Tahoe Sustainable Transportation Funding Initiative

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Tahoe Transportation DISTRICT

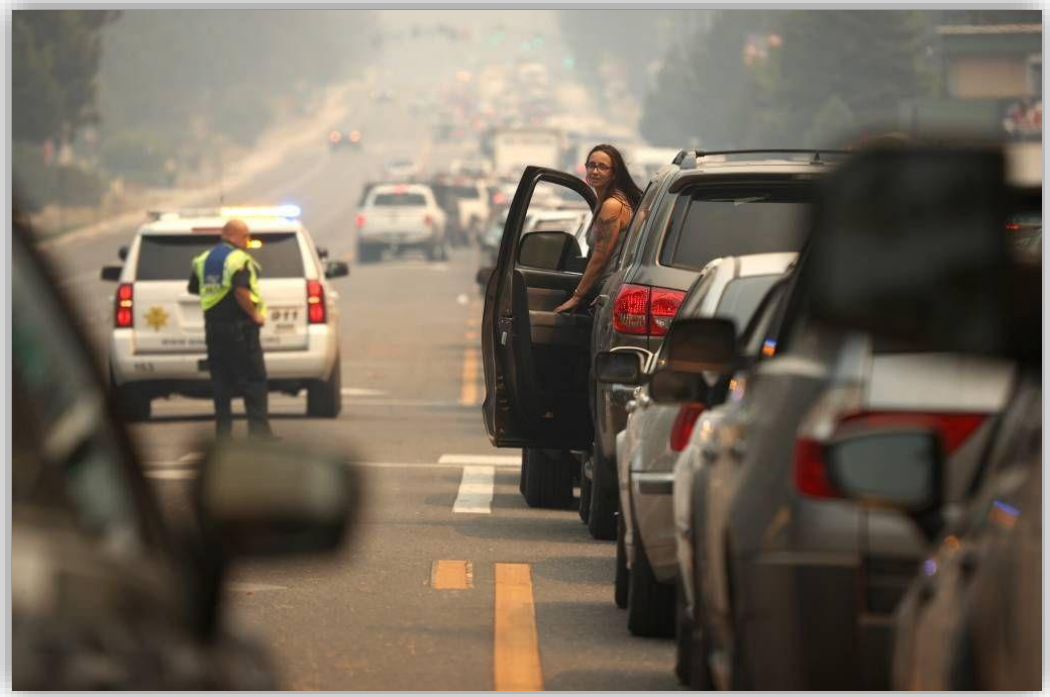
TAHOE REGIONAL PLANNING AGENCY

August Presentation Recap

- **Policy Drivers** (SCR 8)
  - What regional revenue(s) to authorize?
  - What structure to adopt, collect, and administer?
- **Interview Results**
  - Data needs
  - Governance & administration issues
  - Additional themes

September Presentation Overview

- Where are we now?
- Revenue strategy
- Priority projects
- Governance & administration options
- Process and timeline



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Where Are We Now?

- **Revenue Strategy**
  - Currently insufficient support for **basin entry fee**
  - **No single source** large enough to fill gap ($20 mil./year x 25 yrs.)
- **Governance & Administration Strategy**
  - New regional revenue source?
  - Status quo (TTD, jurisdiction-by-jurisdiction, project-by-project)

