

LAKE TAHOE SUSTAINABLE TRANSPORTATION FUNDING INITIATIVE

REVENUE OPTIONS REPORT

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INTRODUCTION

The purpose of this report is to give Tahoe Basin transportation system decision makers options to significantly increase funding. Making these decisions will not be easy as evidenced by the substantial efforts of multiple stakeholders to date and the funding gaps that remain.

A successful approach could require multiple sectors to contribute additional funding – federal, state, local, and private. However, the “color of money” matters. The primary need is for new ongoing *regional* transportation funding, to (1) leverage funding from other sectors and (2) provide sustainable operating funding for a basin-wide transit system, a key transportation priority.

The next section provides background on policies driving the need to identify new sustainable regional funding sources for transportation in the Basin. This section is followed by the main body of this paper that presents a full range of feasible revenue sources. Each revenue option is summarized with a description of how the option would be collected and implemented, an estimate of potential revenue, and a presentation of advantages, disadvantages, and other considerations.

This report does not specifically address governance and administration issues related to new transportation funding. These issues include, for example, identifying which public agency (or agencies) would be responsible for collecting and expending new resources. These issues may be as paramount as the identification of new revenue sources. However, their resolution is not dependent on the identification of new resources and may be best addressed once revenue options has been identified for further study and potential implementation.

TAHOE BASIN TRANSPORTATION PLANNING

Improving transportation at Lake Tahoe is a major challenge and opportunity. Traffic congestion and parking shortages degrade the region’s environment, quality of life, and visitor experience. Improving the transportation system to serve residents, commuters, and visitors and protect the region’s environment requires the collaborative involvement of many partners.

Bi-State Consultation on Transportation

In 2017, the states of California and Nevada convened a Bi-State Consultation on Transportation to work with public and private partners on ways to accelerate transportation improvements at Lake Tahoe. The consultation created a Transportation Action Plan that identifies top-priority projects and services. These priority projects shown below in **Table 1** with their total cost, and the portion anticipated from a new regional funding source that is the focus of this report.

Table 1: Transportation Catalyst Investments

Transportation Catalyst Investments	Total Cost	Other Funding	New Regional Funding
State Route 89 Emerald Bay Corridor	\$60 million	\$45 million	\$15 million
U.S. 50 South Stateline Community Revitalization	\$156 million	\$100 million	\$56 million
State Route 28 Stateline-to-Stateline Corridor	\$80 million	\$62 million	\$18 million
Placer Resort Triangle Priority Transit Lanes	\$410 million	\$390 million	\$20 million
Total	\$706 million	\$597 million	\$109 million

See **Appendix A** for more detail on these projects and examples of other major project examples from the Regional Transportation Plan.

Following the direction from the Bi-State Consultation, TRPA and TTD have continued to engage partners to identify and recommend new funding sources to generate a minimum of \$20 million annually (\$400 million over 20 years) in regional funding for improvements to meet regional goals. Initial findings suggest that contributions from all sectors (federal, state, local, and private) may be needed to fill this minimum target for new funding.

Regional Transportation Plan

Millions of visitors from outside the Region, primarily seasonal tourism and outdoor recreation, drives the Region's \$5 billion annual economy. Visitor flows put metropolitan-level travel demands on the Region's limited and largely rural transportation system. During peak times of visitation, Tahoe's roads clog with traffic and parking demands exceed capacity at recreation sites. This seasonal influx of motorists has consequences for the air and water quality, for local communities and their mobility, and for the visitor experience.

The Regional Transportation Plan (RTP) is adopted every four years by the Tahoe Regional Planning Agency (TRPA). The RTP provides a funding plan and identifies priority transportation improvements over a multi-decade planning horizon.

The recently adopted RTP for the Tahoe Basin articulates a vision for Tahoe's transportation system to meet goals for mobility, environmental sustainability, and economic vitality.¹ The vision is for a system that is interconnected, inter-regional, and sustainable, connecting people and places in ways that reduce reliance on the private automobile.

There exists broad consensus within the Region that to meet growing travel demand the Region needs a transportation system transformation:

- **Improve transportation system efficiency:** Improvements are needed to help people travel to, from, and around the Region more efficiently.
- **Expand transportation options:** Improvements are needed to expand transportation options so that transit, bicycle, and pedestrian infrastructure and multi-modal services provide competitive options to auto travel because:
 - The Basin's sensitive natural environment, especially the Lake, drives the need to minimize vehicle trips.
 - Federal, state, and regional policy objectives for greenhouse gas reduction further drives the need to minimize vehicle trips.
- **Strengthen current initiatives:** Improvements need to strengthen initiatives underway to:
 - Conserve and restore Tahoe's environment
 - Revitalize communities
 - Improve quality of life for residents and the quality of experience for visitors
 - Improve mobility and safety for people walking and biking

¹ Tahoe Regional Planning Agency, *Regional Transportation Plan*, April 2021.

- Improve recreation access and sustainability
- Reduce emissions of greenhouse gases to build a resilient system in response to climate change.

Sustainable Transportation Funding Initiative Policy Drivers

There are three current RTP and state policies driving the need for the regional to identify new sustainable transportation revenue:

- RTP minimum target for new regional funding
- Nevada Senate Concurrent Resolution 8
- TRPA vehicle miles traveled threshold.

Minimum Target for New Regional Funding

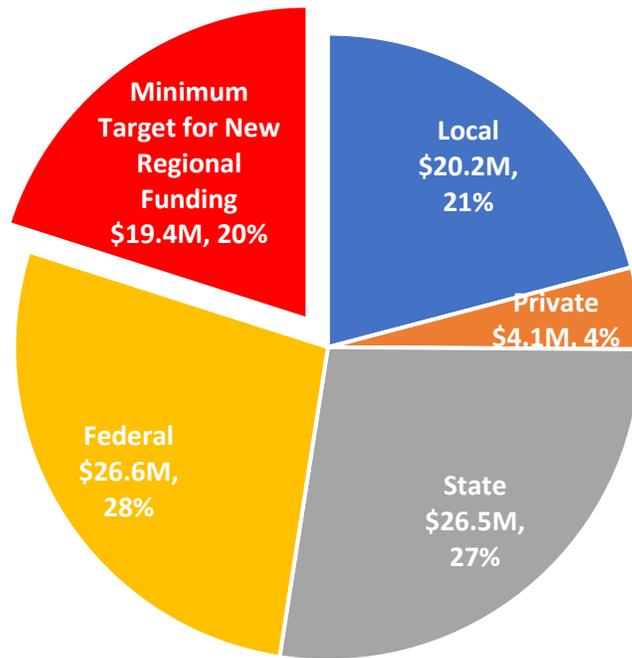
The current RTP has a minimum target for new regional funding of \$20 million annually over a 20-year period starting in 2026 through the end of the RTP planning horizon in 2045. This target is a minimum because of the large number of unfunded projects in the RTP. **Table 2** summarizes areas of investment for the minimum regional funding target.

Table 2: Minimum Target for New Regional Funding

Project Category	Minimum Target for New Regional Funding
Regional Priorities	\$109 million
Transit	\$207 million
Trails	\$36 million
Communities & Corridors	\$20 million
Operations & Maintenance	\$24 million
Accountability	\$4 million
Total	\$400 million

Figure 1 shows how total funding for the RTP is allocated by sector, plus the minimum funding target that is the focus of this report.

Figure 1: Regional Transportation Plan Funding (Average Annual)



The new regional funding is new funding yet to be authorized and is in addition to increases in local funding assumed in the RTP funding plan such as:

- \$1.1M per year from the recently approved North Lake Tahoe Tourism and Business Improvement District (TBID) for transportation/transit programs and traffic mitigation
- \$2.1M per year from the City of South Lake Tahoe Measure S (sales tax) for road repair.

Additional detail regarding existing and anticipated local and private sector sources is shown in **Appendix B**.

Given the Basin’s transportation priorities and the need for new regional funding (Table 1 and Appendix A), revenue options that address the minimum target for new funding need to focus on funding that is highly “fungible”, that is, applicable to a variety of uses, specifically:

- Expansion of transit services because transit operations and maintenance (as opposed to transit capital projects) get only limited support from state and federal sources.
- Local match requirements to leverage additional state and federal grant funding.

Nevada Senate Concurrent Resolution 8

The Director of the Nevada State Department of Conservation and Natural Resources and the Secretary of the California Natural Resources Agency have been convening a Bi-State Consultation on Transportation consisting of persons representing state, local, regional and federal governmental agencies, business groups, the environmental community and the resort and tourism industries to help identify appropriate solutions to meet the Lake Tahoe Basin's unique and complex transportation challenges. Nevada Senate Concurrent Resolution 8 (2021) the Nevada Senate has requested that the Bi-state Consultation identify priority transportation projects and potential recommendations for funding those projects in the Lake Tahoe Basin.

TRPA Vehicle Miles Traveled Threshold

The TRPA has recently adopted a revised vehicle miles traveled (VMT) threshold. Achievement of that threshold requires a reduction in annual daily average VMT per capita by 6.8 percent by 2045. Successful implementation will require full funding of the RTP.

The RTP includes a funding policy (Policy 5.4) to “collaborate with local, state, tribal, regional, federal, and private partners to develop a regional revenue source to fund Lake Tahoe transportation investments”. TRPA has committed to implementing Policy 5.4 to demonstrate support for the revised VMT threshold with the following management actions:

- By December 31, 2021 submit a proposal for dedicated sources of transportation funding to the California and Nevada Legislatures supported by the Bi-State Consultation.
- By December 31, 2023 begin collection of ongoing regional revenue source(s) dedicated to transportation in the Tahoe Basin that is reasonably expected to meet the \$20 million average annual minimum target for new regional funding for the RTP.

Other Issues Affecting Revenue Options

Visitor Impacts

Approximately 44 percent of all vehicle trips within the Basin are done by day visitors. While overnight visitors contribute through transient occupancy taxes (TOT), the stakeholder process conducted for this white paper revealed concerns that day visitors generate relatively few economic benefits (e.g., local retail spending) compared to their transportation impacts. This impact places a disproportionate burden on the Basin's relatively limited rural tax base from which to fund transportation improvements.

Governance

Finally, the Basin encompasses two states, five counties, and one city², giving it unique governance characteristics that complicate development of a regional approach to transportation funding and program delivery:

- A portion of the Placer County unincorporated area within California
- A portion of the El Dorado County unincorporated area within California
- A portion of the Washoe County unincorporated area within Nevada
- A portion of the Douglas County unincorporated area within Nevada
- A portion of Carson City within Nevada
- The City of South Lake Tahoe (in El Dorado County)

Furthermore, the “Resort Triangle” area (the Northstar and Palisades Tahoe resort in Placer County) and the Town of Truckee (located in Nevada county in California) are adjacent to the northwest portion of the Basin. These areas are closely linked to the Basin through transportation connections and their local economies.

In addition to applicable state and local law, the Lake Tahoe region is governed by the Bistate Compact.³ The Compact is a federal law that provides a framework for environmental protection of the Lake and the surrounding natural environment in balance with recreational uses. The Bistate Compact creates two agencies with responsibility for planning, funding, and delivering transportation projects and services:

- The Tahoe Regional Planning Agency (TRPA) is the region’s metropolitan planning organization (MPO), Regional Transportation Planning Agency (RTPA) under state and federal law with responsibility for regional transportation planning and preparing the regional transportation plan.
- The Tahoe Transportation District (TTD) is the region’s agency responsible for the ownership and operation of public transportation systems and capital project implementation serving the Basin.

The current revenue raising authorities of the TRPA, TTD and local jurisdictions within the Basin include:

- TRPA has limited funding generation authority (only regulatory fees)

² Carson City is both a city and a county under Nevada law and is considered here as one of the counties within the Basin.

³ Public Law 96-551, December 19, 1980.

- TTD has authority through Article IX of the Bistate Compact to adopt a uniform basin-wide tax with 2/3 approval from basin-wide vote. Property tax, gross-receipts tax, and a basin-entry fee are prohibited.
- Local jurisdictions have revenue raising authority as enabled under state law (various local taxes, special assessments, and fees and charges).

Like transportation planning in other regions around the country, these agencies, particularly TRPA, are the conduit for state and federal transportation formula funding programs and coordinate implementation partners that are eligible to receive and compete for state and federal transportation grants.

The executive branches of both states (California and Nevada) are represented on both regional agency boards. Also represented are the five counties and one city within the Basin.

REVENUE OPTIONS DEVELOPMENT

This section describes the process that led to the potential revenue options that can address the identified minimum \$20M per year minimum regional funding target.

Stakeholder Engagement

This report is the result of extensive stakeholder engagement initiated during the summer of 2021. See **Appendix C** for a list of key stakeholders interviewed individually or engaged with in groups, plus a list of public meetings held to get feedback on initial results.

Efforts to identify additional regional funding for transportation in the Basin has a history that extends back decades. According to one key informant interview, in the late 1980s an effort to pass a Basin sales tax measure for transportation failed by less than 100 votes. Most recently the TTD led the One Tahoe effort, an extensive multi-year study of transportation funding needs and options.⁴

Stakeholder engagement and the combined participation of multiple sectors (federal, state, local, and private) is common in the Basin. TRPA's environmental improvement program (EIP) has resulted in millions of dollars in additional funding to protect the fragile ecosystem of Lake Tahoe.

Revenue Option Identification

This report analyzes 20 revenue options for sustainable transportation funding in the Basin. Revenue options included in this report were developed based on the following approach:

1. Analyzed in the One Tahoe effort mentioned above (that report included 24 revenue options and was the primary source of revenue options for this report)
2. Identified through research conducted for this report
3. Likely not to require amendment to the California or Nevada constitutions
4. Likely not to require federal legislation.

Certain revenue options analyzed in the One Tahoe report met the other criteria above but were not included in this report for the following reasons:

- Property tax: Lack of a strong nexus to transportation, limited to capital funding, and typically used for other purposes.

⁴ Morse Associates Consulting, LLC, *One Tahoe: A Transportation Funding Initiative* (draft final project report), prepared for the Tahoe Transportation District, January 2021.

- Fuel tax: Low level of fuel sales in the Basin.
- Gross receipts tax or employee tax: Economic impact concerns.
- New County general funds: Not considered politically viable at any significant level.
- Vehicle Miles Traveled (VMT) fee: Lack of available technology for implementation.
- Special assessment (transportation utility district): Would require 2/3 voter approval like a tax, at least in California, and not considered as politically viable as other tax revenue options.
- Joint powers authority: Not a revenue source but a governance option.
- Increased transit fares: Significant new transit fare revenue is already included in the RTP funding plan.
- Ski lift ticket tax: Would require 2/3 voter approval, at least in California, and not considered as politically viable as other tax revenue options.

Through additional research this report included the following revenue options that were not in the One Tahoe report:

- Real property transfer tax: Initially considered for strong revenue potential but legal analysis determined that this option would only be possible in the Nevada portion of the Basin.
- Mobility mitigation fee: An increase in this existing fee (formerly the air quality mitigation fee) is being considered by the TRPA.
- Rental car mitigation fee: An increase in this existing fee could be adopted by TRPA.
- Commuter transit subsidies: Included as a placeholder for potential additional private sector funding.
- State and federal funding: One Tahoe included a high-level discussion of the potential for state and federal funding. This report identifies seven specific funding opportunities.

Revenue Option Evaluation Criteria

The stakeholder engagement process included a survey to identify revenue option evaluation criteria. These criteria are in addition to the two mentioned above regarding state constitutional conflicts and the need for federal legislation. Based on the survey, the following six criteria received the most responses from those surveyed:

- **Fungible (any use):** is funding flexible, particularly for transit services and as a local match for state and federal grants?

- **Fungible (basin-wide):** can funding be used throughout the Basin?
- **Equity (by income):** does the funding burden fall disproportionately on lower income households as a percent of income or otherwise inhibit access to destinations in the Basin?
- **Equity (visitors/residents):** do day and overnight visitors contribute funding proportionate to their impacts on the transportation system?
- **Sustainable:** will funding provide a reasonably predictable and constant funding stream, can bonds be issued, and is funding significant enough to assist in achieving the minimum funding target (greater than \$1M annually against the \$20M minimum target)?
- **Transparent:** is funding transparent as a transportation revenue source to those who pay and a pricing strategy could lead to more efficient use of the transportation system?

