

# ONE TAHOE

*A transportation funding initiative*



## There is only ONE TAHOE...



A unique place...



exhilaration...



rejuvenation..

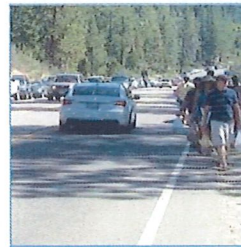


recreation...

*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



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## 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



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

*A community vision for a complete transportation system*

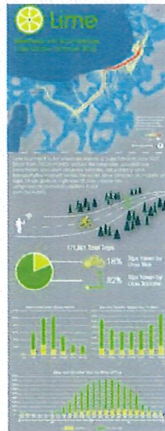
## The community's transportation vision

- ▶ 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*

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## 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

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## 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

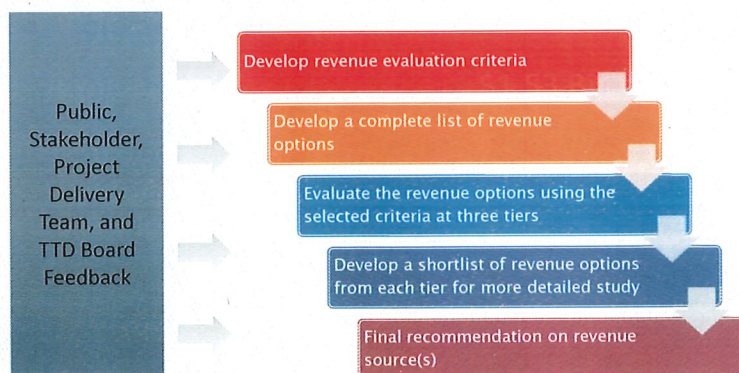
## Stakeholder list

- › 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

## 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

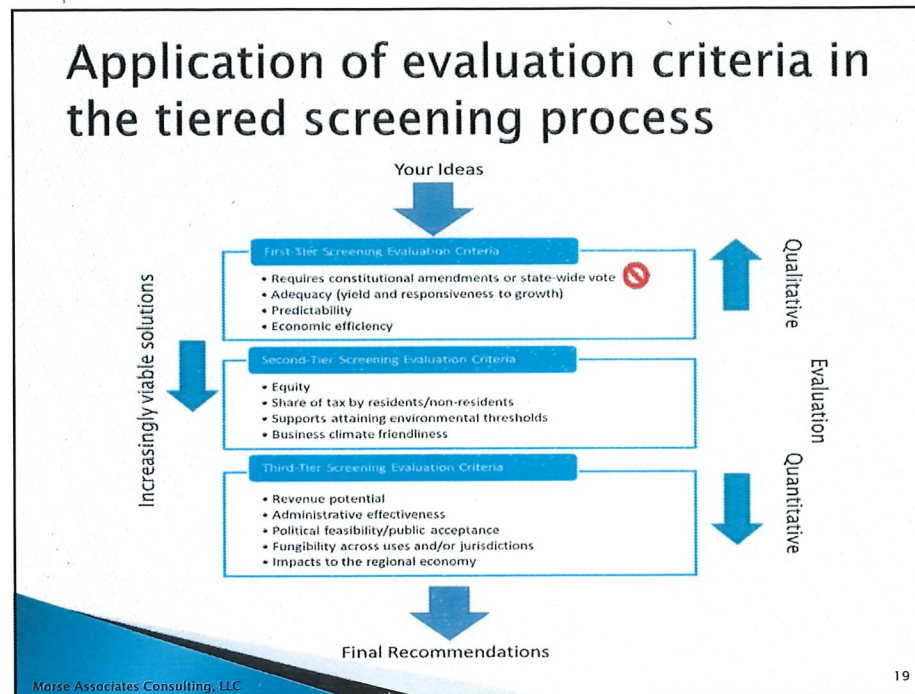


## Evaluation criteria

- ▶ 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)

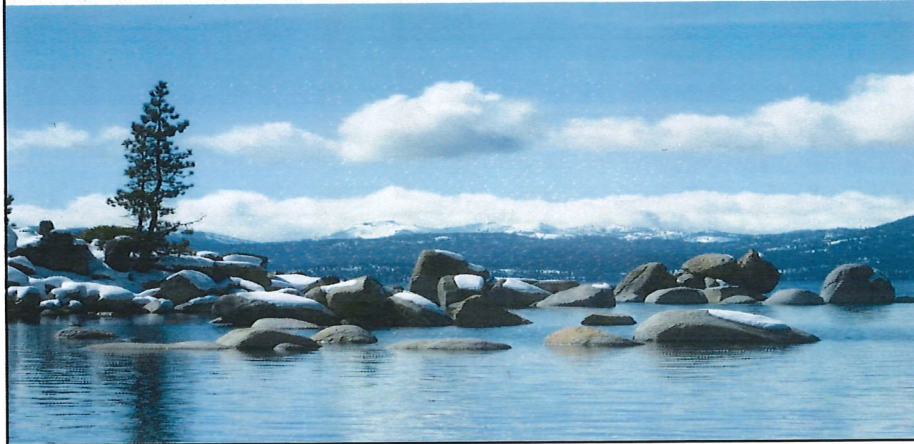
- ▶ Supports attaining Tahoe Basin environmental thresholds—VMT, GHG, TMDL, etc.
- ▶ Business climate friendliness
- ▶ Revenue potential (quantitative assessment)
- ▶ Administrative effectiveness—cost and ease of administration
- ▶ Political feasibility/public acceptance
- ▶ Fungibility across uses and/or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



## Outreach and communication— Round 1:

- ▶ Public listening sessions—Stateline(29 Jan), Incline Village (30 Jan), Tahoe City (27 Mar)
- ▶ 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](http://ONETAHOE.org) for more information and to share your ideas on how to fully fund the community's transportation vision*

*Thank you!*