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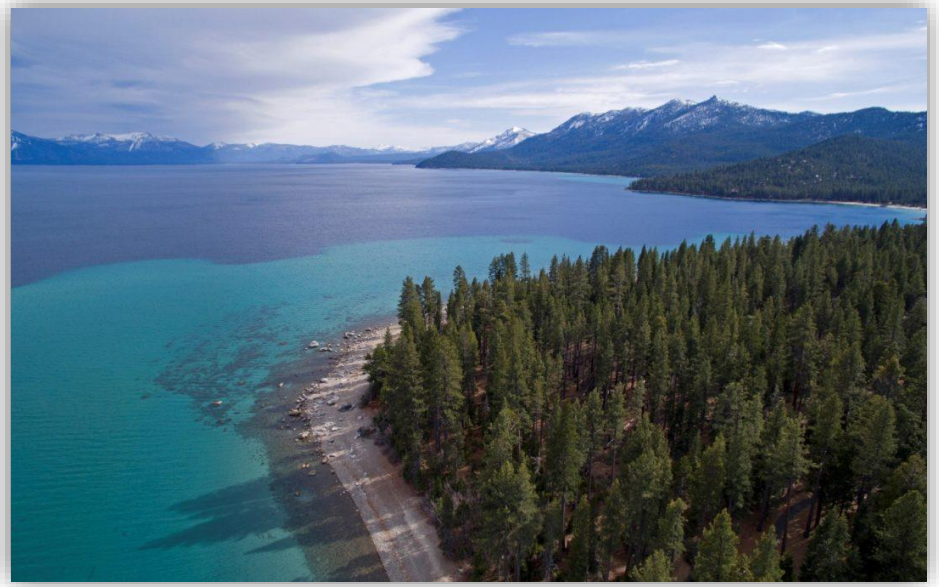
Revenue Strategy – All Sectors Contribute

- Local
- Regional
- State
- Federal
- Private

LAKE TAHOE ENVIRONMENTAL IMPROVEMENT PROGRAM



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New Local/Regional Revenue Priorities