The stakeholder engagement process also identified the following considerations when considering the adoption of a particular revenue option:

- **Existing funding:** what levels of existing funding are already provided by the sector?
- **Implementation:** how can funding and project implementation address the needs of the Resort Triangle and Town of Truckee?

REVENUE OPTIONS EVALUATION

Revenue options including key assumptions and average annual revenue estimates are summarized in **Table 3** and listed by sector. In **Table 4** revenue options are listed by amount of revenue generated. Following **Table 4**, **Table 5** provides a summary of the evaluation of each option against the six criteria identified during the stakeholder process.

Table 3: Revenue Options Summary – By Sector

Sector	Revenue Option	Jurisdiction	Average Annual Amount ¹	Tax/Fee Rate	% RTP Funding Target ²
Local	L1. Sales Tax ³	Placer	\$1.1M	0.5% of taxable sales	6%
		El Dorado	\$0.1M		1%
		City of SLT	\$2.3M		12%
		Washoe	\$0.8M		4%
		Douglas	\$0.4M		2%
	L2. Transient Occupancy Tax ³	Placer	\$0.9M	1.0% of lodging sales	4%
		El Dorado	\$0.7M		3%
		City of SLT	\$1.6M		8%
		Washoe	\$0.5M		3%
L3. Real Property Transfer Tax ³	Douglas	\$1.0M	\$1.00 per \$1,000 of real property sales	5%	
	Washoe	\$0.6M		3%	
Regional	R1. Sales Tax	Basin-wide	\$4.7M	0.5% of taxable sales	24%
	R2. Transient Occupancy Tax	Basin-wide	\$4.7M	1.0% of lodging sales	24%
	R3. Real Property Transfer Tax	Nevada only	\$0.8M	\$1.00 per \$1,000 of real property sales	4%
	R4. Vacancy Tax	Basin-wide	\$6.3M	\$250 per vacant housing unit	33%
	R5. Basin Entry Fee	Basin-wide	\$23.9M	\$4.00 per vehicle ⁴	123%
	R6. Zonal Fee	Basin-wide	\$9.5M	\$10.00 per vehicle ⁵	49%
	R7. Parking Fees	Basin-wide	\$7.0M	\$10.00 per vehicle	36%
	R8. Mobility Mitigation Fee	Basin-wide	\$0.4M	\$0.3M initially (2022)	2%
	R9. Rental Car Mitigation Fee	Basin-wide	\$0.1M	\$5.50 per car per day	<1%
Private	P1. Commuter Transit Subsidies	TBD	TBD	TBD	TBD
State	S1. CA & NV Funding Formula	Basin-wide	\$2.9M	\$3M initially (2026)	15%
	S2. CA Budget Surplus	Basin-wide	<\$0.1M	\$2M one-time (2022)	<1%
	S3. CA Existing Grants	Basin-wide	\$2.9M	\$3M initially (2026)	15%
	S4. CA New Grant Programs	Basin-wide	\$1.0M	\$1M initially (2026)	5%
	S5. NV Bonds	Basin-wide	\$0.4M	\$10M one-time (2026)	2%
Federal	F1. Transportation Act: Formula	Basin-wide	\$1.7M	\$1.5M initially (2023)	9%
	F2. Transportation Act: Grants	Basin-wide	\$5.8M	\$5M initially (2023)	30%

¹ Revenue estimates assume two percent annual inflation increase from initial year and calculate annual average by dividing by the 25-year RTP planning horizon (2021-2045) regardless of initial year. Most revenue sources are assumed to start in 2026.

² RTP minimum regional funding target is \$485.9 million, or \$19,400,000 annually over 25 years.

³ Jurisdiction totals sum (but for rounding) to corresponding regional revenue option for sales tax (R1), TOT (R2), and real property transfer tax (R3).

⁴ Basin entry fee assumes payment by visitors only and exempts residents and commuters.

⁵ Zonal fee assumes payment only by vehicles stopping in zone, not vehicles driving through zone.

Table 4: Revenue Options Summary – By Amount

Sector	Revenue Option	Juris-diction	Average Annual Amount ¹	Tax/Fee Rate	% RTP Funding Target ²
Regional	R5. Basin Entry Fee	Basin-wide	\$23.9M	\$4.00 per vehicle ³	123%
Regional	R6. Zonal Fee	Basin-wide	\$9.5M	\$10.00 per vehicle ⁴	49%
Regional	R7. Parking Fees	Basin-wide	\$7.0M	\$10.00 per vehicle	36%
Regional	R4. Vacancy Tax	Basin-wide	\$6.3M	\$250 per vacant housing unit	33%
Federal	F2. Transportation Act: Grants	Basin-wide	\$5.8M	\$5M initially (2023)	30%
Regional	R1. Sales Tax	Basin-wide	\$4.7M	0.5% of taxable sales	24%
Regional	R2. Transient Occupancy Tax	Basin-wide	\$4.7M	1.0% of lodging sales	24%
State	S1. CA & NV Funding Formula	Basin-wide	\$2.9M	\$3M initially (2026)	15%
State	S3. CA Existing Grants	Basin-wide	\$2.9M	\$3M initially (2026)	15%
Local	L1. Sales Tax	City of SLT	\$2.3M	0.5% of taxable sales	12%
Federal	F1. Transportation Act: Formula	Basin-wide	\$1.7M	\$1.5M initially (2023)	9%
Local	L2. Transient Occupancy Tax	City of SLT	\$1.6M	1.0% of lodging sales	8%
Local	L1. Sales Tax	Placer	\$1.1M	0.5% of taxable sales	6%
State	S4. CA New Grant Programs	Basin-wide	\$1.0M	\$1M initially (2026)	5%
Local	L2. Transient Occupancy Tax	Douglas	\$1.0M	1.0% of lodging sales	5%
Local	L2. Transient Occupancy Tax	Placer	\$0.9M	1.0% of lodging sales	4%
Regional	R3. Real Property Transfer Tax	Nevada Only	\$0.8M	\$1.00 per \$1,000 of real property sales	4%
Local	L1. Sales Tax	Washoe	\$0.8M	0.5% of taxable sales	4%
Local	L2. Transient Occupancy Tax	El Dorado	\$0.7M	1.0% of lodging sales	3%
Local	L3. Real Property Transfer Tax	Washoe	\$0.6M	\$1.00 per \$1,000 of real property sales	3%
Local	L2. Transient Occupancy Tax	Washoe	\$0.5M	1.0% of lodging sales	3%
Local	L1. Sales Tax	Douglas	\$0.4M	0.5% of taxable sales	2%
State	S5. NV Bonds	Basin-wide	\$0.4M	\$10M one-time (2026)	2%
Regional	R8. Mobility Mitigation Fee	Basin-wide	\$0.4M	\$0.3M initially (2022)	2%
Local	L3. Real Property Transfer Tax	Douglas	\$0.2M	\$1.00 per \$1,000 of real property sales	1%
Regional	R9. Rental Car Mitigation Fee	Basin-wide	\$0.1M	\$5.50 per car per day	<1%
Local	L1. Sales Tax	El Dorado	\$0.1M	0.5% of taxable sales	<1%
State	S2. CA Budget Surplus	Basin-wide	<\$0.1M	\$2M one-time (2022)	<1%
Private	P1. Commuter Transit Subsidies	Basin-wide	TBD	TBD	TBD

¹ Revenue estimates assume two percent annual inflation increase from initial year and calculate annual average by dividing by the 25-year RTP planning horizon (2021-2045) regardless of initial year. Most revenue sources are assumed to start in 2026.

² RTP minimum regional funding target is \$485.9 million, or \$19,400,000 annually over 25 years.

³ Basin entry fee assumes payment by visitors only and exempts residents and commuters.

⁴ Zonal fee assumes payment only by vehicles stopping in zone, not vehicles driving through zone.

Table 5: Revenue Options Evaluation Summary

SECTOR / Revenue Option	Evaluation Criteria: = met = not met ? = uncertain					
	Fungible (Any Use)	Fungible (Basin-wide)	Equity (Income)	Equity (Visitor/Resident)	Transparent	Sustainable
<i>LOCAL</i>						
L1. Sales Tax						
L2. Transient Occupancy Tax						
L3. Property Transfer Tax			?			
<i>REGIONAL</i>						
R1. Sales Tax						
R2. Transient Occupancy Tax						
R3. Real Property Transfer Tax			?			
R4. Vacancy Tax						
R5. Basin Entry Fee						
R6. Zonal Fee						
R7. Parking Fees						
R8. Mobility Mitigation Fee						
R9. Rental Car Mitigation Fee						
<i>PRIVATE</i>						
P1. Commuter Transit Subsidies			?			?
<i>STATE</i>						
S1. CA & NV Funding Formula						
S2. CA Budget Surplus						
S3. CA Existing Grants						
S4. CA New Grant Programs						
S5. NV Bonds						
<i>FEDERAL</i>						
F1. Transportation Act: Formula						
F2. Transportation Act: Grants						

REVENUE OPTIONS DESCRIPTION

This section provides a summary description of each revenue, typically devoting one page to each, including greater description of the revenue source, explanation of assumptions, evaluation against the six criteria, and other considerations mentioned above.

Revenue estimates assume two percent annual inflation increase from initial year of revenue generation through the 2045 RTP planning horizon. The exception are the two one-time revenue sources (S2 and S5). Annual average funding is calculated by dividing the total by 25 years (2021-2045) regardless of initial year of revenue generation to compare results consistently across sources and to the RTP funding target. Most revenues are assumed to start in 2026 and generate revenue for 20 years through 2045. Detailed calculations for each revenue option and additional descriptions and considerations are provided in **Appendix D**.

<i>Sector</i>	Local		
<i>Revenue Option</i>	L1. Sales Tax		
Description			
<i>Source</i>	Sales tax increment within the Basin, by jurisdiction.		
<i>Who Authorizes</i>	In CA the Legislature provides each county with separate authority to create a special tax district for their unincorporated areas within the Basin (note 1) (City of SLT already has authority for citywide tax), then the district (or City) would seek 2/3 voter approval within each proposed district (or City). In NV the Legislature directly authorizes tax for each area of county within the Basin with 2/3 legislature approval.		
<i>Implementation</i>	State collects from retail businesses, allocates to taxing authority (local special tax district or City of SLT), and each jurisdiction administers funds separately.		
Revenue Assumptions & Estimates (2021-2045)			
<i>Assumptions</i>	0.5% sales tax rate. 2026 initial year (20 years of revenue through 2045).		
	<u><i>Average Annual Revenue Over 25-Year RTP (note 2)</i></u>	<u><i>Total Funding (note 2)</i></u>	<u><i>Percent RTP Funding Target (note 2)</i></u>
	Placer: \$1,100,000 (note 3) El Dorado: \$100,000 City of SLT: \$2,300,000 Washoe: \$800,000 Douglas: \$400,000	Placer: \$27,200,000 (note 3) El Dorado: \$2,900,000 City of SLT: \$58,400,000 Washoe: \$19,100,000 Douglas: \$10,300,000	Placer: 6% El Dorado: <1% City of SLT: 12% Washoe: 4% Douglas: 2%
Evaluation & Other Considerations			
<i>Pro</i>	Fungible (any use): May be used for any transportation purpose. Sustainable: Reasonably predictable and bondable and generates significant funding for most jurisdictions.		
<i>Con</i>	Fungible (basin-wide): Limited to jurisdiction-related projects/services. Equity (by income): Lower income households pay more as percent of income. Equity (visitors/residents): Captures limited funding from day visitors relative to impact. Transparent: Not transparent as a transportation funding source to those paying.		

<i>Other</i>	<p>Most common source of local/regional transportation funding in California.</p> <p>Current combined state and local sales tax rates vary between 7.1% (Douglas County) to 8.75% (City of SLT).</p> <p>Existing funding:</p> <ul style="list-style-type: none"> • In 2020 Placer County adopted 1% tourism-related sales tax (plus 2% TOT) in Basin through tourism and business improvement district (TBID) assessment with allocation of estimated \$1.1M annually to transportation services in North Tahoe area. • In 2020 the City of SLT adopted 1% sales tax partially for road maintenance. • Washoe County, Carson City, and Douglas County allocate 0.375% sales tax to transportation countywide. Washoe dedicates funding for Incline area transit services. <p>Using the North Tahoe TBID approach basin-wide (assessing taxable and non-taxable tourism-related sales) would increase revenue by 65% or more above those in this table.</p> <p>Taxable sales per capita in the Basin are about 17% higher than the statewide levels, suggesting some capture of visitor spending, but probably not comparable to the level of visitor activity, particularly the large number of day visitors who are perceived to spend little in the Basin.</p> <p>Implementation: Consider using existing dormant Placer County special tax district that includes the Resort Triangle and funding agreements with the Town of Truckee.</p>
<i>Notes</i>	<p>(1) Placer County has dormant special district that include Resort Triangle Area in addition to Basin. City of SLT does not need special district authorization (entirely within Basin).</p> <p>(2) Local jurisdiction amounts sum to the total regional revenue option R1. Sales Tax.</p> <p>(3) Revenue estimate excludes Resort Triangle.</p>

<i>Sector</i>	Local
<i>Revenue Option</i>	L2. Transient Occupancy Tax (TOT)

Description	
<i>Source</i>	TOT increment within the Basin, by jurisdiction.
<i>Who Authorizes</i>	Requires 2/3 voter approval within each jurisdiction’s area within the Basin.
<i>Implementation</i>	Each local jurisdiction collects from lodging businesses and administers funds separately.

