline to Stateline Bikeway



- Complete East Shore trail, Incline Village to Spooner Summit
- Parking, pedestrian, and safety enhancements
- Link to Spooner Front Country and AIS inspection facilities



■ Local ■ State ■ Federal ■ Private

| Environment | Congestion Management | Connectivity | Economic Vitality | Safety | System Preservation |
|-------------|-----------------------|--------------|-------------------|--------|---------------------|
| | | | | | |

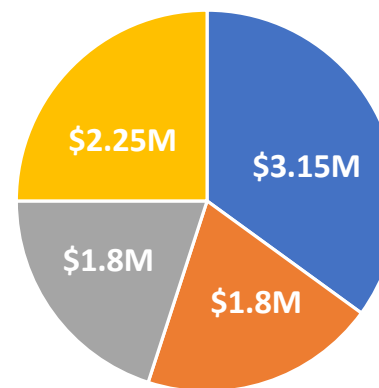


Tahoe Transit

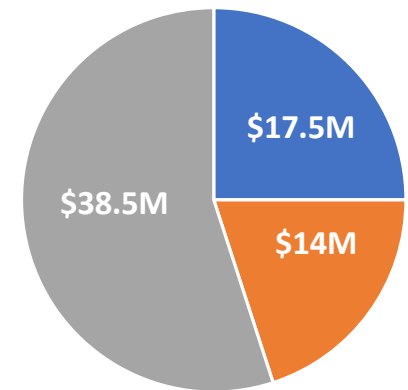


- Enhanced workforce connections
- Microtransit & recreation services for visitors & locals
- New South Shore transit facility

**\$9 million
Annual Operations**



**\$70 million
Capital**



■ Local ■ State ■ Federal ■ Private

| Environment | Congestion Management | Connectivity | Economic Vitality | Safety | System Preservation |
|-------------|-----------------------|--------------|-------------------|--------|---------------------|
| | | | | | |



Proposed Process & Timeline

- **August (complete)**
 - Interview and survey results
 - Receive direction on data needs and decision-making process
- **September (now)**
 - Funding options
 - Project funding plans
- **October (proposed)**
 - Policy Whitepaper Development
- **November (proposed)**
 - DRAFT Whitepaper Discussion
- **December (proposed)**
 - FINAL Whitepaper
 - Next Steps



Comments/Questions



Public Comment

