

ONE TAHOE

A transportation funding initiative



There is only ONE TAHOE...



A unique place...



exhilaration...



rejuvenation..



recreation...

An outstanding quality of life and experience but it is threatened.

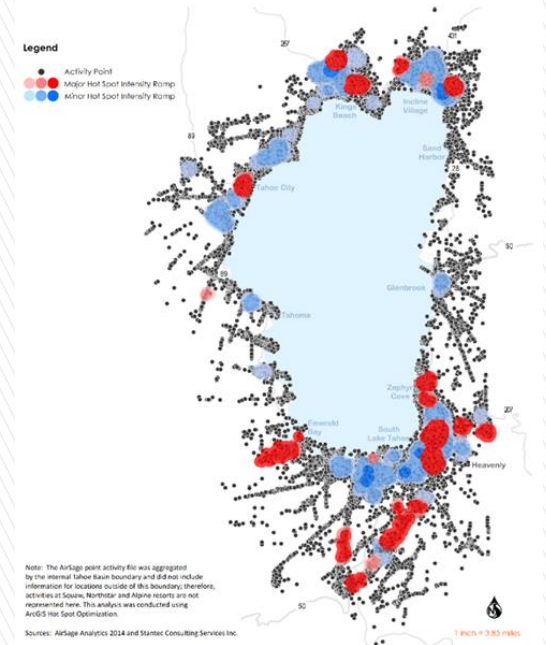
Transportation Challenges to Lake Tahoe

▶ Travel patterns

- Typical community travel: work, shopping, school, recreation *but...*
- Overlain with tremendous influxes of vehicles during peak seasons, holidays, and special events

- ▶ Dependence upon vehicular travel

- 50+ million vehicle trips into/out of/within the Basin annually
- 75% of vehicular trips by visitors; 25% by residents
- Could see 25% increase in visitation by 2035



Transportation Challenges to Lake Tahoe

- ▶ Congestion on roadways and parking lots
 - Unsafe conditions for drivers, pedestrians, and cyclists
 - Water pollution–declining lake clarity
 - Air pollution
 - Fire danger–climate change and evacuation issues

- ▶ Significantly mitigating congestion by adding additional road capacity is not an option
 - Extreme environmental sensitivity
 - High costs for construction and land
 - Lack of alternative routes requires keeping roads open during construction



How we can successfully
meet these challenges has
been known for decades:

*A community vision for a complete
transportation system*

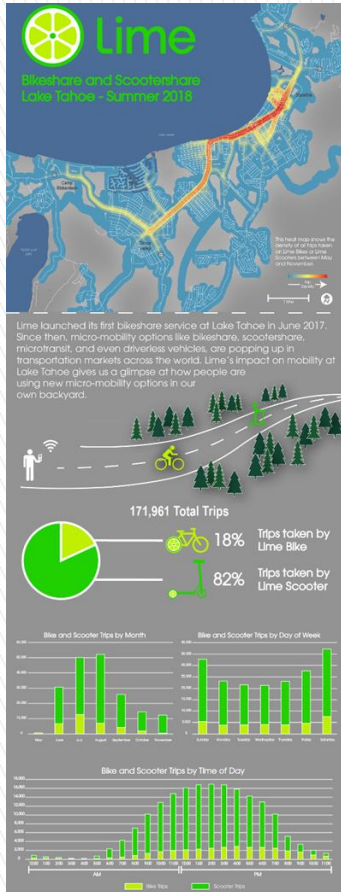
The community's transportation vision

- ▶ Developed over decades through extensive public process and input with partners

