

### Revenues and Assumptions

The Regional Transportation Plan revenue forecast is a reasonable estimate based on historical apportionments, competitive awards, and foreseeable funding sources. These revenues support the constrained transportation investments and programs included in the plan. Funding comes from a variety of federal, state, local, and private funding sources<sup>6</sup>. Transportation dollars are shown in current year dollars and in year of expenditure.

Overall, TRPA has forecasted \$2.4 billion in revenues over the course of the 25-year plan. The total transportation project costs included are estimated at \$3.4 billion leaving an approximate funding gap of \$1 billion.

Federal statutes require the plan to illustrate all cost estimates in year of expenditure to show a realistic estimate of future construction cost. TRPA has estimated an average inflation rate of 2 percent for revenues based on the average rate of inflation from the last 20 years of data on the US Inflation Calculator and an average rate of inflation of 2.5 percent for transportation investments.

For revenue forecasting, the rate of growth per funding source is determined by using the current year dollars and extrapolating it out over the number of years in the plan using the 2 percent inflation factor. All dollars have a base year of 2020.

The project cost estimates in year of expenditures are determined by taking the current cost of a project and using the inflation rate of 2.5 percent per year from implementation year to completion year.

The RTP must be financially constrained showing the amount of dollars planned must not exceed the amount of funding estimated to be reasonably available throughout the

planning period. To meet this requirement, the revenue assumptions in the plan are based on existing federal, state, and local source allocations and future private sources that have been vetted through the public private sector. In developing the plan, TRPA considered the cost of implementing the projects, services, and programs in the plan relevant to forecasting the revenues needed to maintain the transportation system over the planning horizon.

### *Federal Funding*

Federal funding is provided through the federal government to California and Nevada for the Tahoe Region. Funding apportionments are derived on population and program regulations set by the federal transportation bill Fixing America's Surface Transportation Act (FAST Act). TRPA receives funding from the Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) programs listed below. The federal funding assumptions are based on the annual historic apportionments. The federal competitive programs solicit candidates and projects are selected for funding based on applications received. Each program has its own eligibility and selection criteria. Assumptions are based on awards received and future funding needs.

### *Federal Highway Administration Programs*

- Surface Transportation Block Grant Programs
- Congestion Mitigation and Air Quality Improvement Program
- Active Transportation Program (federal and state)
- Highway Infrastructure Program
- Other FHWA Discretionary Programs

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<sup>6</sup> Tribal transportation funds are not calculated as part of this but TRPA is actively engaging with the Tahoe Regional Planning Agency

Washoe Tribe of Nevada and California to better coordinate project and funding needs.

**Federal Transit Administration Programs**

- FTA 5307 Urbanized Area Formula Program
- FTA 5310 Enhancement Mobility of Seniors and Individuals with Disabilities
- FTA 5311 Rural Area Formula Grants
- FTA 5339 Bus and Bus Facilities
- Other FTA Discretionary Programs

*Table 5: Federal Funding Sources*

<b>Federal Source</b>	<b>Base Year 2020. Annual Growth 2%.</b>
<i>Surface Transportation Block Grant Program (STBG)</i>	<p>Program provides flexible formula funding to address state and local transportation needs.</p> <p>Assumption: TRPA will continue to receive funds based on historical apportionments.</p>
<i>Surface Transportation Block Grant Program Set-Aside</i>	<p>Nevada Program provides funds for active transportation investments.</p> <p>Assumption: TRPA will continue to receive funding based on historical apportionments.</p>
<i>Coronavirus Relief Supplemental Appropriations Act, 2021</i>	<p>Federal supplemental funding program that provides formula funding to respond to COVID</p> <p>Assumption: TRPA will receive one-time award</p>
<i>Congestion Mitigation and Air Quality Improvement Program (CMAQ)</i>	<p>Program provides formula funding for projects to reduce congestion and improve air quality.</p> <p>Assumption: TRPA will continue to receive funding based on historical apportionments.</p>
<i>Active Transportation Program (ATP) MPO &amp; Competitive</i>	<p>California program provides both MPO component and competitive funding promoting active modes of transportation. Allocation can be either federal or state funds.</p> <p>Assumption: TRPA will continue to receive funding based on historical apportionments and competitive awards received. Competitive ward \$1 million every 4 years or amount based on project need.</p>
<i>Highway Infrastructure Program (HIP)</i>	<p>Provides flexible highway funds for projects located on the Federal-Aid System.</p> <p>Assumption: TRPA will continue to receive funds based on historical apportionments.</p>