1. Sustainable
2. Fungible
3. Transparent
4. Equitable
5. …and substantial (>$1 M/year)

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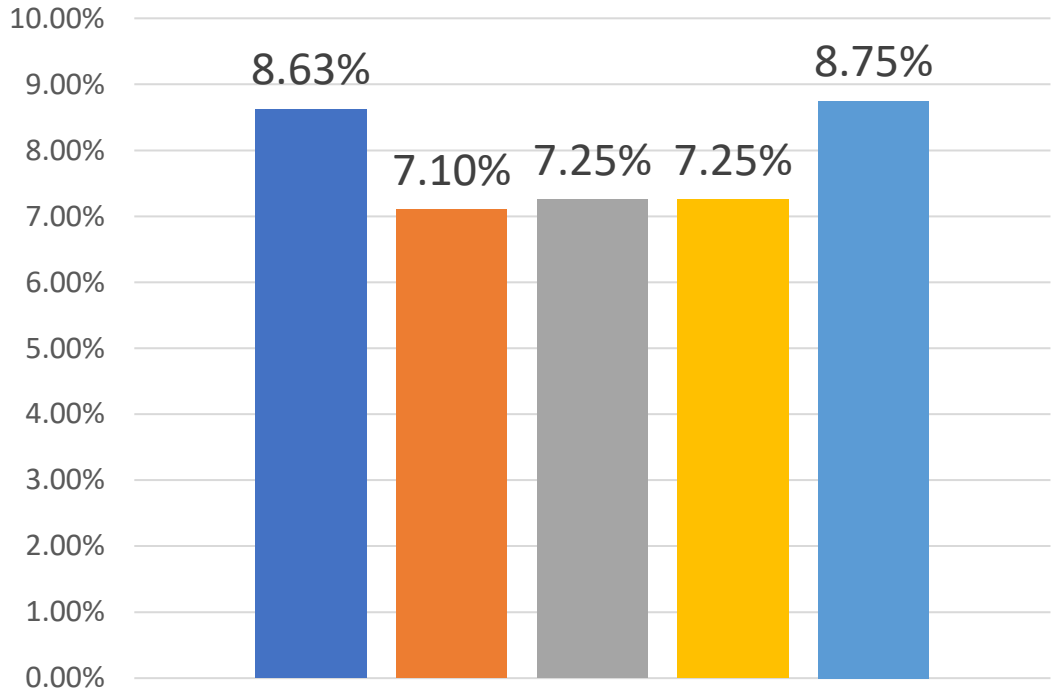
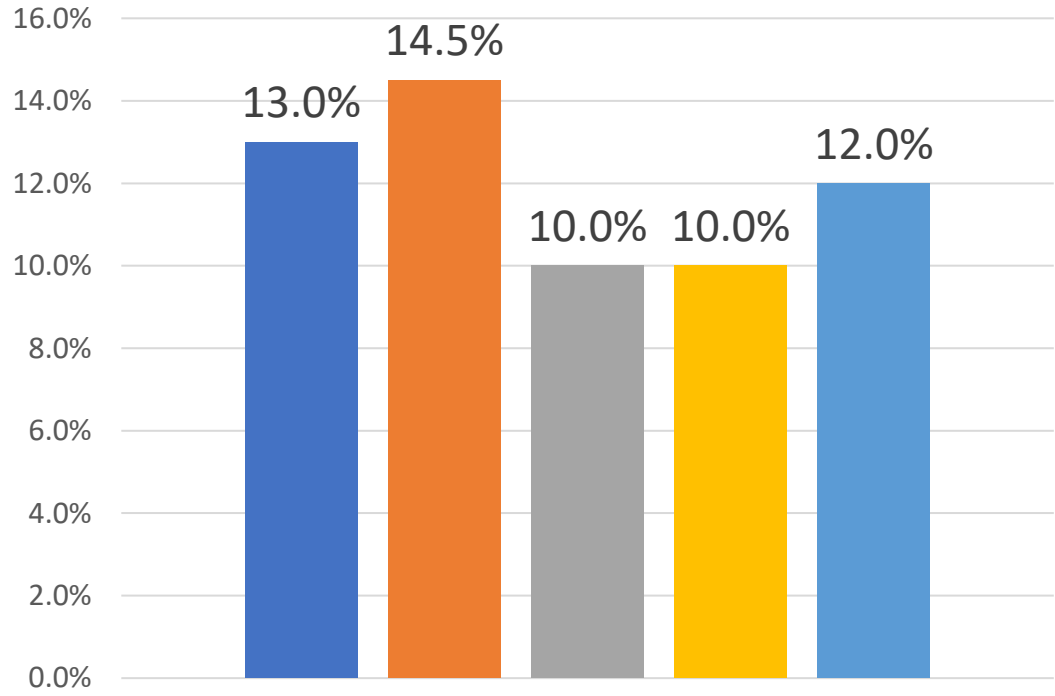
Recommended INITIAL Local/Regional Tax Options