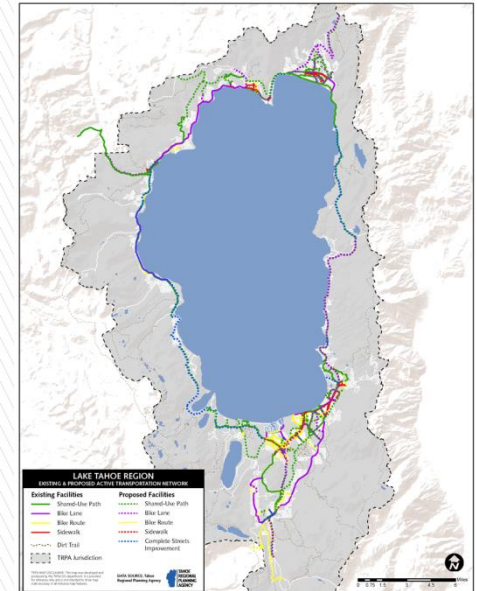
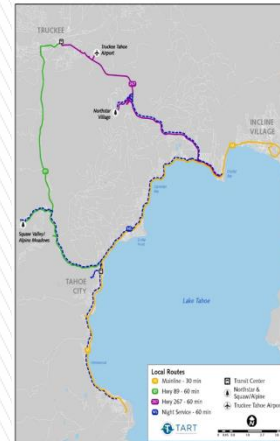
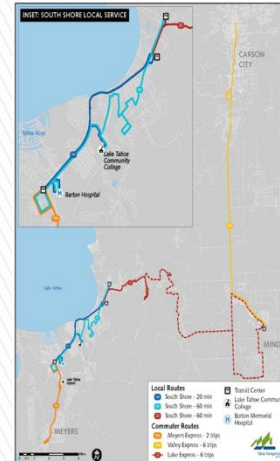


- ▶ Articulated in successive transportation plans

A transportation system offering realistic alternatives to the car



Transit
Ferries
Bike
Walking



Not for every trip, but where and when these alternatives work!

What is keeping the vision from becoming a reality?

A substantial shortfall in the financial resources needed

Purpose of the ONE TAHOE initiative

*To take significant next steps towards filling the
transportation funding shortfall in the Lake
Tahoe Basin through 2040*

Major elements of the work

- ▶ Define shortfall (14 Dec 2018)
- ▶ Develop screening process (14 Dec 2018)
- ▶ Public outreach and communication (Dec 2018–Sep 2019)
- ▶ Gather ideas on potential funding mechanisms from public, stakeholders, and transportation professionals; screen and evaluate (Dec 2018–Aug 2019)
- ▶ Develop recommended funding package and actions plans (Sep 2019–Dec 2019)
 - Additional work needed to develop strategic consensus
 - Road map of public and legislative approvals needed for enabling and implementing legislation

Outreach and communication goal:

“Everyone will have an opportunity to be heard”

- ▶ Three rounds
 - Round 1: Project introduction and solicitation of funding ideas (Dec 2018–Mar 2019)
 - Round 2: Report on funding ideas; initial screening results (Apr 2019 to Jun 2019)
 - Round 3: Report on final screening results; draft recommendations (Jul 2019–Sep 2019)
- ▶ Six public listening sessions in the basin
- ▶ 140+ meetings with key stakeholders
- ▶ Polling
- ▶ Focus groups in CA and NV
- ▶ Website
- ▶ Social media

Stakeholder list

- ▶ State of Nevada–Governor
- ▶ State of Nevada–Senate Committee on Finance 7 members
- ▶ State of Nevada–Senate Committee on Transportation 5 members
- ▶ State of Nevada–Legislative Oversight Committee 6 members
- ▶ State of Nevada–Assembly Committee on Taxation 11 members
- ▶ State of Nevada–Assembly Committee on Transportation 11 members
- ▶ State of California–Governor
- ▶ State of California–Senate Committee on Finance 7 members
- ▶ State of California–Senate Committee on Transportation 13 members
- ▶ State of California Senate Rules committee–5 members
- ▶ State of California–Assembly Committee on Finance 10 members
- ▶ State of California–Assembly Committee on Transportation 14 members
- ▶ State of California Assembly Rules Committee–13 members
- ▶ Regional Transportation Commission of Washoe County, Nevada (MPO)
- ▶ Carson City, Nevada
- ▶ Carson Area Metropolitan Planning Organization (MPO)
- ▶ Douglas County, Nevada
- ▶ Nevada Department of Transportation
- ▶ USDA Forest Service–Region and LTBMU
- ▶ Placer County, California
- ▶ Placer County Transportation Planning Agency
- ▶ El Dorado County, California
- ▶ El Dorado County Transportation Commission

