Welcome

Briefing on Trans-Sierra Transportation Plan, Transit Connectivity and Statewide Plan Preview
Monday, September 15, 2015
Reno, NV
Agenda

• Overview of Trans Sierra Transportation Business Plan
  • Trans -Sierra Transportation Plan and Business Case: Structure and highlights
  • Self help

• Transit Connectivity in Western Nevada and Eastern California
  • How can we manage commuters, tourist and growth?

• Statewide Plan Preview
  • Nevada MPO’s working together
  • Dealing with self help, funding short fall and next 20 years
Define Coalition geography

Determine a collective transportation vision and plan

– Based solely upon the unconstrained transportation plans developed by each participating community/entity
– Compliments existing transportation plans
– Focus on common goals and objectives, vs. individual projects and services
– Identify opportunities for synergy
Phase 1

- Develop a “business case” documenting the costs and benefits of implementing the collective transportation vision
  - Economic and non-economic benefits of transportation investment
  - Collective benefits measured quantitatively or qualitatively
  - Compilation of costs to implement, operate, and sustain current and future transportation investments

- Document the funding challenges that could effect the vision
  - Based upon existing plans and a regional roll up
Phase 1 objectives

• Make a compelling case for comprehensive, sustainable transportation investments across the region

• Provide coalition members information to support individual efforts for additional funding
Phase 1 deliverables

- Trans-Sierra Transportation Plan and Business Case
  - Based upon existing plans and data
  - High level analysis
  - Relationship and purpose
    - Plan- primarily for public/media consumption and platform for shorter targeted pieces
    - Business Case-denser document for backup and “wonk” consumption; highlights feed into Plan
Trans-Sierra Transportation Plan Structure

- Introduction and vision
- Regional context – geography, demographics, economy, environment
- Unique transportation needs and challenges
- Meeting needs of today and tomorrow-illustrative projects and services
- Benefits of additional investment
- Roadblocks and opportunities-funding shortfalls, potential solutions
- Call to action
Business Case Structure

- Executive summary
- Context and background
- Purpose of the Business Case
- Benefits of full investment in the Trans-Sierra Transportation Plan
- Making the Case for Additional Transportation Investment: The Value of the Extra Cost
• Introduction and vision
  • Transportation is fundamentally important to our economy and quality of life
  • Public and private stakeholders are working together across the 11 county Trans-Sierra Region
  • Our communities share a common vision transportation
Messages and Highlights

• Regional context
  • Region is diverse but we have much in common
  • Our population is growing and changing in ways that will impact our transportation system
  • The environmental sensitivity of our region has significant impacts on transportation
  • We are the backyard playground for the residents of the Northern California Megapolitan and essential to their quality of life
Messages and Highlights

• Unique transportation needs and challenges
  • Serves not just the normal life-work-play activities of every community but the unique impacts of 14 million visits per year
  • Environmental and topographic constraints limit options and increase costs
• Meeting needs of today and tomorrow
  o Sustainably operated, maintained, renewed and expanded
  o Illustrative projects and services
  o Major corridors
    • ITS
    • Improved winter ops
    • Integrated corridor management
    • New facilities where needed
    • Accommodate alternative modes
  o Local streets
    • Compete streets
    • Transit oriented development
    • Opportunities to revitalize downtown areas
Messages and Highlights

- **Pedestrian and bicycle facilities**
  - Every trip begins and ends with a walk
  - Connections within and between communities
  - Key to moving some trips from other modes

- **Integrated transit services**
  - Essential to an effective transportation system
  - Key to move a growing number of residents and visitors
  - Necessary to meet the needs of our changing demographics (Silver Tsunami to Millennials)

- **Environmental mitigation**
  - Theme woven into discussion of the entire system
  - Necessary to protect fragile environment and ecosystem
  - Fundamental to preserve resident quality of life and visitor quality of experience
Messages and Highlights

• Benefits of additional investment: Plan draws “headlines” from Business Case

• Purpose of the Business Case
  • Assesses economic and non-economic benefits
  • Distinguishes between “benefit” and “value”
  • Not necessary that we all see things the same way but that we each see enough value to justify our support

• An integrated transportation system
  • Peeling off what we don’t like as individuals will destroy viability of the system
  • Subtext: Peeling off what we don’t like as individuals will destroy consensus around supporting and funding the system
Messages and Highlights

- Benefits of full investment in the Trans-Sierra Transportation Plan
  - Broken out by 3 primary beneficiary groups: Businesses, Residents, Visitors
  - Benefits will overlap among these groups
Messages and Highlights

• Businesses
  • Greater Economic Competitiveness, Diversity, and Stability
  • Job Creation
    • Additional investment of $15.9 billion would create 10,000 well-paying middle class jobs through 2035 and beyond
    • Generates $29.9 billion in additional economic activity including $11.3 billion in labor income
    • With full investment, transportation construction could boost total projected new employment in the region through 2035 by 7%
Messages and Highlights