<i>Federal Lands Transportation Program (FLTP)</i>	<p>Competitive program administered through the United States Forest Service (USFS). Solicits for candidates and selects project for funding based on applications received.</p> <p>Assumption: TRPA will continue to receive funding based on historical competitive awards received.</p>
<i>Federal Lands Access Program (FLAP)</i>	<p>Competitive program provides funding for projects for Federal Lands Access Transportation Facilities with access on federal lands. Solicits for candidates and selects project for funding based on applications received.</p> <p>Assumption: TRPA will continue to receive funds based on historical competitive awards received and future project needs.</p>
<i>Highway Safety Improvement Program (HSIP)</i>	<p>Competitive program provides funds for transportation projects that strive to reduce traffic fatalities and injuries on all public roads. Solicits for candidates and selects project for funding based on applications received.</p> <p>Assumption: TRPA will continue to receive funds based on historical competitive awards received. Competitive award \$2 million every 4 years.</p>
<i>FTA 5307 Urbanized Area Formula Program</i>	<p>FTA formula-based program provides funding to states to support public transportation in urban areas.</p> <p>Assumption: TRPA will continue to receive funds based on historical apportionments.</p>
<i>FTA 5310 Enhancement Mobility of Seniors and Individuals with Disabilities</i>	<p>FTA Formula-based and competitive program intended to enhance mobility services for seniors and individuals with disabilities.</p> <p>Assumption: TRPA will continue to receive funds based on historical apportionments and competitive awards received.</p>
<i>FTA 5311 Rural Area Formula Grants</i>	<p>FTA competitive program administered by the state DOTs that provides transit capital, planning, and operating assistance for rural areas.</p> <p>Assumption: TRPA will continue to receive funds based annual on historical awards received.</p>
<i>FTA 5339 Bus and Bus Facilities</i>	<p>FTA Formula-based and competitive program that provides funding for buses and related equipment and facilities.</p> <p>Assumption: TRPA will continue to receive funds based on historical apportionments and competitive awards received and future project needs.</p>

<i>FTA 5307 (CARES Act)</i>	<p>CARES Act provides funds to prevent, prepare for, and respond to COVID-19.</p> <p>Assumption: TRPA will receive one-time award.</p>
<i>FTA 5311 (CARES Act)</i>	<p>Nevada CARES Act competitive provides funds to prevent, prepare for, and respond to COVID-19.</p> <p>Assumption: TRPA will receive one-time award.</p>
<i>Other FHWA/FTA Discretionary Programs</i>	<p>Competitive programs where FHWA/FTA solicit for candidates and selects projects for funding based on applications received.</p> <p>Assumption: TRPA will compete well based on prior competitive awards received and future project needs.</p>

**State Funding**

State revenues are funneled down to regions through a variety of programs through apportioned formulas and competitive awards. California state funding is primarily derived from sales tax and fuel tax. Nevada state funds are derived from the gasoline tax. TRPA’s state funding assumption is funds will continue to be allocated annually based on historic funding levels.