Stakeholder list

- ▶ City of South Lake Tahoe
- ▶ Nevada County, California
- ▶ Nevada County Transportation Commission
- ▶ Town of Truckee
- ▶ Tahoe Regional Planning Agency–14 members
- ▶ Tahoe Metropolitan Planning Organization
- ▶ Caltrans
- ▶ Truckee/ North Tahoe Transportation Management Association (TMA)
- ▶ South Shore TMA
- ▶ Western Nevada Development District
- ▶ Northern Nevada Development Authority
- ▶ Economic Development Authority of Western Nevada (EDAWN)
- ▶ League to Save Lake Tahoe
- ▶ Sierra Club
- ▶ Off-road vehicle organizations
- ▶ Nevada Taxpayers Association
- ▶ California Taxpayers Association
- ▶ North Lake Tahoe Resort Association
- ▶ Incline Village/Crystal Bay Visitors Bureau
- ▶ Incline Village/Crystal Bay Chamber of Commerce
- ▶ Lake Tahoe South Chamber of Commerce
- ▶ Lake Tahoe Visitors Authority
- ▶ Truckee Donner Chamber of Commerce

Stakeholder list

- ▶ Carson City Chamber of Commerce
- ▶ Carson City Convention and Visitors Authority
- ▶ Carson Valley Chamber of Commerce and Visitors Authority
- ▶ Laborer's Union NV
- ▶ Operating Engineers Union NV
- ▶ Laborer's Union CA
- ▶ Operating Engineers Union CA
- ▶ Squaw Valley
- ▶ North Star
- ▶ Heavenly Valley
- ▶ Reno–Sparks Convention and Visitors Authority
- ▶ Reno–Sparks Chamber of Commerce
- ▶ Sparks Chamber of Commerce
- ▶ Reno Gazette Journal
- ▶ Nevada Appeal
- ▶ Tahoe Mountain News
- ▶ North Lake Tahoe Bonanza
- ▶ Sierra Sun
- ▶ Tahoe Daily Tribune
- ▶ Major South Shore Hotels and Casinos
- ▶ Major North Shore Hotels and Casinos

Project status

Tahoe Transportation Funding Shortfall

► 2017-2040 Data

(2017\$)