• Businesses (continued)
  • Expanded Economic Activity
    • Anecdotal cites of economic activity stimulated by transportation investments (Example: US-50 by pass could stimulate $1 billion in private sector investment in community)
  • More Effective Work Force Recruitment and Retention
  • Sustained and Expanded Visitation and Tourism extends reach and offering for region
  • Enhanced Attractiveness for Special Events
• Residents
  • Greater Economic Prosperity, Competitiveness, and Opportunity
  • Increased Public Resources to Strengthen Communities
    • Expanded economic activity could generate tens of millions of dollars annually in additional public resources that can be invested in schools, parks, public safety, senior services, youth activities, arts, etc.
  • Reduced Vehicle Operating Costs
    • Trans-Sierra motorists are now paying about $666 annually in additional costs driving on poor pavements
    • $12.3 billion loss through 2035 with status quo which could be substantially avoided with full investment
  • Enhanced Quality of Life
Residents (continued)

• Better Health
• Improved Safety
  • Reduction of accident damage, injuries, and fatalities estimated at $2.5 billion through 2035
• Sustained environment
• Expanded Options for Transit, Walking, and Cycling
• Reduced Traffic Congestion
  • Travel and delay time reductions made possible with the incremental investment are valued at $6.4 billion through 2025
• Visitors
  • Virtually every benefit for businesses and residents will have a positive impact on visitors
  • In addition:
    • Enhanced quality of experience
    • More to do
    • Easier to do it
    • Opportunity to do this in a region that is eco conscious and eco friendly
Making the Case for Additional Transportation Investment: The Value of the Extra Cost

- Full investment provides broad array of economic and non-economic benefits
- Direct benefits to users for safety, reduced vehicle operating costs and time savings are estimated at $18.8 billion- a return of about $1.20 for every dollar invested
- All parties- businesses, residents, and visitors- and all interests - safety, environment, family, tourism, economic, recreation- have something to gain and a reason to support realization of the Trans-Sierra Transportation Plan.
Roadblocks and opportunities

- $35 billion needs, $19 billion existing revenues, $16 billion shortfall
- Shortfall will get worse if existing funding is not sustained
- Fuel taxes are a problem with inflation and increasing fuel efficiency
- Federal and state funds are important but significant expansion is unlikely
- Status quo moves us backwards
Roadblocks and opportunities (continued)
  - Collaboration/cooperation in the region is robust and expanding
  - Majority of new transportation funds in last 20 years is local
    - Local money
    - Invested in community
    - Local control
    - Local accountability
  - Solutions will be unique to each community
  - Recapture of excess VOC due to operation on poor roads could cover 60% of short-fall
  - California Counties have potential to levy self-help sales tax
  - Nevada counties have fuel tax indexing on ballots in 2016
Messages and Highlights

- Citizen call to action: What you can do
  - Get involved in planning your community’s transportation
  - Support efforts to sustainably fund transportation
  - Urge collaboration and cooperation with public and private sector partners
  - Applaud successes anywhere in the Region as these benefit everyone in the Region
Discussion

- How might you use this information in your community?

- Presentations
  - Public
  - Stakeholders
  - Elected bodies
  - Boards and commissions
  - Media

- Follow-on assistance
  - How can we support you?
  - How can we support each other?
Transition from Regional to Statewide

2035 Nevada- Unified Transportation Investment Plan Preview
Transit Connections

• Interconnectivity of regions

• 14 million visits

  • Western Nevada
    • Washoe, Carson, Douglas, Lyon, Churchill
  • Lake Tahoe Basin
    • 8 million visits
  • Eastern California
    • Placer, Eldorado, Nevada
Transit Connections

• NV Current Transit
  • Washoe to Carson
  • Douglas to Washoe
  • Carson to Douglas
  • North Shore
  • South Shore
  • Washoe to Lyon
  • Carson
  • Other
Transit Connections

• Working on Corridor Plans
NV Statewide Investment Plan

- 16 months
- Monthly meetings
- Preview of Statewide Plan
  - Similar to Other States
- Participants from
  - Washoe
  - Carson
  - Lake Tahoe
  - Clark
  - NDOT
NV Statewide Investment Plan

• Why???
• Need to educate decision makers
• Educate public
• Not about money
  • Application to everyday life
  • Education
  • Work
  • Economic Development
  • Environment
  • Safety
NV Statewide Investment Plan

Current projected revenue through 2035

- Carson City Area: $440 Million
- S. Nevada (Clark County): $14.96 Billion
- Urban Washoe County: $4.29 Billion
- Lake Tahoe Area: $116 Million
- Rest Of State (NDOT): $1 Billion

Total: $20.8 Billion
NV Statewide Investment Plan

Total Needs Through 2035

• Carson City Area $ 1.56 Billion
• S. Nevada (Clark County) $ 23 Billion
• Urban Washoe County $ 10.2 Billion
• Lake Tahoe Area $ 708 Million
• Rest Of State (NDOT) $ 11.75 Billion

Total $ 47.25 Billion
NV Statewide Investment Plan

Total Short Fall

- Carson City Area: $1.13 Billion
- S. Nevada (Clark County): $8.05 Billion
- Urban Washoe County: $5.93 Billion
- Lake Tahoe Area: $592 Million
- Rest Of State (NDOT): $10.75 Billion

Total: $26.45 Billion
Transportation

Thank you

Questions?