- SB1 Funding Programs
- Transportation Development Act
- Statewide/Regional Transportation Improvement Program
- State Cap and Trade Programs
- California State Highway Operation and Protection Program
- California State Funds
- Nevada State Funds
- Other State Discretionary Programs

*Table 6: State Funding Sources*

<b>State Source</b>	<b>Base Year 2020. Annual Growth 2%.</b>
<i>SB1 Funding Programs</i>	<p>Senate Bill 1 provides formula and competitive funding for local streets and roads, transit and Intercity rail capital through increased transportation taxes and fees.</p> <p>Assumption: TRPA will continue to receive funding based on historical apportionments and competitive awards received.</p>
<i>State of Good Repair (STA fund)</i>	<p>Program provides formula funding from sales taxes on fuel for transit investments.</p> <p>Assumption: TRPA will continue to receive funds based on historical apportionments.</p>

**State Source**

**Base Year 2020. Annual Growth 2%.**

<p><i>Transportation Development Act (TDA)</i></p>	<p>Program provides formula funding from the Local Transportation Fund and State Transit Assistance fund for transit investments.</p> <p>Assumption: TRPA will continue to receive funds based on historical apportionments.</p>
<p><i>Statewide/Regional Transportation Improvement Program (STIP/RTIP)</i></p>	<p>Bi-annual capital improvement program provides transportation funding for projects on and off the State Highway System.</p> <p>Assumption: TRPA will continue to receive fund share based on historical distributions.</p>
<p><i>Low Carbon Transit Operations Program</i></p>	<p>State Cap and Trade program provides operating and capital assistance for transit agencies.</p> <p>Assumption: TRPA will continue to receive funds based on historical apportionments.</p>
<p><i>Affordable Housing Sustainable Communities</i></p>	<p>State Cape and Trade program provides funds for land-use, housing, transportation, and land preservations projects.</p> <p>Assumption: Tahoe Region expects to be competitive for one grant over the RTP planning horizon.</p>
<p><i>California State Highway Operation and Protection Program (SHOPP)</i></p>	<p>Program provides state funding from the State Highway Account, Federal Trust Fund, and new excise tax on gasoline to maintain state roadway operational improvements.</p> <p>Assumption: TRPA will continue to receive funding based on historical distributions.</p>
<p><i>California State Funds</i></p>	<p>State funding provides revenue derived from measures, bonds, and excise tax for transportation investments.</p> <p>Assumption: TRPA will continue to receive funding based on historical distributions.</p>
<p><i>Nevada State Funds</i></p>	<p>State funding provides revenue derived from Gas Tax, Tahoe Bond, and Nevada state parks for transportation investments.</p> <p>Assumption: TRPA will continue to receive funding based on historical distributions.</p>
<p><i>Other State Discretionary Programs</i></p>	<p>Competitive programs where the state solicits candidates and selects projects for funding based on applications received.</p> <p>Assumption: TRPA will compete well based on prior grant awards received.</p>

*Private Funding*

Private funding dollars will be generated from private operators collecting fares on water taxi and inter-regional transit services, and private contributions for ski shuttle and micro-transit services.

- North and South Ski Shuttle Private Partner
- North and South Tahoe Water Taxi Private Partner
- Inter-Regional Transit Private Partner
- North and South Shuttle (Micro-Transit) Private Partner

*Table 7: Private Funding Sources*

<i>Private Source</i>	<b>Base Year 2020. Annual Growth 2%.</b>
<i>North and South Ski Shuttle Private Partner</i>	Private Contribution for North and South Ski Shuttle.  Assumption: Revenue estimate based on private transit cost.
<i>North and South Tahoe Water Taxi Private Partner</i>	Water ferry service in 2026.  Assumption: Revenue estimate based on private transit cost.
<i>Inter-Regional Transit Private Partner</i>	Services coming to Tahoe in 2036.  Assumption: Revenue estimate based on private transit cost.
<i>North and South Shuttle (Micro-Transit) Private Partner</i>	Micro-Transit Tahoe South Event Center service in 2022 and Incline Visitor Authority in 2026.  Assumption: Revenue estimate based on private transit cost.

*Regional Funding*

Tahoe Sustainable Funding is an outcome of the underway Sustainable Funding initiative.