Projected Costs: \$3.11 Billion

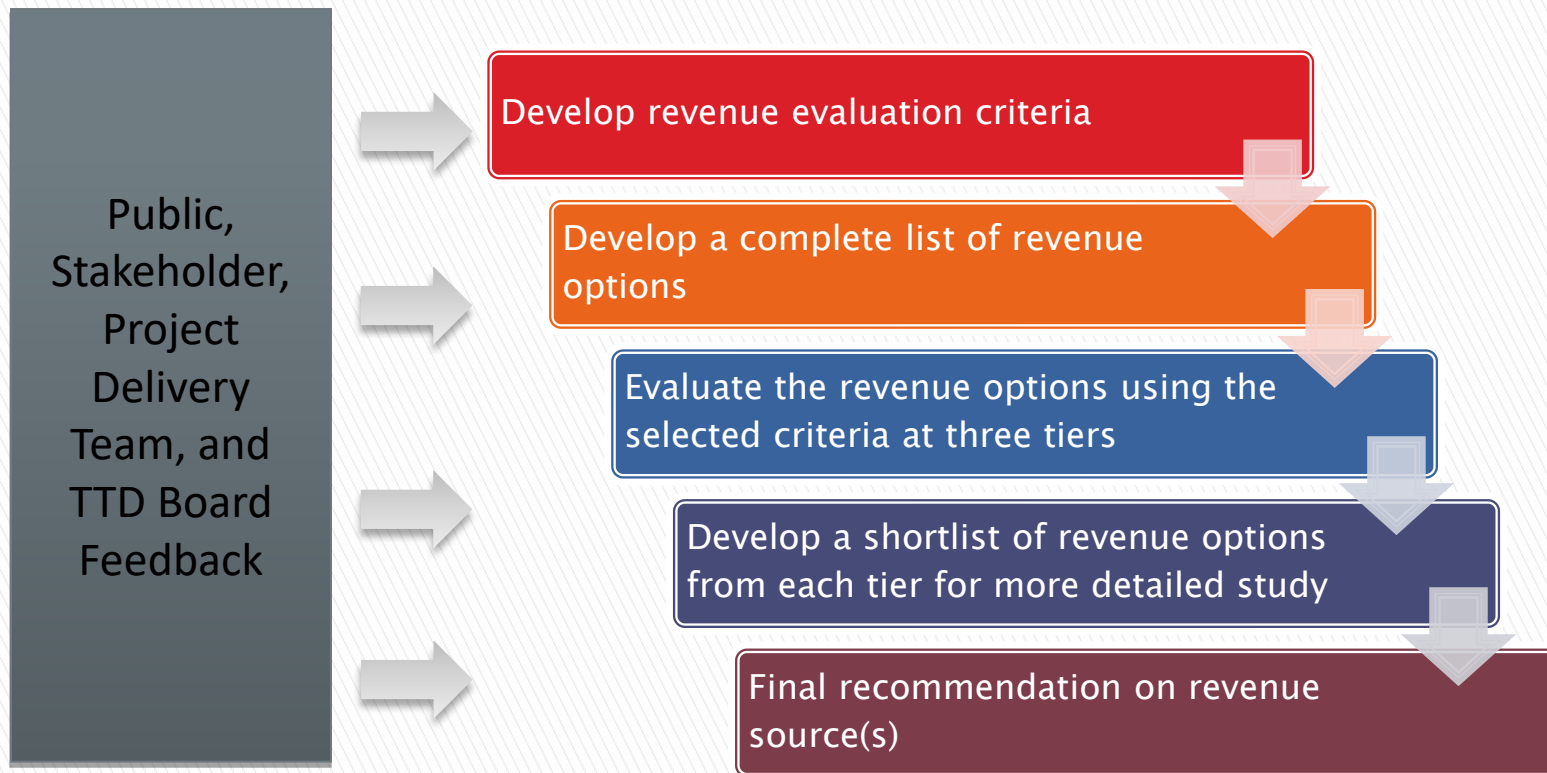
Projected Existing Revenues: \$1.58 Billion

Projected Shortfall: **\$1.53 Billion**

► **Bottom Line:**

- \$1.53 billion (2017\$) in new revenues over the next 23 years to implement the community's transportation vision
- Annually this is about \$67 million/year
- \$67 million/year is about 1 percent of the annual Tahoe Basin economic activity.