Revenue Assumptions & Estimates (2021-2045)			
<i>Assumptions</i>	1.0% TOT rate. 2026 initial year (20 years of revenue through 2045).		
	<u><i>Average Annual Revenue Over 25-Year RTP (note 1)</i></u>	<u><i>Total 25-Year Funding (note 1)</i></u>	<u><i>Percent RTP Funding Target (note 1)</i></u>
	Placer: \$900,000 (note 2)	Placer: \$21,700,000 (note 2)	Placer: 4%
	El Dorado: \$700,000	El Dorado: \$16,800,000	El Dorado: 3%
	City of SLT: \$1,600,000	City of SLT: \$40,500,000	City of SLT: 8%
	Washoe: \$500,000	Washoe: \$13,700,000	Washoe: 3%
	Douglas: \$1,000,000	Douglas: \$24,000,000	Douglas: 5%

Evaluation & Other Considerations	
<i>Pro</i>	<p>Fungible (any use): May be used for any transportation purpose.</p> <p>Equity (by income): Households spend similar percent of income on lodging.</p> <p>Sustainable: Reasonably predictable and bondable and generates significant funding for most jurisdictions.</p>
<i>Con</i>	<p>Fungible (basin-wide): Limited to jurisdiction-related projects/services.</p> <p>Equity (visitors/residents): Captures funding from overnight visitors but not from day visitors relative to impact.</p> <p>Transparent: not transparent as a transportation funding source to those paying.</p>

<i>Other</i>	<p>Current TOT rates vary between 10% (El Dorado County) to 14.5% (Douglas County). Existing transportation funding:</p> <ul style="list-style-type: none"> Placer County allocates about 35% of TOT revenue (3.5% of 10.0% TOT rate) generated in North Tahoe area to transportation and affordable housing, about \$4.1M annually. In 2020 Placer County adopted additional 2% TOT (12% total) (plus 1% tourism-related sales tax) in Basin through tourism business improvement district (TBID) assessment with allocation of estimated \$1.1M annually to transportation services. Douglas County allocates 1% of TOT generated in Tahoe area to transportation. <p>City of SLT has a TBID charge of \$4.00 per night for hotels/motels and \$5.50 per night for timeshares and agent-managed vacation home rentals that generates \$2.7M annually for visitor center, marking, and related programs.</p> <p>Implementation: Consider including Resort Triangle area in Placer County tax area and funding agreements with the Town of Truckee.</p>
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<i>Notes</i>	<p>(1) Local jurisdiction amounts sum to the total regional revenue option R2. TOT. El Dorado County unincorporated area within Basin generates little or no TOT.</p> <p>(2) Revenue estimate excludes Resort Triangle.</p>
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<i>Sector</i>	Local		
<i>Revenue Option</i>	L3. Real Property Transfer Tax		
Description			
<i>Source</i>	Additional tax on real property sales within the Nevada portion of the Basin, by jurisdiction (note 1).		
<i>Who Authorizes</i>	NV Legislature directly authorizes tax, by jurisdiction.		
<i>Implementation</i>	Each local jurisdiction's County recorder collects from sellers of real property.		
Revenue Assumptions & Estimates (2021-2045)			
<i>Assumptions</i>	\$1.00 per \$1,000 property sales value. 2026 initial year (20 years of revenue through 2045).		
	<u><i>Average Annual Revenue Over 25-Year RTP (note 2)</i></u>	<u><i>Total 25-Year Funding (note 2)</i></u>	<u><i>Percent RTP Funding Target (note 2)</i></u>
	Washoe: \$600,000	Washoe: \$13,900,000	Washoe: 3%
	Douglas: \$200,000	Douglas: \$6,100,000	Douglas: 1%
Evaluation & Other Considerations			
<i>Pro</i>	Fungible (any use): May be used for any transportation purpose. Sustainable: Reasonably predictable and bondable but not significant by jurisdiction.		
<i>Con</i>	Fungible (basin-wide): Limited to jurisdiction-related projects/services. Equity (visitors/residents): Does not capture funding from day or overnight visitors. Sustainable: Reasonably predictable and bondable but not significant by jurisdiction. Transparent: Not transparent as a transportation funding source to those paying.		
<i>Other</i>	Equity (by income): No data to evaluate. Existing funding: Existing tax rates in Nevada jurisdictions about 4x higher than in CA jurisdictions (\$3.90 to \$4.00 versus \$1.10 per \$1,000). Implementation: Consider including Resort Triangle area in Placer County tax area and funding agreements with the Town of Truckee.		
<i>Notes</i>	(1) An increase in the real property transfer tax in California is unconstitutional due to Propositions 13 and 62. (2) Local jurisdiction amounts sum to the total regional revenue option R3. Real Property Transfer Tax. (3) Revenue estimate excludes Resort Triangle.		

Sector	Regional		
Revenue Option	R1. Sales Tax		
Description			
<i>Source</i>	Sales tax increment within the Basin.		
<i>Who Authorizes</i>	Tahoe Transportation District places tax measure on ballot and seeks 2/3 approval from Basin voters (note 1).		
<i>Implementation</i>	State collects from retail businesses, allocates to taxing authority.		
Revenue Assumptions & Estimates (2021-2045)			
<i>Assumptions</i>	0.5% sales tax rate. 2026 initial year (20 years of revenue through 2045).		
	<u>Average Annual Revenue</u>	<u>Total 25-Year Funding</u>	<u>Percent RTP Funding Target</u>
	<u>Over 25-Year RTP</u>		
	\$4,700,000 (note 2)	\$117,500,000 (note 2)	24%
Evaluation & Other Considerations			
<i>Pro</i>	<p>Fungible (by use): May be used for any transportation purpose.</p> <p>Fungible (basin-wide): May be used throughout the Basin.</p> <p>Sustainable: Reasonably predictable and bondable and generates significant revenue.</p>		
<i>Con</i>	<p>Equity (by income): Lower income households pay more as percent of income.</p> <p>Equity (visitors/residents): Captures limited funding from day visitors relative to impact.</p> <p>Transparent: Not transparent as a transportation funding source to those paying.</p>		
<i>Other</i>	<p>Most common source of local/regional transportation funding in California.</p> <p>Current combined state and local sales tax rates vary between 7.1% (Douglas County) to 8.75% (City of SLT).</p> <p>Existing funding:</p> <ul style="list-style-type: none"> • In 2020 Placer County adopted 1% tourism-related sales tax (plus 2% TOT) in Basin through tourism and business improvement district (TBID) assessment with allocation of estimated \$1.1M annually to transportation services in North Tahoe area. • In 2020 the City of SLT adopted 1% sales tax partially for road maintenance. • Washoe County, Carson City, and Douglas County allocate 0.375% sales tax to transportation countywide and Washoe dedicates funding for Incline area. <p>Using the North Tahoe TBID approach basin-wide (assessing taxable and non-taxable tourism-related sales) would increase revenue by 65% or more above those in this table.</p> <p>Taxable sales per capita in the Basin are about 17% higher than the statewide levels, suggesting some capture of visitor spending, but probably not comparable to the level of visitor activity, particularly the large number of day visitors who are perceived to spend little in the Basin.</p> <p>Implementation: Consider using existing dormant Placer County special tax district and integrating Resort Triangle and Town of Truckee into funding and project programming.</p>		

<i>Notes</i>	<p>(1) Need to craft ballot measure carefully to avoid prohibition in Bistate Compact, Article IX, against “a tax measured by gross or net receipts on business”, commonly referred to as business taxes and distinguished from sales taxes.</p> <p>Alternative approach: CA Legislature creates special district in CA portion of Basin with authority to place measure on ballot (2/3 voter approval). NV Legislature directly authorizes tax in NV portion of Basin (2/3 legislature approval).</p> <p>(2) Revenue estimate excludes Resort Triangle.</p>
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<i>Sector</i>	Regional		
<i>Revenue Option</i>	R2. Transient Occupancy Tax (TOT)		
Description			
<i>Source</i>	TOT increment within the Basin.		
<i>Who Authorizes</i>	Tahoe Transportation District places tax measure on ballot and seeks 2/3 approval from Basin voters (note 1).		
<i>Implementation</i>	TTD collects from lodging businesses.		
Revenue Assumptions & Estimates (2021-2045)			
<i>Assumptions</i>	1.0% TOT rate. 2026 initial year (20 years of revenue through 2045).		
	<u>Average Annual Revenue</u>		
	<u>Over 25-Year RTP</u>	<u>Total 25-Year Funding</u>	<u>Percent RTP Funding Target</u>
	\$4,700,000 (note 2)	\$116,600,000 (note 2)	24%
Evaluation & Other Considerations			
<i>Pro</i>	<p>Fungible (by use): May be used for any transportation purpose.</p> <p>Fungible (basin-wide): May be used throughout the Basin.</p> <p>Equity (by income): Households spend similar percent of income on lodging.</p> <p>Sustainable: Reasonably predictable and bondable and generates significant revenue.</p>		
<i>Con</i>	<p>Equity (visitors/residents): Captures funding from overnight visitors but not from day visitors relative to impact.</p> <p>Transparent: Not transparent as a transportation funding source to those paying.</p>		
<i>Other</i>	<p>Current TOT rates vary between 10% (El Dorado County) to 14.5% (Douglas County).</p> <p>Existing transportation funding:</p> <ul style="list-style-type: none"> • Placer County allocates about 35% of TOT revenue (3.5% of 10.0% TOT rate) generated in North Tahoe area to transportation and affordable housing, about \$4.1M annually. • In 2020 Placer County adopted 2% TOT (12% total) (plus 1% tourism-related sales tax) in Basin through tourism and business improvement district (TBID) assessment with allocation of estimated \$1.1M annually to transportation services in North Tahoe area. • Douglas County allocates 1% of TOT generated in Tahoe area to transportation. <p>City of SLT has a TBID charge of \$4.00 per night for hotels/motels and \$5.50 per night for timeshares and agent-managed vacation home rentals that generates \$2.7M annually for visitor center, marking, and related programs.</p> <p>Implementation: Consider integrating Resort Triangle area and Town of Truckee into funding and project programming.</p>		
<i>Notes</i>	<p>(1) Alternative approach: CA Legislature creates special district in CA portion of Basin with authority to place measure on ballot (2/3 voter approval). NV Legislature directly authorizes tax in NV portion of Basin (2/3 legislature approval).</p> <p>(2) Revenue estimate excludes Resort Triangle.</p>		

<i>Sector</i>	Regional											
<i>Revenue Option</i>	R3. Real Property Transfer Tax											
Description												
<i>Source</i>	Additional tax on real property sales within the Nevada portion of the Basin (note 1).											
<i>Who Authorizes</i>	NV Legislature directly authorizes tax for all NV counties in Basin combined.											
<i>Implementation</i>	County recorder collects from sellers of real property.											
Revenue Assumptions & Estimates (2021-2045)												
<i>Assumptions</i>	<p>\$1.00 per \$1,000 property sales value. 2026 initial year (20 years of revenue through 2045). Nevada jurisdictions only (note 1).</p> <table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;"><u>Average Annual Revenue</u></td> <td style="text-align: center;"><u>Total 25-Year Funding</u></td> <td style="text-align: center;"><u>Percent RTP Funding Target</u></td> </tr> <tr> <td style="text-align: center;"><u>Over 25-Year RTP</u></td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">\$800,000</td> <td style="text-align: center;">\$20,000,000</td> <td style="text-align: center;">4%</td> </tr> </table>			<u>Average Annual Revenue</u>	<u>Total 25-Year Funding</u>	<u>Percent RTP Funding Target</u>	<u>Over 25-Year RTP</u>			\$800,000	\$20,000,000	4%
<u>Average Annual Revenue</u>	<u>Total 25-Year Funding</u>	<u>Percent RTP Funding Target</u>										
<u>Over 25-Year RTP</u>												
\$800,000	\$20,000,000	4%										
Evaluation & Other Considerations												
<i>Pro</i>	<p>Fungible (any use): May be used for any transportation purpose. Sustainable: Reasonably predictable and bondable and generates significant revenue.</p>											
<i>Con</i>	<p>Fungible (basin-wide): Limited to use in NV portion of Basin. Equity (visitors/residents): Does not capture funding from day or overnight visitors. Transparent: Not transparent as a transportation funding source to those paying.</p>											
<i>Other</i>	<p>Equity (by income): No data to evaluate. Existing funding: Existing tax rates in Nevada jurisdictions about 4x higher than in CA jurisdictions (\$3.90 to \$4.00 versus \$1.10 per \$1,000). This type of funding has a more direct nexus to funding affordable housing, another critical issue for the Basin, than to transportation.</p>											
<i>Notes</i>	(1) An increase in the real property transfer tax in California is unconstitutional due to Propositions 13 and 62.											

<i>Sector</i>	Regional		
<i>Revenue Option</i>	R4. Vacancy Tax		
Description			
<i>Source</i>	Tax on single family housing units including condominiums that are not the permanent residence of the owner.		
<i>Who Authorizes</i>	Tahoe Transportation District places tax measure on ballot and seeks 2/3 approval from Basin voters (note 1).		
<i>Implementation</i>	Requires process for maintaining registry of vacant housing units and forwarding on annual basis to County Assessors for billing with property tax.		
Revenue Assumptions & Estimates (2021-2045)			
<i>Assumptions</i>	\$250 per housing unit. 2026 initial year (20 years of revenue through 2045).		
	<u>Average Annual Revenue</u>	<u>Total 25-Year Funding</u>	<u>Percent RTP Funding Target</u>
	<u>Over 25-Year RTP</u>		
	\$6,300,000 (note 2)	\$158,100,000 (note 2)	33%
Evaluation & Other Considerations			
<i>Pro</i>	<p>Fungible (any use): May be used for any transportation purpose.</p> <p>Fungible (basin-wide): May be used throughout the Basin.</p> <p>Equity (by income): Higher income households more likely to be second homeowners.</p> <p>Equity (visitors/residents): Capture funding from overnight but not day visitors.</p> <p>Sustainable: Reasonably predictable and bondable and generates significant revenue.</p>		
<i>Con</i>	Transparent: Not transparent as a transportation funding source to those paying.		
<i>Other</i>	<p>Vancouver and Oakland have vacancy taxes and Los Angeles and San Francisco are considering them.</p> <p>The vacancy tax would be functionally equivalent to the City of Oakland’s vacant parcel tax (Measure W) approved by the voters in 2018. The measure imposed a special tax on all residential and nonresidential parcels in use less than 50 days during a calendar year, with certain exemptions.</p> <p>To minimize risk of a successful legal challenge based on equal protection or the Privileges and Immunities clause of the U.S. Constitution, any tax measure should be supported by a rational basis, and the tax must not specifically target non-residents. A tax based on length of use during a year is likely to be preferred over a tax based on residency classifications. A rational basis could be made based on the lack of sales tax revenue from vacant properties and the greater burden placed on the transportation system when those properties are used during peak periods in the winter and summer.</p> <p>Revenue estimate includes all unoccupied properties in the Basin. However, properties with short term rental activity and associated transient occupancy tax revenue may need to be exempt from the tax due to potential legal challenge.</p> <p>Implementation: Consider integrating Resort Triangle area and Town of Truckee into funding and project programming.</p>		

<i>Notes</i>	<p>(1) Alternative approach: CA Legislature creates special district in CA portion of Basin with authority to place measure on ballot (2/3 voter approval). NV Legislature directly authorizes tax in NV portion of Basin (2/3 legislature approval).</p> <p>(2) Revenue estimate excludes Resort Triangle.</p>
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<i>Sector</i>	Regional		
<i>Revenue Option</i>	R5. Basin Entry Transportation User Fee		
Description			
<i>Source</i>	Fee paid by roadway transportation users entering the Basin.		
<i>Who Authorizes</i>	CA & NV Legislatures amend Bistate Compact, Article IX and Tahoe Transportation District places measure on ballot for 2/3 approval from Basin voters (note 1).		
<i>Implementation</i>	Use license plate readers with transponders or invoicing. Could discount for residents and use dynamic pricing (vary rate for peak/off-peak periods).		
Revenue Assumptions & Estimates (2021-2045)			
<i>Assumptions</i>	Average \$4 per vehicle entering the Basin vary by peak vs. off-peak periods. 2026 initial year (20 years of revenue through 2045).		
	<u>Average Annual Revenue</u>	<u>Total 25-Year Funding</u>	<u>Percent RTP Funding Target</u>
	Over 25-Year RTP		
	\$23,900,000	\$596,900,000	123%
Evaluation & Other Considerations			
<i>Pro</i>	Equity (visitors/residents): Captures funding from day and overnight visitors. Sustainable: Reasonably predictable and bondable and generates significant revenue. Transparent: Transparent as a transportation funding source to those paying.		
<i>Con</i>	Fungible (by use): In CA may be used for any transportation purpose. In NV constrained to the construction, maintenance, and repair of the public highways (NV Const. Article IX, Section 5). Fungible (basin-wide): CA revenue may be used basin-wide. NV revenue limited to use on NV public highways (NV Const. Article IX, Section 5). Equity (by income): Lower income households pay more as percent of income.		
<i>Other</i>	Funding increased transit service combined with dynamic pricing (lower fees during off-peak periods) would mitigate negative impacts on equity (by income). Legal uncertainty regarding whether fee would be considered a toll under NV Constitution (Article 9, Section 5) that would limit use of revenues to public road projects only. Would need U.S. Dept. of Transportation approval for fee on U.S. Highway 50.		
<i>Notes</i>	(1) Alternative approach: CA Legislature creates special district in CA portion of Basin with authority to place measure on ballot (2/3 voter approval). NV Legislature directly authorizes tax in NV portion of Basin (2/3 legislature approval).		

<i>Sector</i>	Regional
<i>Revenue Option</i>	R6. Zonal Transportation User Fee

Description	
<i>Source</i>	Fee paid by visitors stopping in two high recreation use zones: Hwy. 28 (Nevada) and Hwy. 89/Emerald Bay corridors (California).
<i>Who Authorizes</i>	CA & NV Legislatures amend Bistate Compact, Article IX and Tahoe Transportation District places measure on ballot for 2/3 approval from Basin voters (note 1).
<i>Implementation</i>	Use license plate readers with transponders or invoicing. Pass-through trips would not pay. Could discount for residents vs. non-residents and/or have dynamic pricing (vary rate for off-peak/peak periods). Existing state and federal park access charges eliminated and reimbursed with revenue from fee. Could be structured similar to a Red Rock Pass (Sedona, AZ). Need agreements with partners (state parks & transportation depts, U.S. Forest Service).