The Sustainable Funding Initiative is looking at new ways of funding RTP priorities that will make the biggest difference to reduce VMT and challenges. The proposal will recommend appropriate federal, state, tribal, and local legislative and administrative actions. The Bi-State Consultation on Transportation reconvened in 2019, following the adoption of the 2017 RTP/SCS. Led by the CA Natural Resources Secretary and NV Department of Conservation and Natural Resources Director. This renewed collaboration to fund the delivery of RTP priorities includes TRPA, Tahoe Transportation District, local and regional partners, Washoe Tribe, and non-profits to establish sustainable revenue across a multi-sector partnership. With the Sustainable Funding Initiative, a comprehensive workplan has been activated and is guiding the regional consensus process driving toward a funding proposal in 2021.

<i>Regional Source</i>	<b>Funding</b>
Tahoe Sustainable Funding	<p>Actual revenue generated from new regional sources may vary and will be updated in subsequent RTPs.</p> <p>Assumption: Funds are conservatively estimated to start 2026, outside of the first 4-year FTIP cycle and after the next RTP cycle.</p>

*Local Funding*

Local revenue dollars are based on the historical level of funds provided by the City, Counties, mitigation fees and other local sources. Local funds provide the majority of non-federal match for transportation investments.

- Farebox Bus Revenues
- Air Quality Mitigation Fund
- Rental Car Mitigation Fund
- Local Government Agency Transit Funds
- Transportation Business Improvement Districts (TBIDs)
- Other Local Funding

*Table 8: Local Funding Sources*

<i>Local Source</i>	<b>Base Year 2020. Annual Growth 2%.</b>
<i>Farebox Bus Revenues</i>	<p>Farebox revenues collected by transit operators from passenger fees. Inter-regional service and ferry service is assumed to generate Farebox revenue.</p> <p>Assumption: The region will receive revenues from regional and ferry farebox generated fees.</p>
<i>Mobility Mitigation Fund (formerly Air Quality Mitigation)</i>	<p>Fee offset impacts from projects related to air quality: mobility, mobile source greenhouse gas emissions, and other identified travel concerns.</p> <p>Assumption: TRPA will continue to receive funds in the method consistent with historical fees generated.</p>
<i>Rental Car Mitigation Fund</i>	<p>Car rentals are assessed a mitigation fee of \$5.50 per day.</p> <p>Assumption: Transit will continue to receive funds in the method consistent with historical fees generated.</p>
<i>Local Government Agency Transit Funds</i>	<p>Local funds that help support transit infrastructure, service, and programs.</p> <p>Assumption: Transit will continue to receive funds in the method consistent with historical distributions.</p>
<i>Other Local Funding</i>	<p>Other Local funding is used for transportation infrastructure and programs.</p> <p>Assumption: Funding streams will continue to be maintained and support transportation infrastructure in the manner consistent with historical revenue distributions.</p>



## Tahoe Region Transportation Revenue Forecast 2021-2045

Table 9: Tahoe Region Transportation Revenue Forecast 2021-2045

### Tahoe Region Transportation Revenue Forecast 2021-2045

<u>LOCAL SOURCES</u>	<u>2021-2025</u>	<u>2026-2035</u>	<u>2036-2045</u>	<u>Total</u>
Farebox Bus Revenue - TTD	\$1,863,916	\$5,985,310	\$11,462,230	\$19,311,457
Farebox Bus Revenue - Placer	\$0	\$0	\$4,021,568	\$4,021,568
Farebox Bus Revenue - Trans Sierra	\$0	\$0	\$80,099,310	\$80,099,310
TRPA Mobility Mitigation Fund (formerly Air Quality Mitigation)	\$1,539,355	\$3,576,038	\$4,359,170	\$9,474,563
TRPA Rental Car Mitigation Fund	\$619,304	\$1,438,689	\$1,753,754	\$3,811,747
Local Government Agency Transit Funds	\$15,704,189	\$33,213,010	\$34,510,907	\$83,428,106
Other Local Funds	\$37,079,318	\$56,734,124	\$64,340,704	\$158,154,147
Operation and Maintenance (Bicycle and Pedestrian Facilities)	\$2,633,178	\$6,117,071	\$7,456,676	\$16,206,926
Operations and Maintenance (Streets and Roads)	\$55,303,460	\$128,474,097	\$156,609,208	\$340,386,765
Prior Local Funds	<u>\$2,803,540</u>	<u>\$0</u>	<u>\$0</u>	<u>\$2,803,540</u>
<b>Total Local</b>	<b>\$117,546,260</b>	<b>\$235,538,340</b>	<b>\$364,613,527</b>	<b>\$717,698,127</b>