Screening process



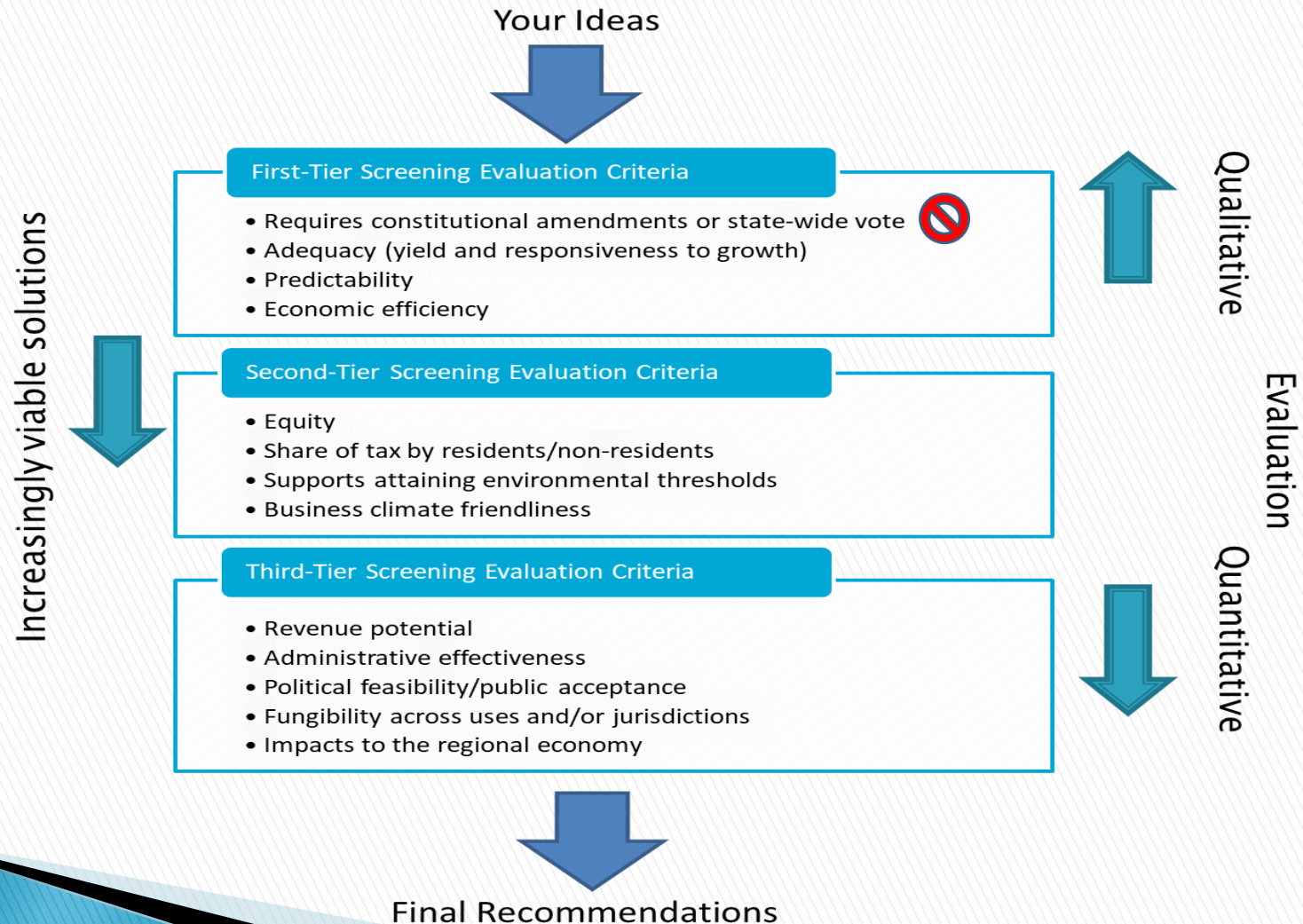
Evaluation criteria

- ▶ Requires CA or NV constitutional amendment, or state-wide vote of the people (fatal flaw)
- ▶ Adequacy—can raise significant revenue
- ▶ Predictability—sustainability over time
- ▶ Economic efficiency—sends clear market signals
- ▶ Equity—socio economic
- ▶ Share paid by in-basin versus out-of-basin residents/businesses

Evaluation criteria (continued)

- ▶ Supports attaining Tahoe Basin environmental thresholds–VMT, GHG, TMDL, etc.
- ▶ Business climate friendliness
- ▶ Revenue potential (quantitative assessment)
- ▶ Administrative effectiveness–cost and ease of administration
- ▶ Political feasibility/public acceptance
- ▶ Fungibility across uses and/or jurisdictions
- ▶ Impacts to regional economy (quantitative assessment)

Application of evaluation criteria in the tiered screening process



Outreach and communication– Round 1:

- ▶ Public listening sessions–Stateline(29 Jan), Incline Village (30 Jan), Tahoe City (27 Mar rescheduled to 23 Apr due to weather)
- ▶ Press releases
- ▶ Email blasts
- ▶ Media coverage
- ▶ Social media
- ▶ ONE TAHOE webpage launch
- ▶ Meetings/presentations with multiple stakeholders

*Will we preserve the Lake
Tahoe Experience now and
for future generations?*



This is your chance!

Go to ONETAHOE.org for more information and to share your ideas on how to fully fund the community's transportation vision

Thank you!