Revenue Assumptions & Estimates (2021-2045)			
<i>Assumptions</i>	Average \$10 per day per vehicle stopping in zone, vary by peak vs. off-peak periods. 2026 initial year (20 years of revenue through 2045).		
	<u>Average Annual Revenue</u>	<u>Total 25-Year Funding</u>	<u>Percent RTP Funding Target</u>
	<u>Over 25-Year RTP</u>		
	\$9,500,000	\$238,600,000	49%

Evaluation & Other Considerations	
<i>Pro</i>	Equity (visitors/residents): Captures funding from day and overnight visitors. Sustainable: Reasonably predictable and bondable and generates significant revenue. Transparent: Transparent as a transportation funding source to those paying.
<i>Con</i>	Fungible (basin-wide): CA revenue may be used basin-wide. NV revenue limited to use on NV public highways (NV Const. Article IX, Section 5). Fungible (by use): In CA may be used for any transportation purpose. In NV constrained to the construction, maintenance, and repair of the public highways (NV Const. Article IX, Section 5). Equity (by income): Lower income households pay more as percent of income.
<i>Other</i>	Funding increased transit service combined with dynamic pricing (lower fees during off-peak periods) would mitigate negative impacts on equity (by income). Though Article IX only specifically prohibits a basin entry fee and does not mention a zonal fee, consider amending Compact to clarify authority. Legal uncertainty regarding whether fee would be considered a toll under NV Constitution (Article 9, Section 5) that would limit use of revenues to public road projects only. Would need U.S. Dept. of Transportation approval for fee on U.S. Highway 50.
<i>Notes</i>	(1) Alternative approach: CA Legislature creates special district in CA portion of Basin with authority to place measure on ballot (2/3 voter approval). NV Legislature directly authorizes tax in NV portion of Basin (2/3 legislature approval).

<i>Sector</i>	Regional		
<i>Revenue Option</i>	R7. Parking Fees		
Description			
<i>Source</i>	Fee paid for parking in off-street parking lots serving recreation sites.		
<i>Who Authorizes</i>	Tahoe Transportation District in cooperation with on-street and off-street parking space owners (typically state and federal partners). May require 2/3 voter approval if funding greater than needed to implement parking management system and cover related costs.		
<i>Implementation</i>	Use electronic payment systems at each parking lot and/or sell parking passes online and through local retailers. Use dynamic pricing (vary rate for peak/off-peak periods). Requires manual enforcement (parking patrols).		
Revenue Assumptions & Estimates (2021-2045)			
<i>Assumptions</i>	\$10 average fee per vehicle per day, vary by peak vs. off-peak periods. 2026 initial year (20 years of revenue through 2045).		
	<u>Average Annual Revenue</u>	<u>Total 25-Year Funding</u>	<u>Percent RTP Funding Target</u>
	Over 25-Year RTP		
	\$7,000,000	\$176,000,000	36%
Evaluation & Other Considerations			
<i>Pro</i>	<p>Fungible (by use): May be used for any transportation purpose.</p> <p>Fungible (basin-wide): May be used throughout the Basin.</p> <p>Equity (visitors/residents): Captures funding from day and overnight visitors.</p> <p>Sustainable: Reasonably predictable and bondable and generates significant revenue.</p> <p>Transparent: Transparent as a transportation funding source to those paying.</p>		
<i>Con</i>	Equity (by income): Lower income households pay more as percent of income. Depending on fee rate, revenue may not cover needs beyond operations and maintenance of parking lots.		
<i>Other</i>	<p>Funding increased transit service combined with dynamic pricing (lower fees during off-peak periods) would mitigate negative impacts on equity (by income).</p> <p>Though state and federal partners are not constrained in setting parking fee rates, if the TTD were to own parking assets and charge fees that generated revenue above the amount needed to build and maintain the parking assets and ancillary facilities and fund program management, then the fee may be considered a special tax and 2/3 voter approval from Basin voters would be required for parking programs in CA.</p>		
<i>Notes</i>			

<i>Sector</i>	Regional		
<i>Revenue Option</i>	R8. Mobility Mitigation Fee (formerly Air Quality Mitigation Fee)		
Description			
<i>Source</i>	Development projects causing an increase in vehicle miles traveled (formerly the air quality mitigation fee).		
<i>Who Authorizes</i>	Tahoe Regional Planning Authority (TRPA)		
<i>Implementation</i>	TRPA adopts revised fee through ordinance.		
Revenue Assumptions & Estimates (2021-2045)			
<i>Assumptions</i>	Estimate \$370,000 additional annual revenue (beyond assumptions in the 2020 RTP) based on proposed ordinance currently under consideration. 2022 initial year (24 years of revenue through 2045).		
	<u>Additional Average Annual Revenue Over 25-Year RTP</u>	<u>Total 25-Year Funding</u>	<u>Percent RTP Funding Target</u>
	\$400,000	\$9,200,000	2%
Evaluation & Other Considerations			
<i>Pro</i>	Fungible (by use): May be used for any transportation purpose. Fungible (basin-wide): May be used throughout the Basin. Equity (visitors/residents): Captures funding from day and overnight visitors.		
<i>Con</i>	Equity (by income): No data to evaluate. Sustainable: Not predictable or bondable but does generate significant revenue. Transparent: Not transparent as a transportation funding source to those paying.		
<i>Other</i>	The Mobility Mitigation Fee is not a new revenue source, however through the current update in progress, the fee is proposed to increase over revenues assumed in the 2020 RTP and could help meet the \$20M annual target.		
<i>Notes</i>			

<i>Sector</i>	Regional		
<i>Revenue Option</i>	R9. Rental Car Mitigation Fee		
Description			
<i>Source</i>	Fee paid on cars rented within the Basin.		
<i>Who Authorizes</i>	Tahoe Regional Planning Authority (TRPA)		
<i>Implementation</i>	TRPA adopts revised fee through ordinance.		
Revenue Assumptions & Estimates (2021-2045)			
<i>Assumptions</i>	100% increase in current fee (\$5.50 per car per day). 2022 initial year (24 years of revenue through 2045).		
	<u>Average Annual Revenue</u>	<u>Total 25-Year Funding</u>	<u>Percent RTP Funding Target</u>
	<u>Over 25-Year RTP</u>		
	\$100,000	\$3,700,000	<1%
Evaluation & Other Considerations			
<i>Pro</i>	<p>Fungible (by use): May be used for any transportation purpose.</p> <p>Fungible (basin-wide): May be used throughout the Basin.</p> <p>Equity (by income): Households spend similar percent of income on car rental.</p> <p>Equity (visitors/residents): Captures funding from day and overnight visitors.</p>		
<i>Con</i>	<p>Sustainable: Not predictable or bondable and does not generate significant revenue.</p> <p>Transparent: Not transparent as a transportation funding source to those paying.</p>		
<i>Other</i>	The Rental Car Mitigation Fee is not a new revenue source, however an increase to the fee would increase revenues assumed in the 2020 RTP and could help meet the \$20M annual target.		
<i>Notes</i>			

<i>Sector</i>	Private		
<i>Revenue Option</i>	P1. Commuter Transit Subsidies		
Description			
<i>Source</i>	Private employers		
<i>Who Authorizes</i>	Private employers		
<i>Implementation</i>	Private employers subsidize transit for workers, especially those commuting from outside the Basin.		
Revenue Assumptions & Estimates (2021-2045)			
<i>Assumptions</i>	TBD		
<i>Initial Year</i>	<u>Average Annual Revenue</u>	<u>Total 25-Year Funding</u>	<u>Percent RTP Funding Target</u>
TBD	Over 25-Year RTP	TBD	TBD
Evaluation & Other Considerations			
<i>Pro</i>	Fungible (basin-wide): Major employers are located throughout the Basin.		
<i>Con</i>	Fungible (by use): Funding restricted to those working for major employers. Equity (visitors/residents): Does not capture funding from visitors. Transparent: Not transparent as a transportation funding source to those paying.		
<i>Other</i>	Equity (by income): Difficult to evaluate depending on the employer. Sustainable: To be determined. Existing funding: <ul style="list-style-type: none"> • \$1.5M annually by ski resorts for shuttle services. • Business funding of micro shuttle services as mitigation for South Shore Events Center. 		
<i>Notes</i>			

<i>Sector</i>	State		
<i>Revenue Option</i>	S1. CA & NV Funding Formula Population Adjustment		
Description			
<i>Source</i>	CA & NV adopt same population basis for Basin that federal government adopted in 2015 for transportation formula funding resulting in an increase in state formula funding.		
<i>Who Authorizes</i>	CA & NV Legislatures		
<i>Implementation</i>	CalSTA and NDOT revise funding formulas.		
Revenue Assumptions & Estimates (2021-2045)			
<i>Assumptions</i>	CA adopts 145,000 population basis & NV adopts 65,000 population basis (note 1). 2026 initial year (20 years of revenue through 2045).		
	<u>Average Annual Revenue</u>		
	<u>Over 25-Year RTP</u>	<u>Total 25-Year Funding</u>	<u>Percent RTP Funding Target</u>
	\$2,900,000 (note 2)	\$72,900,000 (note 2)	15%
Evaluation & Other Considerations			
<i>Pro</i>	<p>Fungible (basin-wide): Program funding may be used throughout the Basin assuming both states adopt the formula change.</p> <p>Equity (visitors/residents): Statewide funding captures impact from visitors.</p> <p>Sustainable: Reasonably predictable and generates significant revenue, but not bondable.</p>		
<i>Con</i>	<p>Fungible (by use): Funding restricted by program, limited funding for transit services, cannot fund local match for grants.</p> <p>Equity (by income): Funded mostly by gas tax and lower income households pay more as percent of income.</p> <p>Transparent: Not transparent as a transportation funding source to those paying.</p>		
<i>Other</i>			
<i>Notes</i>	<p>(1) Compares to 2018 estimates of 35,000 and 18,000 for CA and NV population, respectively.</p> <p>(2) Increased population basis estimated to generate \$2M and \$1M annually in 2026 from CA and NV, respectively.</p>		

<i>Sector</i>	State		
<i>Revenue Option</i>	S2. CA Budget Surplus Allocation		
Description			
<i>Source</i>	One-time allocation of FY 2021-22 budget surplus.		
<i>Who Authorizes</i>	CA Legislature		
<i>Implementation</i>	CA State Transportation Agency (CalSTA)		
Revenue Assumptions & Estimates (2021-2045)			
<i>Assumptions</i>	\$2,000,000 one-time funding in 2022.		
	<u>Average Annual Revenue</u>	<u>Total 25-Year Funding</u>	<u>Percent RTP Funding Target</u>
	<u>Over 25-Year RTP</u>		
	\$80,000	\$2,000,000	<1%
Evaluation & Other Considerations			
<i>Pro</i>	Equity (by income): Primary revenue source for state general fund is the income tax and higher income households pay more as a percent of income. Equity (visitors/residents): Statewide funding captures impacts from visitors.		
<i>Con</i>	Fungible (by use): Funding probably restricted to specific programs. Fungible (basin-wide): Limited to use in CA portion of the Basin. Sustainable: Not predictable or bondable and does not generate significant revenue. Transparent: Not transparent as a transportation funding source to those paying.		
<i>Other</i>			
<i>Notes</i>			

Description	
<i>Source</i>	Improve competitiveness for existing CA transportation grant programs (note 1).
<i>Who Authorizes</i>	No legislation required.
<i>Implementation</i>	Greater cooperation among CA Basin stakeholders, state legislative delegation, and CalSTA grant program managers.

Revenue Assumptions & Estimates (2021-2045)			
<i>Assumptions</i>	\$3,000,000 annually starting initial year (note 1). 2026 initial year (20 years of revenue through 2045).		
	<u><i>Average Annual Revenue</i></u>	<u><i>Total 25-Year Funding</i></u>	<u><i>Percent RTP Funding Target</i></u>
	Over 25-Year RTP		
	\$2,900,000	\$72,900,000	15%

Evaluation & Other Considerations	
<i>Pro</i>	Equity (visitors/residents): Statewide funding captures impact from visitors.
<i>Con</i>	Fungible (by use): Funding restricted by program, limited funding for transit services, cannot fund local match for grants. Fungible (basin-wide): Limited to use in CA portion of the Basin. Equity (by income): Funded mostly by gas tax and lower income households pay more as percent of income. Sustainable: Not predictable or bondable. Transparent: Not transparent as a transportation funding source to those paying.
<i>Other</i>	

<i>Notes</i>	(1) Grant programs such as 1B, SLPP, TDA, and STIP.
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<i>Sector</i>	State		
<i>Revenue Option</i>	S4. CA New Grant Programs		
Description			
<i>Source</i>	Successfully compete for funding from recently authorized grant programs such as climate resilience, REAP 2.0, Electrification, etc.		
<i>Who Authorizes</i>	No legislation required.		
<i>Implementation</i>	Greater cooperation among CA Basin stakeholders, state legislative delegation, and CalSTA grant program managers.		
Revenue Assumptions & Estimates (2021-2045)			
<i>Assumptions</i>	\$1,000,000 annually starting initial year. 2026 initial year (20 years of revenue through 2045).		
	<u>Average Annual Revenue</u> <u>Over 25-Year RTP</u>	<u>Total 25-Year Funding</u>	<u>Percent RTP Funding Target</u>
	\$1,000,000	\$24,300,000	5%
Evaluation & Other Considerations			
<i>Pro</i>	Equity (visitors/residents): Statewide funding captures impact from visitors.		
<i>Con</i>	<p>Fungible (by use): Funding restricted by program, limited funding for transit services, cannot fund local match for grants.</p> <p>Fungible (basin-wide): Limited to use in CA portion of the Basin.</p> <p>Equity (by income): Funded mostly by gas tax and lower income households pay more as percent of income.</p> <p>Sustainable: Not predictable or bondable.</p> <p>Transparent: Not transparent as a transportation funding source to those paying.</p>		
<i>Other</i>			
<i>Notes</i>			

<i>Sector</i> State	
<i>Revenue Option</i> S5. NV Bonds	
Description	
<i>Source</i>	EIP bonds: NV bonding authority of \$71.6M (remaining amount of original \$100M authority approved in 2009 for the second phase of the Lake Tahoe Environmental Improvement Program (EIP) (see SB 368, 2021). Authority expires in 2030 but could be extended by the Legislature.
<i>Who Authorizes</i>	EIP bonds: May only be issued with the prior approval of the NV Legislature or the Interim Finance Committee based on proposal for specific projects from Dept. of Conservation and Natural Resources. Bond amount subject to State’s debt capacity limit.
<i>Implementation</i>	Funds available upon issuance of bonds.
Revenue Assumptions & Estimates (2021-2045)	
<i>Assumptions</i>	EIP bonds: Assume \$5M for transportation projects in 2024 and 2028 for a total of \$10M.
	<u>Average Annual Revenue</u>
	<u>Over 25-Year RTP</u> <u>Total 25-Year Funding</u> <u>Percent RTP Funding Target</u>
	\$400,000 \$10,000,000 2%
Evaluation & Other Considerations	
<i>Pro</i>	Equity (visitors/residents): Statewide funding captures impact from visitors.
<i>Con</i>	Fungible (by use): Funding restricted to Tahoe East Shore Trail and requires local match. Fungible (basin-wide): Limited to use in NV portion of the Basin. Equity (by income): State general obligation bonds are funded by the property tax that is considered mildly regressive because lower income households pay more as percent of income for housing, though housing values and therefore property tax tend to increase with income. Sustainable: Not predictable or bondable. Transparent: Not transparent as a transportation funding source to those paying.
<i>Other</i>	The last ten years have been very competitive for approval of bonds within the State’s debt capacity. Have not used the EIP program for transportation projects except stormwater management, but Dept. of Conservation and Natural Resources could seek approval particularly if related to environmental improvements. Use of bonds for transportation would limit use for other environmental improvement projects in the Basin.
<i>Notes</i>	

Sector		Federal	
Revenue Option		F1. Transportation Act Reauthorization Formula Funding	
Description			
<i>Source</i>	Transportation Act reauthorization		
<i>Who Authorizes</i>	U.S. Congress		
<i>Implementation</i>	U.S. DOT		
Revenue Assumptions & Estimates (2021-2045)			
<i>Assumptions</i>	<p>Current indications are that reauthorization of the federal transportation act will result in increased formula funding for regional transportation agencies. TRPA anticipates the following increases in funding:</p> <ul style="list-style-type: none"> • \$1,000,000 per year from Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement Program (CMAQ). • \$500,000 per year from Federal Transit Administration programs for small urban community under 49 U.S.C. Sec. 5307 and 5339. • Both sources start in 2023 (23 years of revenue through 2045). 		
	<u>Average Annual Revenue</u>	<u>Total 25-Year Funding</u>	<u>Percent RTP Funding Target</u>
	Over 25-Year RTP	\$43,300,000	9%
	\$1,700,000		
Evaluation & Other Considerations			
<i>Pro</i>	<p>Fungible (basin-wide): Program funding may be used throughout the Basin. Equity (visitors/residents): National funding captures impact from visitors. Sustainable: Reasonably predictable and generates significant revenue, possibly bondable (note 1).</p>		
<i>Con</i>	<p>Fungible (by use): Funding restricted by program, limited funding for transit services, cannot fund local match for grants. Equity (by income): Funded mostly by gas tax and lower income households pay more as percent of income. Transparent: Not transparent as a transportation funding source to those paying.</p>		
<i>Other</i>			
<i>Notes</i>	(1) Debt may be issued against Title 23 Federal-aid funding through grant anticipation revenue vehicles (also called "GARVEE bonds").		