<u>REGIONAL SOURCES</u>				
<b>Tahoe Sustainable Funding</b>	\$0	\$218,994,420	\$266,952,976	\$485,947,396
<b>Total Regional</b>	<b>\$0</b>	<b>\$218,994,420</b>	<b>\$266,952,976</b>	<b>\$485,947,396</b>
<u>PRIVATE SOURCES</u>				
<b>North Shore Ski Shuttle Private Partner</b>	\$1,220,868	\$2,836,168	\$3,457,273	\$7,514,308
<b>South Shore Ski Shuttle Private Partner</b>	\$4,777,309	\$11,098,048	\$13,528,458	\$29,403,815
<b>North Tahoe Water Taxi Private Partner</b>	\$0	\$1,092,000	\$1,820,000	\$2,912,000
<b>South Tahoe Water Taxi Private Partner</b>	\$787,500	\$1,575,000	\$1,575,000	\$3,937,500
<b>Inter-Regional Transit Private Partner</b>	\$0	\$0	\$21,899,442	\$21,899,442
<b>North Shore Shuttle (Micro-Transit) Private Partner</b>	\$0	\$2,737,430	\$3,336,912	\$6,074,342
<b>South Shore Shuttle (Micro-Transit) Private Partner</b>	<u>\$2,656,227</u>	<u>\$13,564,966</u>	<u>\$13,814,966</u>	<u>\$30,036,159</u>
<b>Total Local</b>	<b>\$9,441,903</b>	<b>\$32,903,612</b>	<b>\$59,432,052</b>	<b>\$101,777,567</b>
<u>STATE SOURCES</u>				
<b>SB1 Funding (LSR and competitive)</b>	\$10,616,242	\$24,662,329	\$34,443,129	\$69,721,700
<b>SB1 State of Good Repair - TTD</b>	\$544,925	\$1,335,639	\$1,628,137	\$3,508,700

<b>SB1 State of Good Repair - Placer</b>	\$206,219	\$554,583	\$676,033	\$1,436,834
<b>Transportation Development Act - TTD</b>	\$7,179,635	\$17,597,664	\$21,451,454	\$46,228,754
<b>Transportation Development Act - Placer</b>	\$4,580,389	\$12,318,010	\$15,015,585	\$31,913,984
<b>California Regional Improvement Program (STIP/RTIP)</b>	\$2,040,000	\$10,828,567	\$14,393,602	\$27,262,168
<b>Low Carbon Transit Operations</b>	\$1,162,478	\$2,700,525	\$3,291,925	\$7,154,928
<b>Affordable Housing Sustainable Communities</b>	\$25,000,000	\$0	\$0	\$25,000,000
<b>California SHOPP</b>	\$82,965,000	\$8,114,872	\$1,361,460	\$92,441,332
<b>California State Funds</b>	\$756,000	\$0	\$0	\$756,000
<b>Nevada State Funds</b>	\$29,451,643	\$23,202,819	\$28,284,107	\$80,938,569
<b>Prior State Funds</b>	<u>\$64,201,354</u>	<u>\$0</u>	<u>\$0</u>	<u>\$64,201,354</u>
<b>Total State</b>	<b>\$228,703,886</b>	<b>\$101,315,006</b>	<b>\$120,545,432</b>	<b>\$450,564,324</b>
<b><u>FEDERAL SOURCES</u></b>				
<b>California Surface Transportation Block Grant</b>	\$10,489,053	\$24,273,572	\$29,589,349	\$64,351,974
<b>Nevada Surface Transportation Block Grant</b>	\$6,504,442	\$15,052,459	\$18,348,864	\$39,905,765
<b>Nevada Surface Transportation Block Grant Set-Aside TAP</b>	\$317,540	\$734,844	\$895,771	\$1,948,155
<b>Federal Coronavirus Relief Supplemental Funding (CA FHWA)</b>	\$1,000,000	\$0	\$0	\$1,000,000