<i>Sector</i>	Federal		
<i>Revenue Option</i>	F2. Transportation Act Reauthorization Grant Funding		
Description			
<i>Source</i>	Transportation Act reauthorization		
<i>Who Authorizes</i>	U.S. Congress		
<i>Implementation</i>	U.S. DOT		
Revenue Assumptions & Estimates (2021-2045)			
<i>Assumptions</i>	<p>Current indications are that reauthorization of the federal transportation act will result in increased funding for competitive grant programs. The Basin’s transportation program is well-positioned to compete for these funds from federal programs such as: Electric Vehicle Formula, Carbon Reduction, INFRA, National Infrastructure Assistance, PROTECT, Local and Regional Project Assistance, Safe Streets program, Healthy Streets, SMART, Reconnecting Communities, Broadband. Estimate increased grant awards of \$5,000,000 per year. 2023 initial year (23 years of revenue through 2045).</p>		
	<u>Average Annual Revenue</u>	<u>Total 25-Year Funding</u>	<u>Percent RTP Funding Target</u>
	<u>Over 25-Year RTP</u>		
	\$5,800,000	\$144,200,000	30%
Evaluation & Other Considerations			
<i>Pro</i>	<p>Fungible (basin-wide): Grant funding may be used throughout the Basin. Equity (visitors/residents): National funding captures impact from visitors.</p>		
<i>Con</i>	<p>Fungible (by use): Funding restricted by program, limited funding for transit services, cannot fund local match for grants. Equity (by income): Funded mostly by gas tax and lower income households pay more as percent of income. Sustainable: Not predictable or bondable. Transparent: Not transparent as a transportation funding source to those paying.</p>		
<i>Other</i>			
<i>Notes</i>			

APPENDIX A: TRANSPORTATION CATALYST INVESTMENTS

[Insert Bi-State project priorities]

APPENDIX B: EXISTING & ANTICIPATED REVENUE

The following two tables provide more detail for Figure 1 regarding existing and anticipated revenues for the RTP from the local and private sectors. **Table B-1** provides a list of existing and anticipated revenue from local sources. The tourism and business improvement district in the Placer County area in North Tahoe and Measure S, the sales tax increase in the City of South Lake Tahoe, were recently approved in 2020. **Table B-2** lists existing and anticipated revenue from private sources.

Table B-1: Existing & Anticipated Local Revenue in RTP Funding Plan

Note: Table Excludes Additional Revenue for Minimum Target for New Regional Funding

Jurisdiction	Revenue Source(s)	Initial Year	Average Annual Revenue ¹
Existing			
TRPA	Mobility & rental car mitigation fees	Ongoing	\$0.5M
Placer County ²	TOT ³ , gas tax, general funds	Ongoing	\$4.3M
El Dorado County	Gas tax, general funds	Ongoing	\$1M
City of South Lake Tahoe	Gas tax, general funds	Ongoing	\$4.1M
Washoe County ⁴	Sales tax, gas tax, general funds	Ongoing	\$0.5M
Douglas County	TOT ³ , gas tax, general funds	Ongoing	\$0.5M
Other ⁵	Various	Ongoing	<u>\$0.6M</u>
Subtotal			\$11.7M
Anticipated			
TTD/TART/Other ⁶	Transit fares	2022	\$4.1M
Placer County	Business assessment (tourism and business improvement district - TBID)	2021	\$1.1M
City of South Lake Tahoe	Measure S, general funds	2022	<u>\$2.7M</u>
Subtotal			\$7.9M
Other ⁷	Grants, service charges	By 2022	<u>\$0.6M</u>
Total			\$20.2M
¹ Revenue estimates assume two percent annual inflation increase from initial year through 2045 RTP planning horizon and calculate annual average by dividing total by 25 years (2021-2045 RTP planning horizon). ² Includes funding by Tahoe City PUD for operations and maintenance of bike and pedestrian facilities. ³ "TOT" is a transient occupancy tax, a tax on hotel/motel and other lodging for stays less than 30 days. ⁴ Includes Washoe County Regional Transportation Commission (RTC). ⁵ Includes Truckee Tahoe Airport District, Town of Truckee, South Lake Public Utility District. ⁶ Includes Tahoe Transportation District (TTD), Tahoe Truckee Area Regional Transit (TART), and new trans Serra bus services. ⁷ Includes prior local funds from various sources and near term anticipated one-time funding from community development block grant, CTC, and Tahoe City Public Utility District. Sources: Tahoe Regional Planning Agency, <i>Regional Transportation Plan</i> , Appendix C: Revenue Narrative (and supporting documents), April 2021.			

Table B-2: Existing & Anticipated Private Revenue in RTP Funding Plan

Note: Table Excludes Additional Revenue for Minimum Target for New Regional Funding

	Initial Year	Average Annual Revenue ¹
Existing		
North & South Tahoe Ski Shuttle Partners	Ongoing	\$1.5M
New		
North & South Shore Water Taxi	2021	\$0.3M
Inter-regional Transit Partner	2036	\$2.2M
North & South Shore Shuttle (micro-transit) ²	2022	<u>\$1.4M</u>
Subtotal		<u>\$4.0M</u>
Total		\$5.5M
¹ Revenue estimates assume two percent annual inflation increase from initial year through 2045 RTP planning horizon and calculate annual average by dividing total by 25 years (2021-2045 RTP planning horizon). ² Includes Tahoe South Events Center shuttle starting in 2022 and Incline shuttle starting in 2026. Sources: Tahoe Regional Planning Agency, <i>Regional Transportation Plan</i> , Appendix C: Revenue Narrative (and supporting documents), April 2021.		

APPENDIX C: PUBLIC ENGAGEMENT

Table C-1 includes a list of individuals involved in the public engagement process for the Sustainable Transportation Funding Initiative during the summer and fall of 2021. **Table C-2** provides a list of public meetings held during when interim results of the Initiative were presented and discussed.

Table C-1: Stakeholders Engagement (summer/fall 2021)

First Name	Last Name	Board/Committee	Organization
Shelly	Aldean	TRPA Board	Carson City
Lori	Bagwell	TTD Board	Carson City
Avital	Barnea	TTIC	CA State Transportation Agency
Cody	Bass	TTD Board	City of South Lake Tahoe
Casey	Beyer	TRPA Board	Office of the Governor of CA
Brian	Bigle	TTD Board	Heavenly Mountain Resort
Patrick	Bishop	TTIC	CA Dept. of Transportation
Justin	Broglio	TTIC	North Tahoe Public Utility District
Mark	Bruce	TRPA & TTD Boards	Office of the Governor of NV
Nicole	Cartwright	TTIC	Tahoe Resource Conservation District (CA)
Barbara	Cegavske	TRPA Board	NV Secretary of State
Andy	Chapman	TTD Board	Truckee-North Tahoe TMA
Bradley	Crowell	Bi-State Consultation	NV Dept. of Conservation & Natural Resources
Wade	Crowfoot	Bi-State Consultation	CA Natural Resources Agency
Kyle	Davis	TTD Board	Office of the Governor of Nevada
Ryan	Decker	TTIC	Placer County
David	Dosanjh	TTIC	CA Dept. of Transportation
Jon	Erb	TTIC	Douglas County
Belinda	Faustinos	TRPA Board	Office of the CA Assembly Speaker
Lew	Feldman	STAR Board	Feldman Thiel LLP
Brenden	Ferry	TTIC	El Dorado County
George	Fink	TTIC	TTD
John	Friedrich	TRPA Board	City of South Lake Tahoe
Michael	Gabor	TTIC	U.S. Forest Service
Michelle	Glickert	TTIC	TRPA
Darcie	Goodman-Collins	TTD Board	League to Save Lake Tahoe, South Shore TMA
Cindy	Gustafson	TRPA & TTD Boards	Placer County
Sherry	Hao	TTD Board	Office of the Governor of CA
Carl	Hasty	TTIC	TTD
Nick	Haven	TTIC	TRPA
A.J. Bud	Hicks	TRPA Board	U.S. Presidential Appointee
Alexis	Hill	TRPA & TTD Boards	Washoe County
Stan	Hill	TTIC	City of South Lake Tahoe
Stephanie	Holloway	TTIC	Placer County
Danielle	Hughes	TTIC	TTD
Ray	Jarvis	TTIC	City of South Lake Tahoe
Bradly	Johnson, P.E.	TTIC	North Tahoe Public Utility District
John	Kahling	TTIC	El Dorado County

Table C-1: Stakeholders Engaged for Sustainable Transportation Funding Initiative (summer/fall 2021) (continued)

First Name	Last Name	Board/Committee	Organization
Meghan	Kelly	TTIC	NV Tahoe Conservation District
Dan	Kikkert	TTIC	El Dorado County
David	Kim	Bi-State Consultation	CA State Transportation Agency
Peter	Kraatz	TTIC	Placer County
James	Lawrence	TRPA Board	NV Dept. of Conservation & Natural Resources
Christine	Maley-Grubl	TTIC	Truckee North Tahoe TMA
Jim	Marino	TTIC	City of South Lake Tahoe
Rafael	Martinez	TTIC	El Dorado County
John	McLaughlin	STAR Board	Edgewood Companies
Valli	Murnane	TTIC	Tahoe City Public Utility District
Anush	Nejad	TTIC	City of South Lake Tahoe
Sue	Novasel	TRPA & TTD Boards	El Dorado County
Donaldo	Palaroan	TTIC	El Dorado County
Wesley	Rice	TTD Board	Douglas County
Sondra	Rosenberg	TTD Board	NV Dept. of Transportation
Melanie	Sloan	TTIC	TRPA
Kira	Smith	TTIC	TRPA
Dave	Solaro	TTIC	Washoe County
Rosenberg	Sondra	TTIC	NV Dept. of Transportation
Kristina	Swallow	Bi-State Consultation	NV Dept. of Transportation
Sukhvinder (Sue)	Takhar	TTD Board	CA Dept. of Transportation
Sue	Takhar	TTIC	CA Dept. of Transportation
Steve	Teshara	TTIC	Tahoe Chamber of Commerce, South Shore TMA
Judy	Weber	TTIC	TRPA
Dan	Wilkins	TTIC	Town of Truckee
Hayley	Williamson	TRPA Board	NV At-large Member
Elizabeth	Williamson	Bi-State Consultation	CA Natural Resources Agency
Indra	Winquest	TTIC	Incline Village General Improvement District
Mike	Woodman	TTIC	Nevada County
Bill	Yeates	TRPA Board	California Senate Rules Committee
<p>Note: Acronyms include: California (CA), Nevada (NV), Tahoe Regional Planning Agency (TRPA); Transportation Management Association (TMA); Tahoe Transportation District (TTD); Tahoe Transportation Implementation Committee (TTIC).</p>			

Table C-2: Sustainable Transportation Funding Initiative Public Meetings

Meeting	Dates
TRPA Board, Environmental Improvement Transportation and Public Outreach Committee (EITPO)	7/29/21, 8/25/21, 9/22/21
Tahoe Transportation District Board	8/4/21, 10/6/21, 10/22/21
North Tahoe Transportation Management Association	11/4/21

APPENDIX D: REVENUE ESTIMATES

This appendix provides the data sources and methodologies for estimating total and average annual revenue for each of the revenue options presented in the report.

Base Year Revenue Estimates

This section describes the assumptions and methodologies used to develop base year revenue estimates. These estimates are then used to calculate total and average annual revenue over the RTP 2045 planning horizon (see following section). All revenue estimates reflect potential within the Tahoe Basin only and exclude revenue that could be generated in the Resort Triangle Area in Placer County and the Town of Truckee.

L1. & R1. Sales Tax

Table D-1 shows the calculation of base year sales tax revenue estimates. Taxable sales are not reported directly for county sub-areas in Nevada and were not available for the Tahoe Basin sub-area of El Dorado County, so taxable sales for Washoe, Douglas, and El Dorado county communities in the Tahoe Basin were estimated based on retail employment relative to California communities in Placer County and the City of South Lake Tahoe.

Table D-1: Sales Tax Base Year Revenue Estimates

Community	Retail Employment		FY 2017-18 Taxable Sales	Base Year Revenue Estimates	
	2018 Employment	Share		Sales Tax Rate ¹	Sales Tax Revenue
Washoe County ²	321	16%	\$142,697,025	0.50%	\$713,485
Douglas County ²	172	9%	\$76,460,711	0.50%	\$382,304
City of South Lake Tahoe	940	48%	\$435,384,197	0.50%	\$2,176,921
El Dorado County ²	48	2%	\$21,337,873	0.50%	\$106,689
Placer County	490	25%	\$200,306,600	0.50%	\$1,001,533
Total	1,971	100%	\$876,186,406		\$4,380,932

Note: Data and estimates are for Tahoe Basin only. Washoe County includes the unincorporated communities of Crystal Bay and Incline Village. The portion of Carson City in the Basin along the east shore does not include any private development. Douglas County includes the unincorporated communities along the east shore from Glenbrook to Stateline. El Dorado County includes the unincorporated west shore communities outside of the City of South Lake Tahoe. Placer County includes the unincorporated west and north shore communities north from the El Dorado County line in Tahoma to Kings Beach.

¹ Rate shown is illustrative for revenue estimation only and does not reflect recommended policy.

² Taxable sales for Washoe, Douglas, and El Dorado counties estimated based on retail employment relative to City of South Lake Tahoe plus Placer County retail employment.

Sources: California Department of Taxation and Fee Administration (for City of South Lake Tahoe data); Placer County; U.S. Census Bureau.

L2. & R2. Transient Occupancy Tax

Table D-2 shows the calculation of base year transient occupancy tax revenue estimates. FY 2018-19 data is used because that was the latest year included in the *Indicators Report 2020*, plus estimates for El Dorado County provided by county staff. Data from more recent years reflecting the economic impacts of the COVID virus may not reflect long-term trends.

Table D-2: Transient Occupancy Tax (TOT) Base Year Revenue Estimates

Community	FY 2018-19 Transient Occupancy Tax Revenue & Taxable Sales			Base Year Revenue Estimates	
	Reported TOT Revenue	Current TOT Rate	Estimated Taxable Lodging Sales	TOT Rate ¹	TOT Revenue
Washoe County	\$6,550,000	12.9%	\$50,965,000	1.0%	\$509,650
Douglas County	\$12,994,000	14.5%	\$89,379,000	1.0%	\$893,790
City of South Lake Tahoe	\$18,121,000	12.0%	\$151,008,000	1.0%	\$1,510,080
El Dorado County	\$6,250,000	10.0%	\$62,500,000	1.0%	\$625,000
Placer County	\$8,094,000	10.0%	\$80,940,000	1.0%	\$809,400
Total	\$52,009,000		\$434,792,000		\$4,347,920
<p>Note: Data and estimates are for Tahoe Basin only. Washoe County includes the unincorporated communities of Crystal Bay and Incline Village. The portion of Carson City in the Basin along the east shore does not include any private development. Douglas County includes the unincorporated communities along the east shore from Glenbrook to Stateline. El Dorado County includes the unincorporated west shore communities outside of the City of South Lake Tahoe. Placer County includes the unincorporated west and north shore communities north from the El Dorado County line in Tahoma to Kings Beach.</p> <p>¹ Rate shown is illustrative for revenue estimation only and does not reflect recommended policy.</p> <p>Sources: Tahoe Prosperity Center, <i>Measuring for Prosperity Indicators Report 2020</i>, Table 4.3, p. 21; El Dorado County staff report.</p>					

R3. Real Property Transfer Tax

Table D-3 shows the calculation of base year real property transfer tax revenue estimates. 2019 data is used because 2020 sales data showed nearly a doubling of activity in the Basin reflecting the economic impacts of the COVID virus that may not reflect long-term trends.

Table D-3: Real Property Transfer Tax (RPTT) Base Year Revenue Estimates

Community	2019 Sales			Base Year Revenue Estimates	
	Single Family	Condominium	Total	RPTT Rate (per \$1,000 sales) ¹	RPTT Revenue
Washoe County	\$407,089,338	\$111,670,088	\$518,759,426	\$1.00	\$518,759
Douglas County	\$181,563,075	\$45,011,270	\$226,574,345	\$1.00	\$226,574
Total	\$588,652,413	\$156,681,358	\$745,333,771		\$745,334
<p>Note: Data and estimates are for Tahoe Basin only within Nevada (California state constitution prohibits RPTT increases except for charter cities and the City of South Lake Tahoe is not a charter city). Washoe County includes the unincorporated communities of Crystal Bay and Incline Village. The portion of Carson City in the Basin along the east shore does not include any private development. Douglas County includes the unincorporated communities along the east shore from Glenbrook to Stateline.</p> <p>¹ Rate shown is illustrative for revenue estimation only and does not reflect recommended policy.</p> <p>Sources: Matthew Renda, "An Unprecedented Year in Tahoe Real Estate", Tahoe Quarterly (no date), based on data provided by Chase International, accessed at https://tahoequarterly.com/mountain-home-awards-2021/tahoe-real-estate-market-experiences-unprecedented-year.</p>					

R4. Vacancy Tax

Revenue from a vacancy tax is based on an estimate of unoccupied residential units in the Basin that primarily serve as second homes for owners living outside the Basin. The RTP estimates that there were currently 26,031 unoccupied residential units in the Basin in 2018, 55 percent of the Basin total of 47,655

units.⁵ The RTP forecasts growth of about 10 percent in the total number of units while the share of unoccupied units is anticipated to remain stable through 2045.

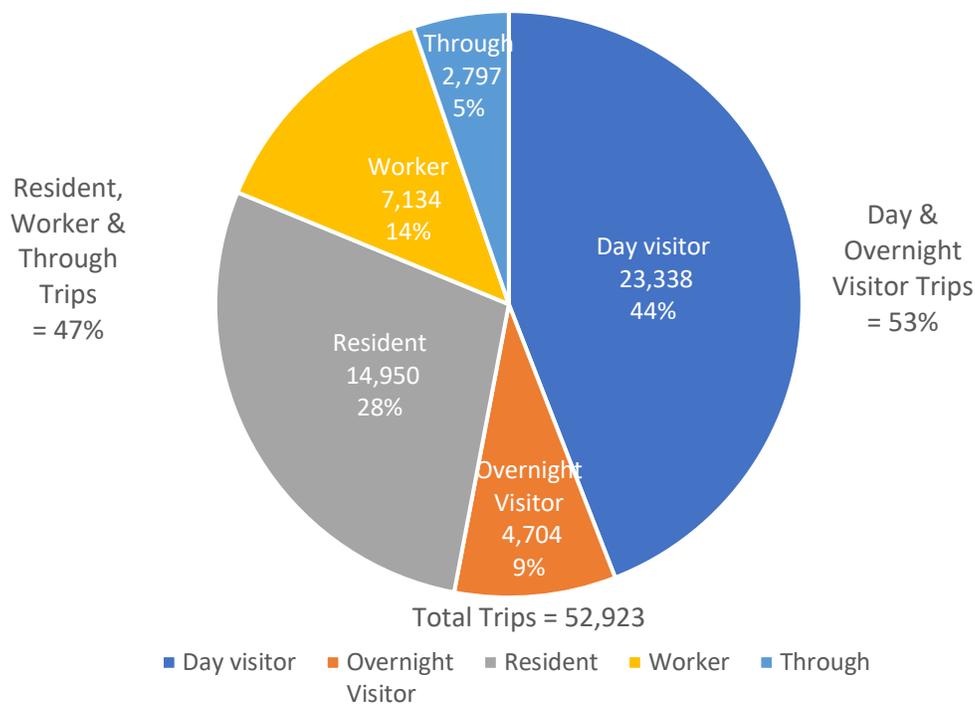
These estimates are not adjusted for properties with short term rental activity that may be exempt from the vacancy tax due to generation of transient occupancy tax.

Based on the current number of current unoccupied units (26,031) and a potential tax of \$250 per unit, the base year revenue estimate is \$6,507,750. The tax rate is illustrative for revenue estimation only and does not reflect recommended policy.

R5. Basin Entry Transportation User Fee

Revenue from a basin entry fee is based on estimates of vehicle trips entering the Basin by type. Average daily trips entering the Basin by type are shown below in **Figure D-1**. This data is based on TRPA’s transportation model that is validated based on 2018 trip data. The average daily estimates represent Monday through Thursday for the last week of August and middle two weeks of September (a “model day”). As shown in the figure, 53 percent of vehicle trips entering the Basin are from day and overnight visitors. Resident trips represent residents returning to the Basin. Worker trips represent workers commuting into the Basin. Through trips represent trips passing through the Basin.

Figure D-1: Vehicle Trips Entering the Tahoe Basin by Type (average daily)

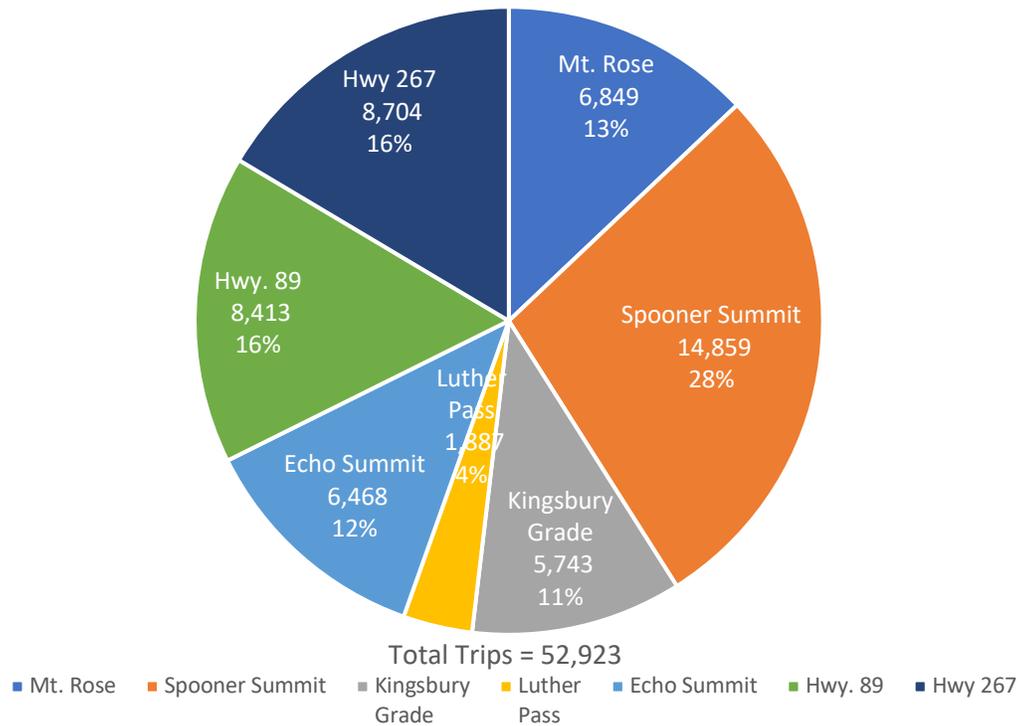


Sources: Tahoe Regional Planning Agency.

⁵ Tahoe Regional Planning Agency, *Regional Transportation Plan*, April 2021, Table 20, p. 249.

Figure D-2 uses the same average daily trip data broken out by Basin entry point. The figure is for information only and this data is not used in the revenue estimate.

Figure D-2: Vehicle Trips Entering the Tahoe Basin by Location (average daily)



Sources: Tahoe Regional Planning Agency.

Table D-4 shows the base year revenue estimate for the basin entry transportation use fee. Key assumptions include:

- Share of vehicles paying the fee (53 percent) reflects estimates of day and overnight visitor trips into the Basin (see Figure D-1). The factor excludes Basin residents, workers commuting into the Basin, and through trips that do not stop in the Basin. This factor is shown for revenue estimating only and may be adjusted upon further analysis. For example, all users may have to pay the fee, although possibly at different rates, so that the fee program reflects a “rational distinctions among different classes of motorists...so that each user, on the whole, pays some approximation of his or her fair share of the state's cost...” (see *Selevan v. New York Thruway Authority* (2d Cir. 2013) 711 F.3d 253, 259).
- Operating and maintenance (O&M) costs for the collection system (\$1.39 per transaction) estimated a recent study by the Southern California Association of Governments.
- Capital costs for the collection system (\$0.21 per transaction) is probably conservative (high) based on a wide range found among studies reviewed. The estimate assumes that capital costs are double annual operating costs and capitalized through debt financing.

Table D-4: Basin Entry Transportation User Fee Base Year Revenue Estimate

Vehicles (average daily)		52,923
Share of Vehicles Paying Fee ¹		53%
Vehicles Paying Fee (average daily)		28,042
Days per Year		365
Vehicles Paying Fee (annual)		10,235,330
Average Fee per Vehicle ²		\$4.00
Gross Revenue (annual)		\$40,941,320
Collection System Costs		
O&M Costs per Transaction ³	\$1.39	
Capital Costs per Transaction (capitalized) ⁴	\$0.21	
Total Cost per Transaction	\$1.60	
Vehicles Paying Fee (annual)	10,235,330	
Collection System Costs (annual)		(\$16,376,528)
Net Revenue (annual)		\$24,564,792

¹ Factor based on percent of trips associated with day and overnight visitors to the Basin. Excludes residents, workers commuting into the Basin, and through trips (trips do not stop in the Basin). Presented for revenue estimation purposes only. Does not represent recommended policy.

² Rate could vary based on dynamic pricing for peak/off-peak periods. Rate shown is illustrative for revenue estimation only and does not reflect recommended policy.

³ Based on SCAG study (see sources) that estimated \$1.39 per transaction for system operating and maintenance (O&M) costs in 2020 dollars based on a mix of account holders with transponders, account holders without transponders, and non-account holders.

⁴ Capital costs as a percent of operating and maintenance costs varied widely across studies reviewed. This estimate uses conservative (high cost) assumptions: total capital costs are double annual O&M costs and financed based on a 20-year bond, 4.0 percent annual interest rate, and 1.0% issuance costs.

Sources: Figure D-1; Southern California Association of Governments (SCAG), *Mobility GO Zone & Pricing Feasibility Study*, March 2019, Table 5-6, p. 146 and Table 5-9, pp. 147-148; U.S. Department of Transportation, ITE Deployment Evaluation Joint Program Office, electronic payment and pricing studies accessed at <https://www.itskrs.its.dot.gov/costs>, for example Puget Sound Regional Council Study, *Traffic Choices Study - Summary Report*, April 2008, accessed at <https://www.itskrs.its.dot.gov/its/benecost.nsf/ID/f94f603a1135d717852579210068a6a4>.

R6. Zonal Transportation User Fee

The zonal transportation user fee would be part of a program to efficiently manage the high number of visitor trips and related congestion within the corridors surrounding the Lake. Solutions would be tailored to each corridor to reduce congestion, improve recreation access, improve safety, enhance the user experience, and expand mobility options. Multi-modal (vehicle, transit, bicycle, pedestrian) solutions would include, for example, development of off-highway shared use path system, expansion of transit services, relocation of highway shoulder parking to new or expanded off-highway parking locations, and a parking demand management system.

Revenue estimates for a zonal transportation user fee are based on charging a fee to stop within one of two recreation corridors around the Lake:

- Highway 28 National Scenic Byway Corridor (Nevada state line at Crystal Bay to Highway 50 junction)
- Highway 89 Recreation Corridor (City of South Lake Tahoe city limits to Placer County line in Tahoma)

The two corridors are shown in **Figure D-3** and **Figure D-4** on the following page.

Figure D-3: SR 28 National Scenic Byway Corridor



Figure D-4: Highway 89 Recreation Corridor



Source: Tahoe Transportation District, *Linking Tahoe: Corridor Connection Plan*, prepared by Stantec, Adopted September, 2017, pp. 47 and 76.

Table D-5 shows the base year revenue estimate for the zonal transportation use fee. Only vehicles stopping in the zone would pay the fee, not vehicles traveling through the zone. Key assumptions include:

- Share of vehicles stopping in the zone (53 percent) is based on the share of day and overnight visitors entering the Basin (see discussion in *Basin Entry Transportation User Fee* section).
- Mode shift (25 percent) reflects increased availability and convenience of park-and-ride lots connected to transit services to access the corridor (funded by fee revenue).⁶
- Collection system costs at \$1.60 per transaction (see the *Basin Entry Transportation User* section, above).
- Reimbursement to public agencies, such as state parks and the U.S. Forest Service, that manage recreation sites and charge user fees to access off-street parking. These charges would be waived in lieu of the zonal transportation user fee program and the agencies reimbursed for lost revenue.

⁶ The corridor management plan estimates a mode shift of 38 percent to 66 percent upon full implementation. The 25 percent mode shift assumption reflects phase in over the 2045 planning horizon. See Tahoe Regional Planning Agency, Tahoe Transportation District, and U.S. Forest Service, *SR-89 Corridor Management Plan*, prepared by Design Workshop, Inc., Karen Mullen-Ehly, Inc., Fehr & Peers, LSC Transportation Consultants, and ORCA Consulting, September 2020, p. 75.

Table D-5: Zonal Transportation User Fee Base Year Revenue Estimate

	SR28 National Scenic Byway Corridor	SR89 Recreation Corridor	Total
Vehicles Entering Zone (annual)	2,600,000	1,600,000	4,200,000
Share of Vehicles Stopping in Zone ¹	53%	53%	53%
Vehicles Stopping in Zone (annual)	1,377,647	847,783	2,225,429
Mode shift (vehicles-to-transit) ²	25%	25%	25%
Vehicles Paying Fee (annual)	1,033,235	635,837	1,669,072
Average Fee per Vehicle ³	\$10.00	\$10.00	\$10.00
Gross Revenue (annual)	\$10,332,351	\$6,358,370	\$16,690,720
Collection System Costs ⁴	(\$1,653,176)	(\$1,017,339)	(\$2,670,515)
Public Agency Reimbursements ⁵	(\$2,100,000)	(\$2,100,000)	(4,200,000)
Net Revenue (annual)	\$6,579,175	\$3,241,031	\$9,820,205

¹ Factor based on percent of basin entry trips associated with day and overnight visitors. See Table D-4 and the *Basin Entry Transportation User Fee* section for more explanation.