<b>Federal Coronavirus Relief Supplemental Funding (NV FHWA)</b>	\$880,000	\$0	\$0	\$880,000
<b>Congestion Mitigation &amp; Air Quality Program</b>	\$7,518,521	\$17,399,221	\$21,209,553	\$46,127,294
<b>Active Transportation Program - MPO &amp; Competitive</b>	\$3,069,743	\$8,265,832	\$10,750,110	\$22,085,685
<b>Federal Lands Transportation Program - Competitive</b>	\$15,789,528	\$7,000,000	\$0	\$22,789,528
<b>Federal Lands Access Program - Competitive</b>	\$14,715,000	\$40,600,000	\$0	\$55,315,000
<b>National Highway Performance Program</b>	\$796,218	\$1,849,675	\$2,254,743	\$4,900,636
<b>California Highway Infrastructure Program</b>	\$1,900,307	\$4,414,557	\$5,381,320	\$11,696,184
<b>Nevada Highway Infrastructure Program</b>	\$1,491,582	\$3,465,057	\$4,223,885	\$9,180,525
<b>California Highway Safety Improvement Program</b>	\$6,203,400	\$4,000,000	\$6,000,000	\$16,203,400
<b>Nevada Highway Safety Improvement Program</b>	\$2,000,000	\$6,000,000	\$4,000,000	\$12,000,000
<b>FTA 5307 Urbanized Area Formula Program</b>	\$15,734,704	\$36,552,900	\$44,557,782	\$96,845,386
<b>FTA 5310 Mobility of Seniors and individuals with Disabilities</b>	\$265,847	\$617,582	\$752,829	\$1,636,257
<b>FTA 5311 Rural Area Grants - CA</b>	\$2,123,248	\$4,932,466	\$6,012,648	\$13,068,362
<b>FTA 5311 Rural Area Grants - NV</b>	\$9,023,806	\$20,962,979	\$25,553,755	\$55,540,540
<b>FTA 5339 Bus and Bus Facilities</b>	\$21,594,201	\$11,224,823	\$14,770,525	\$47,589,549
<b>U.S. Forest Service (USFS-LTBMU)</b>	\$26,620,000	\$0	\$0	\$26,620,000
<b>BUILD Grant</b>	\$50,000,000	\$25,000,000	\$0	\$75,000,000

<b>FTA 5307 (CARES Act)</b>	\$8,664,857	\$0	\$0	\$8,664,857
<b>FTA 5311 (CARES Act) Nevada Competitive</b>	\$2,100,000	\$0	\$0	\$2,100,000
<b>FAA Airport Improvement Program</b>	\$4,817,962	\$722,223	\$0	\$5,540,185
<b>Prior Federal Funds</b>	<u>\$23,936,313</u>	<u>\$0</u>	<u>\$0</u>	<u>\$23,936,313</u>
<b>Total Federal</b>	<b>\$237,556,271</b>	<b>\$233,068,191</b>	<b>\$194,301,134</b>	<b>\$664,925,596</b>
<b>Total Local/Regional/Private/State/Federal</b>	<b>\$593,248,320</b>	<b>\$821,819,569</b>	<b>\$1,005,845,121</b>	<b>\$2,420,913,010</b>
	<b>TOTAL</b>	<b>\$2,420,913,010</b>		