² Estimate of vehicles shifting to transit to access corridor. See text for more explanation.

³ Rate could vary based on dynamic pricing for peak/off-peak periods. Rate shown is illustrative for revenue estimation only and does not reflect recommended policy.

⁴ See Table D-4 and the *Basin Entry Transportation User Fee* section for more explanation.

⁵ Reimbursement to public agencies, such as state parks and the U.S. Forest Service, that manage recreation sites and charge user fees to access off-street parking. These charges would be waived in lieu of the zonal transportation user fee program and the agencies reimbursed for lost revenue. For example, in FY 2016-17, California State Parks collected \$1.9 million in user fees to access off-street parking within the Hwy. 89 corridor.

Sources: Tahoe Transportation District, *SR-28 Corridor Parking Management Plan*, prepared by framework (Seattle, WA), March 26, 2019, p. 2; Tahoe Regional Planning Agency, Tahoe Transportation District, and U.S. Forest Service, *SR-89 Corridor Management Plan*, prepared by Design Workshop, Inc., Karen Mullen-Ehly, Inc., Fehr & Peers, LSC Transportation Consultants, and ORCA Consulting, September 2020, p. ix; California State Parks, *Statistical Report FY 2016-17*, pp. 34-35 (user fee revenue for Burton Creek, D.L. Bliss, Sugar Pine Point, and Emerald Bay state parks); Table D-4.

R7. Parking Fees

Similar to the zonal transportation user fee, parking fees would be part of a program to efficiently manage the high number of visitor trips and related congestion within the corridors surrounding the Lake. The difference is that instead of charging a fee for all vehicles stopping in a zone, parking fees would be charged for off-street parking within the zone and shoulder parking would be prohibited.

Table D-6 shows the base year revenue estimate for the parking fee. The fee is based on application to all recreation parking spaces in the Basin. Key assumptions include:

- Parking spaces (5,631) are based on a survey of recreation parking spaces.⁷
- Average annual space utilization (1.50) is based on an eight-month season (May-November).⁸

⁷ *Linking Tahoe: Corridor Connection Plan*, prepared by Stantec, September 2017, Table SS-1, p. 37.

⁸ A current parking management pilot program measured turnover of 2.7 to 3.2 during July weekdays and weekends, respectively (Tahoe Transportation District, *Park Tahoe: State Route 28 Parking Management Program Pilot Monitoring Report*, 2020, p. 12).

- Collection system costs (\$1,867 per space) for parking system management and routine maintenance of parking lots and trails based on the Hwy. 28 pilot program for a 90-space lot. Excludes depreciation costs of parking lots and trails.⁹
- Reimbursement to public agencies, such as state parks and the U.S. Forest Service, that manage recreation sites and charge user fees to access off-street parking. These charges would be waived in lieu of a parking fee program and the agencies reimbursed for lost revenue.

Table D-6: Parking Fees Base Year Revenue Estimate

Existing Recreation Parking Spaces		
State Route 89/28 Corridor (CA)		576
State Route 28 National Scenic Byway Corridor (NV)		1,334
U.S. 50 East Shore Corridor (NV)		829
U.S. 50 South Shore Corridor (CA & NV)		576
Meyers / Y Corridor (CA)		184
State Route 89 Recreation Corridor (CA)		<u>2,132</u>
Total Parking Spaces		5,631
Average Annual Space Utilization (daily) ¹		<u>1.50</u>
Vehicles Paying Fee (average daily)		8,447
Days per Year (May-November season)		<u>243</u>
Vehicles Paying Fee (annual)		2,055,315
Average Fee per Vehicle ²		<u>\$10.00</u>
Gross Revenue (annual)		\$20,553,150
Collection System Costs (per space) ³	\$1,867	
Parking Spaces	<u>5,631</u>	
Collection System Costs (annual)		(\$10,511,200)
Public Agency Reimbursement ⁵		<u>(\$2,800,000)</u>
Net Revenue (annual)		\$7,241,950

¹ A current parking management pilot program for the Highway 28 corridor measured turnover of 2.7 to 3.2 during July weekdays and weekends, respectively ²

² Rate could vary based on dynamic pricing for peak/off-peak periods. Rate shown is illustrative for revenue estimation only and does not reflect recommended policy.

³ Based on \$126,000 annually for personnel services and supplies to operate the parking system, plus \$42,000 annually for operations and maintenance of the parking lots and trails including trash collection, litter patrol, portable restrooms, etc. for a 90-space parking lot. Does not include depreciation.

⁴ Reimbursement to public agencies, such as state parks and the U.S. Forest Service, that manage recreation sites and charge user fees to access off-street parking. These charges would be waived in lieu of the zonal transportation user fee program and the agencies reimbursed for lost revenue. For example, in FY 2016-17, California State Parks collected \$2.3 million in user fees paid to access off-street parking within the Basin.

Sources: *Linking Tahoe: Corridor Connection Plan*, prepared by Stantec, September 2017, Table SS-1, p. 37; Tahoe Transportation District, *Park Tahoe: State Route 28 Parking Management Program Pilot Monitoring Report*, 2020, pp. 12 and 19; California State Parks, *Statistical Report FY 2016-17*, pp. 34-35 (user fee revenue for Sierra District, Lake Tahoe sector, excluding Donner Memorial and Plumas-Eureka state parks).

⁹ Based on \$126,000 annually for personnel services and supplies to operate the parking system, plus \$42,000 annually for operations and maintenance of the parking lots and trails including trash collection, litter patrol, portable restrooms, etc. (\$168,000 total) for a 90-space parking lot (ibid., p. 19).

R8. Mobility Mitigation Fee

TRPA imposes an air quality mitigation fee on development projects that increase trip generation. TRPA is in the process of revising the fee to a mobility mitigation fee that would result in an increase to the fee. The base year revenue estimate is based on doubling the \$301,716 in annual fee revenue estimated in the RTP for 2022 (an incremental amount of \$301,716).

R9. Rental Car Mitigation Fee

TRPA imposes a rental car mitigation fee of \$5.50 per car per day on all cars rented within the Basin (not cars rented elsewhere and driven to the Basin). The base year revenue estimate is based on doubling the current rate to \$11 per car per day. The current fee generates \$121,385 in annual fee revenue estimated in the RTP for 2022 so the an incremental amount would be \$121,385 if implemented in the same year.

P1. Commuter Transit Subsidies

Community transit subsidies is a common source of transit funding provided by private employers. Often this subsidy operates as a “parking cash out” program. This program can work if the employer pays for employee parking. If the employee chooses not to drive, then the employer gives the employee an amount equivalent to the cost of parking to use for other transportation costs such as transit or bicycling. More analysis is needed to see if employers would be willing to subsidize transportation costs for employees that choose not to drive to work.

S1. CA & NV Funding Formula Population Adjustment

In 2015, the Basin saw federal funding increases with the passage of the federal Fixing America’s Surface Transportation Act. The Act recognized that the Basin functions as an urbanized area with an effective population base of 210,000 due to the high number of visitors, even though it has a resident population of about 50,000. The recognized population assumption increased overall federal transportation funding for the region to approximately \$7 million per year, from \$3.4 million.

This revenue option assumes that California and Nevada use the same population base as the federal government, split between the two states, for state transportation funds distributed by formula. If the California population base was 145,000 and the Nevada population base was 65,000 (210,000 total), then transportation formula funding would increase by \$2,000,000 from California and \$1,000,000 from Nevada.

S2. California Budget Surplus Allocation

The State of California has a \$26 billion budget surplus for FY 2021-22.¹⁰ The base year revenue estimate assumes a one-time allocation of \$2 million to Basin transportation needs.

S3. California Existing Grant Programs

Jurisdictions within the Basin including Placer and El Dorado counties, the City of South Lake Tahoe, the Tahoe Transportation district, and TRPA can compete for a range of California transportation grant programs. These programs include, for example, Proposition 1B, State-Local Partnership Program (SLPP), Transportation Development Act (TDA), and the State Transportation Improvement Program (STIP). The RTP funding plan assumed that the Basin would continue to be as successful as it has been in the past at securing funding from these programs.

¹⁰ Gabriel Petek, California Legislative Analyst, *The 2021-22 Budget: California’s Fiscal Outlook*, November 2020, p. 1.

The Basin could increase its competitiveness for these existing grant programs above the assumptions in the RTP. Increased competitiveness would come from better coordination among local and regional agencies and more effective communication with state legislative and transportation agency representatives. The base year revenue estimate assumes that increased competitiveness would increase revenue by \$3 million annually above estimates in the RTP funding plan.

S4. California New Grant Programs

The California legislature has recently enacted several new transportation grant programs for climate resilience, Regional Early Action Planning, and vehicle electrification. These programs were not included in the RTP funding plan. The base year revenue estimate assumes that the Basin could successfully compete for an \$1 million annually from these programs.

S5. Nevada Bonds

The Environmental Improvement Program (EIP) was implemented in 1997 to carry out projects to improve the environment in the Lake Tahoe Basin. The costs of the Program are apportioned among the Federal Government, the States of Nevada and California and local governments and owners of private property in the Basin. In 1999, the Nevada Legislature authorized the issuance of not more than \$56.45 million in general obligation bonds to pay for a significant portion of Nevada's share of the costs of the first phase of the Program.

In 2009, the Nevada Legislature authorized the issuance of not more than \$100 million in general obligation bonds to pay for Nevada's share of the costs of the second phase of the Program. In 2017, the Nevada Legislature extended the deadline for the issuance of the remainder of the general obligation bonds for the second phase of the Program to from June 30, 2020, to June 30, 2030. There is currently \$71.6 million of bonding authority remaining under the second phase of the EIP.

Nevada state general obligation bonds are funded by the property tax.

As with other general obligation bonds, EIP bonds may only be issued with the prior approval of the Nevada Legislature, or the Interim Finance Committee. EIP bonds require a proposal for specific projects from the Department of Conservation and Natural Resources. Authorization is competitive because approval is subject to State's debt capacity limit and there typically is more requests for bonds than can be accommodated within that limit. Bond proceeds must be expended for capital projects only and within three years of the bonds being sold.

The Basin has never explicitly asked for EIP bonds for transportation projects. However, EIP bonds have funded stormwater and recreation projects that reflect RTP priorities, and there is no prohibition on using EIP bonds for transportation projects. The project would have to generate environmental benefits to be eligible and that is true for many RTP project priorities that seek to reduce vehicle use.

The base revenue estimate assumes that the Basin will be successful in gaining authorization for \$5 million in 2024 and \$5 million in 2028 for a total of \$10 million in EIP bonds for transportation capital projects.

F1. Transportation Act Reauthorization Formula Funding

Current indications are that reauthorization of the federal transportation act will result in increased formula funding for regional transportation agencies such as TRPA. TRPA anticipates the following increases in funding:

- \$1,000,000 per year from Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement Program (CMAQ).

- \$500,000 per year from Federal Transit Administration programs for small urban community under 49 U.S.C. Sec. 5307 and 5339.

The base year revenue estimate assumes a total of \$1,500,000 for this increase in formula funding above estimates in the RTP funding plan.

F1. Transportation Act Reauthorization Grant Funding

The RTP funding plan assumed that the Basin would continue to be as successful as it has been in the past at securing funding from competitive federal transportation grant programs.

Current indications are that reauthorization of the federal transportation act will result in increased funding for competitive grant programs. The Basin’s transportation priorities are well-positioned to compete for these funds from federal programs such as:

- Electric Vehicle Formula
- Carbon Reduction
- Infrastructure for Rebuilding America (INFRA)
- National Infrastructure Assistance
- Local and Regional Project Assistance
- Safe Streets
- Healthy Streets
- Strengthening Mobility and Revolutionizing Transportation (SMART)
- Reconnecting Communities
- Broadband.

The Basin could increase its competitiveness for these existing grant programs above the assumptions in the RTP. Increased competitiveness would come from better coordination among local and regional agencies and more effective communication with federal legislative and transportation agency representatives. The base year revenue estimate assumes a total of \$5,000,000 annually from this increase in federal grant funding above estimates in the RTP funding plan.

Total and Average Annual Revenue Estimates

The RTP funding plan projects revenue for each funding source annually over the 25-year planning horizon from 2021 through 2045. The funding plan assumes that all funding sources increase by two percent annually to reflect historical growth in the underlying revenue base for each source such as the local, regional, state, or U.S. economy.

To be consistent with and comparable to the RTP funding plan, the revenue options presented in this report are also increased by two percent annually following the initial year when the revenue is assumed to be generated. The exception to this approach is for the one-time revenues from the California budget surplus (S2) and Nevada bonds (S5). These revenue options assume a flat one-time amount unaffected by inflation regardless of the year the funds are generated.

The application of the two percent growth rate to base year revenue estimates, and the initial year that the revenue is generated, varies among the revenue options as explained below:

- For local and regional tax revenue options excluding the vacancy tax (L1 through L3 and R1 through R3) base year estimates are derived from 2021 or prior year data. For these options, the initial year is assumed to be 2026 to allow time to place a revenue measure on the ballot and gain voter approval. Base year estimates are increased by two percent annually for the five years from 2021 to 2026, and then increased by two percent annually thereafter, to reflect average annual growth in the underlying tax base.
- The vacancy tax (R4) is based on a flat tax (\$250 per parcel) that is not assumed to be increased with inflation prior to the revenue measure being submitted to the voters. As with the other revenue measures, the initial year of revenue generation is assumed to be 2026. Consequently, the base year revenue estimate is not increased by two percent to prior to 2026. After 2026, the revenue measure is assumed to include an inflation factor allowing for a two percent annual increase.
- The transportation user fees revenue options (R5 through R7) are based on a flat rate that is not assumed to be increased with inflation prior to the revenue measure being submitted to the voters for approval. As with the other revenue measures, the initial year of revenue generation is assumed to be 2026. After 2026, the revenue measure is assumed to include an inflation factor allowing for a two percent annual increase.
- TRPA can adopt increases to the mobility mitigation fee (R8) and the rental car mitigation fee (R9) with sufficient rational basis and a majority vote of the governing board. Consequently, the initial year for these two revenue options is assumed to be 2022. The base year revenue estimates for these revenue options are based on doubling revenues assumed in the RTP funding plan for 2022 so no inflation increase is applied for the initial year. Revenues are increased two percent annually thereafter.
- The initial year for the three ongoing annual state revenue options (CA & NV funding formula population adjustment (S1), California existing grant programs (S3), and California new grant programs (S4)) is assumed to be 2026, though it could occur sooner. Base year revenue estimates are not increased for inflation prior to the initial year. Revenues are increased two percent annually thereafter.
- The initial years for the one-time funds from the California budget surplus allocation (S2) and the Nevada bonds (S5) are assumed to be 2022 and 2026, respectively. Base year revenue estimates are not increased for inflation prior to the initial year.
- The initial year for the two federal revenue options (F1 and F2) is assumed to be 2023 given anticipated reauthorization of federal transportation funding. Base year revenue estimates are not increased for inflation prior to the initial year. Revenues are increased two percent annually thereafter.

Average annual revenue estimates for each revenue option are based on the total amount of revenue through 2045 divided by the 25-year planning horizon regardless of the initial year of revenue generation.

The RTP has a minimum target for new regional funding of \$20 million annually over a 20-year period starting in 2026 through the end of the RTP planning horizon in 2045, or \$19.4 million if spread over the entire 25-year RTP planning horizon (2021 through 2045). The share of the minimum funding target that each revenue option would fund is based on dividing the average annual funding estimate by the \$19.4 million figure to be consistent with the calculation of average annual revenue for each revenue option.

The assumptions described above are reflected in the **Tables D-7 through D-12** that show for each revenue options estimates for 25-year total revenue, average annual revenue, and the share of the minimum funding target funded by the revenue option.

Table D-7: Sales Tax Revenue Estimates

Year	L1. Washoe County	L1. Douglas County	L1. City of South Lake Tahoe	L1. Placer County	R1. Total
Base Year	\$858,862	\$460,200	\$2,942,224	\$1,012,288	\$5,273,574
2021					
2022					
2023					
2024					
2025					
2026	\$948,253	\$508,098	\$3,248,453	\$1,117,647	\$5,822,452
2027	\$967,218	\$518,260	\$3,313,422	\$1,140,000	\$5,938,901
2028	\$986,563	\$528,625	\$3,379,691	\$1,162,800	\$6,057,679
2029	\$1,006,294	\$539,198	\$3,447,284	\$1,186,056	\$6,178,832
2030	\$1,026,420	\$549,982	\$3,516,230	\$1,209,777	\$6,302,409
2031	\$1,046,948	\$560,982	\$3,586,555	\$1,233,973	\$6,428,457
2032	\$1,067,887	\$572,201	\$3,658,286	\$1,258,652	\$6,557,026
2033	\$1,089,245	\$583,645	\$3,731,451	\$1,283,825	\$6,688,167
2034	\$1,111,030	\$595,318	\$3,806,080	\$1,309,502	\$6,821,930
2035	\$1,133,250	\$607,224	\$3,882,202	\$1,335,692	\$6,958,369
2036	\$1,155,915	\$619,369	\$3,959,846	\$1,362,406	\$7,097,536
2037	\$1,179,034	\$631,756	\$4,039,043	\$1,389,654	\$7,239,487
2038	\$1,202,614	\$644,391	\$4,119,824	\$1,417,447	\$7,384,277
2039	\$1,226,667	\$657,279	\$4,202,220	\$1,445,796	\$7,531,962
2040	\$1,251,200	\$670,425	\$4,286,265	\$1,474,712	\$7,682,601
2041	\$1,276,224	\$683,833	\$4,371,990	\$1,504,206	\$7,836,253
2042	\$1,301,748	\$697,510	\$4,459,430	\$1,534,290	\$7,992,978
2043	\$1,327,783	\$711,460	\$4,548,618	\$1,564,976	\$8,152,838
2044	\$1,354,339	\$725,689	\$4,639,591	\$1,596,275	\$8,315,895
2045	\$1,381,426	\$740,203	\$4,732,383	\$1,628,201	\$8,482,213
Total	\$23,040,058	\$12,345,452	\$78,928,865	\$27,155,887	\$141,470,261
25-Year Average	\$921,602	\$493,818	\$3,157,155	\$1,086,235	\$5,658,810
Share of Minimum Funding Target ¹	5%	3%	16%	6%	29%
<p>Note: Assume initial collection of new revenue in 2026. Base year estimates increased at two percent annually to be consistent with the assumptions used in the RTP funding plan.</p> <p>¹ Based on an average annual funding target of \$19.4 million over 25 years with revenue beginning in 2026 (\$20 million annually for 20-year period, 2026-2045).</p> <p>Sources: Table D-1; Tahoe Regional Planning Agency, <i>Regional Transportation Plan</i>, April 2021.</p>					

Table D-8: Transient Occupancy Tax (TOT) Revenue Estimates

Year	L2. Washoe County	L2. Douglas County	L2. City of South Lake Tahoe	L2. Placer County	R2. Total
Base Year	\$509,650	\$893,790	\$1,510,080	\$809,400	\$3,722,920
2021					
2022					
2023					
2024					
2025					
2026	\$562,695	\$986,816	\$1,667,250	\$893,643	\$4,110,405
2027	\$573,949	\$1,006,553	\$1,700,595	\$911,516	\$4,192,613
2028	\$585,428	\$1,026,684	\$1,734,607	\$929,746	\$4,276,465
2029	\$597,136	\$1,047,217	\$1,769,299	\$948,341	\$4,361,994
2030	\$609,079	\$1,068,162	\$1,804,685	\$967,308	\$4,449,234
2031	\$621,261	\$1,089,525	\$1,840,779	\$986,654	\$4,538,219
2032	\$633,686	\$1,111,316	\$1,877,595	\$1,006,387	\$4,628,983
2033	\$646,359	\$1,133,542	\$1,915,147	\$1,026,515	\$4,721,563
2034	\$659,287	\$1,156,213	\$1,953,450	\$1,047,045	\$4,815,994
2035	\$672,472	\$1,179,337	\$1,992,518	\$1,067,986	\$4,912,314
2036	\$685,922	\$1,202,924	\$2,032,369	\$1,089,346	\$5,010,560
2037	\$699,640	\$1,226,982	\$2,073,016	\$1,111,133	\$5,110,771
2038	\$713,633	\$1,251,522	\$2,114,477	\$1,133,355	\$5,212,987
2039	\$727,906	\$1,276,552	\$2,156,766	\$1,156,023	\$5,317,247
2040	\$742,464	\$1,302,083	\$2,199,901	\$1,179,143	\$5,423,591
2041	\$757,313	\$1,328,125	\$2,243,899	\$1,202,726	\$5,532,063
2042	\$772,459	\$1,354,687	\$2,288,777	\$1,226,780	\$5,642,705
2043	\$787,909	\$1,381,781	\$2,334,553	\$1,251,316	\$5,755,559
2044	\$803,667	\$1,409,417	\$2,381,244	\$1,276,342	\$5,870,670
2045	\$819,740	\$1,437,605	\$2,428,869	\$1,301,869	\$5,988,083
Total	\$13,672,003	\$23,977,043	\$40,509,798	\$21,713,174	\$99,872,018
25-Year Average	\$546,880	\$959,082	\$1,620,392	\$868,527	\$3,994,881
Share of Minimum Funding Target ¹	3%	5%	8%	4%	21%
<p>Note: Assume initial collection of new revenue in 2026. Base year estimates increased at two percent annually to be consistent with the assumptions used in the RTP funding plan.</p> <p>¹ Based on an average annual funding target of \$19.4 million over 25 years with revenue beginning in 2026 (\$20 million annually for 20-year period, 2026-2045).</p> <p>Sources: Table D-2; Tahoe Regional Planning Agency, <i>Regional Transportation Plan</i>, April 2021.</p>					

Table D-9: Real Property Transfer and Vacancy Tax Revenue Estimates

Year	Real Property Transfer Tax			R4. Vacancy Tax
	L3. Washoe County	L3. Douglas County	R3. Total	
Base Year	\$518,759	\$226,574	\$745,334	\$6,507,750
2021				
2022				
2023				
2024				
2025				
2026	\$572,752	\$250,156	\$822,909	\$6,507,750
2027	\$584,207	\$255,160	\$839,367	\$6,637,905
2028	\$595,892	\$260,263	\$856,154	\$6,770,663
2029	\$607,809	\$265,468	\$873,277	\$6,906,076
2030	\$619,966	\$270,777	\$890,743	\$7,044,198
2031	\$632,365	\$276,193	\$908,558	\$7,185,082
2032	\$645,012	\$281,717	\$926,729	\$7,328,783
2033	\$657,912	\$287,351	\$945,263	\$7,475,359
2034	\$671,071	\$293,098	\$964,169	\$7,624,866
2035	\$684,492	\$298,960	\$983,452	\$7,777,364
2036	\$698,182	\$304,939	\$1,003,121	\$7,932,911
2037	\$712,146	\$311,038	\$1,023,184	\$8,091,569
2038	\$726,388	\$317,259	\$1,043,647	\$8,253,401
2039	\$740,916	\$323,604	\$1,064,520	\$8,418,469
2040	\$755,735	\$330,076	\$1,085,811	\$8,586,838
2041	\$770,849	\$336,678	\$1,107,527	\$8,758,575
2042	\$786,266	\$343,411	\$1,129,677	\$8,933,746
2043	\$801,992	\$350,279	\$1,152,271	\$9,112,421
2044	\$818,031	\$357,285	\$1,175,316	\$9,294,670
2045	\$834,392	\$364,431	\$1,198,823	\$9,480,563
Total	\$13,916,375	\$6,078,142	\$19,994,517	\$158,121,208
25-Year Average	\$556,655	\$243,126	\$799,781	\$6,324,848
Share of Minimum Funding Target ¹	3%	1%	4%	33%
<p>Note: Assume initial collection of new revenue in 2026. Base year estimates increased at two percent annually to be consistent with the assumptions used in the RTP funding plan.</p> <p>¹ Based on an average annual funding target of \$19.4 million over 25 years with revenue beginning in 2026 (\$20 million annually for 20-year period, 2026-2045).</p> <p>Sources: Table D-3; <i>Vacancy Tax</i> appendix section; Tahoe Regional Planning Agency, <i>Regional Transportation Plan</i>, April 2021.</p>				

Table D-10: Fee Revenue Estimates

Year	Transportation User Fees			R8. Mobility Mitigation Fee	R9. Rental Car Mitigation Fee
	R5. Basin Entry Fee	R6. Zonal Fee	R7. Parking Fees		
Base Year	\$24,564,792	\$9,820,205	\$7,241,950	\$301,716	\$121,385
2021					
2022				\$301,716	\$121,385
2023				\$307,750	\$123,813
2024				\$313,905	\$126,289
2025				\$320,183	\$128,815
2026	\$24,564,792	\$9,820,205	\$7,241,950	\$326,587	\$131,391
2027	\$25,056,088	\$10,016,609	\$7,386,789	\$333,119	\$134,019
2028	\$25,557,210	\$10,216,941	\$7,534,525	\$339,781	\$136,699
2029	\$26,068,354	\$10,421,280	\$7,685,215	\$346,577	\$139,433
2030	\$26,589,721	\$10,629,706	\$7,838,920	\$353,508	\$142,222
2031	\$27,121,515	\$10,842,300	\$7,995,698	\$360,579	\$145,066
2032	\$27,663,946	\$11,059,146	\$8,155,612	\$367,790	\$147,968
2033	\$28,217,224	\$11,280,329	\$8,318,724	\$375,146	\$150,927
2034	\$28,781,569	\$11,505,936	\$8,485,099	\$382,649	\$153,946
2035	\$29,357,200	\$11,736,054	\$8,654,801	\$390,302	\$157,024
2036	\$29,944,344	\$11,970,775	\$8,827,897	\$398,108	\$160,165
2037	\$30,543,231	\$12,210,191	\$9,004,455	\$406,070	\$163,368
2038	\$31,154,096	\$12,454,395	\$9,184,544	\$414,191	\$166,636
2039	\$31,777,178	\$12,703,483	\$9,368,235	\$422,475	\$169,968
2040	\$32,412,721	\$12,957,552	\$9,555,599	\$430,925	\$173,368
2041	\$33,060,976	\$13,216,703	\$9,746,711	\$439,543	\$176,835
2042	\$33,722,195	\$13,481,037	\$9,941,645	\$448,334	\$180,372
2043	\$34,396,639	\$13,750,658	\$10,140,478	\$457,301	\$183,979
2044	\$35,084,572	\$14,025,671	\$10,343,288	\$466,447	\$187,659
2045	<u>\$35,786,263</u>	<u>\$14,306,185</u>	<u>\$10,550,154</u>	<u>\$475,776</u>	<u>\$191,412</u>
Total	\$596,859,835	\$238,605,157	\$175,960,337	\$9,178,763	\$3,692,758
25-Year Average	\$23,874,393	\$9,544,206	\$7,038,413	\$367,151	\$147,710
Share of Minimum Funding Target ¹	123%	49%	36%	2%	0.8%
<p>Note: Assume initial collection of new revenue in 2026. Base year estimates increased at two percent annually to be consistent with the assumptions used in the RTP funding plan.</p> <p>¹ Based on an average annual funding target of \$19.4 million over 25 years with revenue beginning in 2026 (\$20 million annually for 20-year period, 2026-2045).</p> <p>Sources: Tables D-4 through D-6; <i>Mobility Mitigation Fee and Rental Mitigation Fee</i> appendix sections; Tahoe Regional Planning Agency, <i>Regional Transportation Plan</i>, April 2021.</p>					

Table D-11: State Revenue Estimates

Year	S1. CA & NV Funding Formula Population Adjustment	S2. CA Budget Surplus Allocation	S3. CA Existing Grant Programs	S4. CA New Grant Programs	S5. NV Bonds
Base Year	\$3,000,000	\$2,000,000	\$3,000,000	\$1,000,000	\$10,000,000
2021					
2022		\$2,000,000			
2023					
2024					\$5,000,000
2025					
2026	\$3,000,000		\$3,000,000	\$1,000,000	
2027	\$3,060,000		\$3,060,000	\$1,020,000	
2028	\$3,121,200		\$3,121,200	\$1,040,400	\$5,000,000
2029	\$3,183,624		\$3,183,624	\$1,061,208	
2030	\$3,247,296		\$3,247,296	\$1,082,432	
2031	\$3,312,242		\$3,312,242	\$1,104,081	
2032	\$3,378,487		\$3,378,487	\$1,126,162	
2033	\$3,446,057		\$3,446,057	\$1,148,686	
2034	\$3,514,978		\$3,514,978	\$1,171,659	
2035	\$3,585,278		\$3,585,278	\$1,195,093	
2036	\$3,656,983		\$3,656,983	\$1,218,994	
2037	\$3,730,123		\$3,730,123	\$1,243,374	
2038	\$3,804,725		\$3,804,725	\$1,268,242	
2039	\$3,880,820		\$3,880,820	\$1,293,607	
2040	\$3,958,436		\$3,958,436	\$1,319,479	
2041	\$4,037,605		\$4,037,605	\$1,345,868	
2042	\$4,118,357		\$4,118,357	\$1,372,786	
2043	\$4,200,724		\$4,200,724	\$1,400,241	
2044	\$4,284,739		\$4,284,739	\$1,428,246	
2045	\$4,370,434		\$4,370,434	\$1,456,811	
Total	\$72,892,109	\$2,000,000	\$72,892,109	\$24,297,370	\$10,000,000
25-Year Average	\$2,915,684	\$80,000	\$2,915,684	\$971,895	\$400,000
Share of Minimum Funding Target ¹	15%	0.4%	15%	5%	2%

Note: Assume initial collection of new revenue in 2026. Base year estimates increased at two percent annually to be consistent with the assumptions used in the RTP funding plan.

¹ Based on an average annual funding target of \$19.4 million over 25 years with revenue beginning in 2026 (\$20 million annually for 20-year period, 2026-2045).

Sources: State revenue estimate appendix sections; Tahoe Regional Planning Agency, *Regional Transportation Plan*, April 2021.

Table D-12: Federal Revenue Estimates

Year	F1. Transportation Act Reauthorization Formula Funding	F2. Transportation Act Reauthorization Grant Funding
Base Year	\$1,500,000	\$5,000,000
2021		
2022		
2023	\$1,500,000	\$5,000,000
2024	\$1,530,000	\$5,100,000
2025	\$1,560,600	\$5,202,000
2026	\$1,591,812	\$5,306,040
2027	\$1,623,648	\$5,412,161
2028	\$1,656,121	\$5,520,404
2029	\$1,689,244	\$5,630,812
2030	\$1,723,029	\$5,743,428
2031	\$1,757,489	\$5,858,297
2032	\$1,792,639	\$5,975,463
3033	\$1,828,492	\$6,094,972
2034	\$1,865,061	\$6,216,872
2035	\$1,902,363	\$6,341,209
2036	\$1,940,410	\$6,468,033
2037	\$1,979,218	\$6,597,394
2038	\$2,018,803	\$6,729,342
2039	\$2,059,179	\$6,863,929
2040	\$2,100,362	\$7,001,207
2041	\$2,142,369	\$7,141,231
2042	\$2,185,217	\$7,284,056
2043	\$2,228,921	\$7,429,737
2044	\$2,273,500	\$7,578,332
2045	\$2,318,970	\$7,729,898
Total	\$43,267,445	\$144,224,816
25-Year Average	\$1,730,698	\$5,768,993
Share of Minimum Funding Target ¹	9%	30%
Sources: Federal revenue estimate appendix sections; Tahoe Regional Planning Agency, <i>Regional Transportation Plan</i> , April 2021.		