Current Sales Tax Rates



Additional 0.5% rate basin-wide = $1.6M / year

Current TOT Rates



Additional 0.5% rate basin-wide = $2.7M / year

Washoe Douglas Placer El Dorado S. Lake Tahoe

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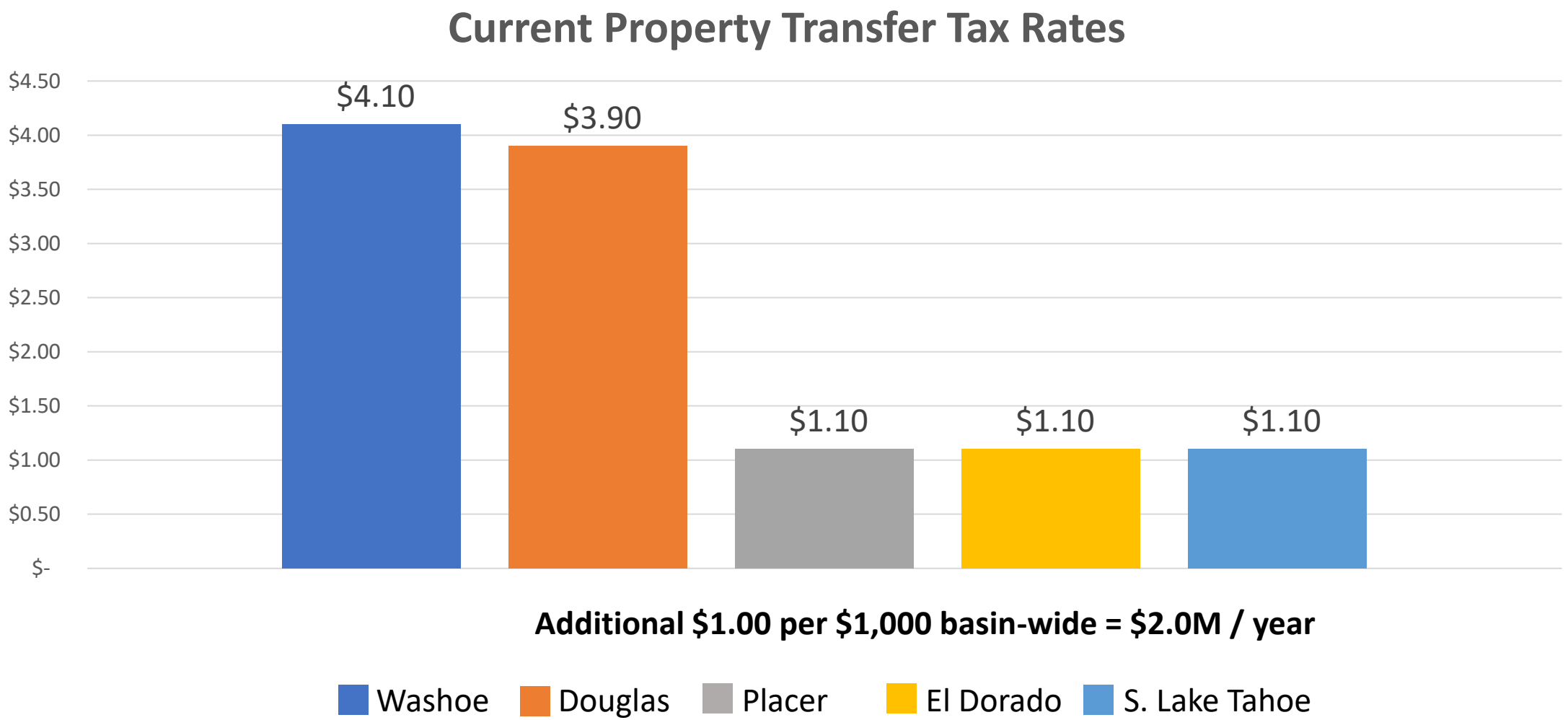
Recommended INITIAL Local/Regional Tax Options



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Recommended INITIAL Local/Regional Revenue Options

- Zonal transportation user fee
- Parking fees
- Development impact fees

Local/Regional Revenue Options Not Recommended

Category	Detail
Fees & Charges	Basin entry fee
	Special district assessment / BID
	Rental car fee
	Ski ticket charge
Sales Taxes	Admissions (event) tax
	Utility users' tax
	Gas/fuel tax

Category	Detail
Property Taxes	General obligation bonds
	Parcel tax
	Vacancy tax (2nd homeowners)
	Ski ticket charge
Other Taxes	Business license tax
	Vehicle registration tax

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State Revenue Options

California

- State Park user fees
- Grant eligibility & project support

Nevada

- State Park user fees
- Budget appropriation
- EIP bonds
- Grant eligibility & project support

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Federal Revenue Options

- Federal Transportation Bill
- Improved grant eligibility
- Coordinated grant requests
- Congressional delegation support

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Private Sector Revenue Options

- Microtransit
- Employee transportation
- Other voluntary contributions

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Comments/Questions

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Expenditure Plan

U.S. 50 South Stateline Community Revitalization

Reclaiming a main street along U.S. Highway 50 will make the heart of the South Shore more walkable, bikeable, and economically viable while protecting Lake Tahoe's spectacular environment. The project will deliver new affordable housing and reduce greenhouse gas emissions.

Project Cost: $100 million (transportation), $56 million (housing)

State Route 89 Emerald Bay Corridor

The newly launched corridor management plan calls for Emerald Bay shuttles every 15 minutes, parking management, new trails, and other infrastructure improvements.

Project Cost: $20 million

State Route 28 Stateline-to-Stateline Bikeway

Infrastructure investments are needed to complete the trail along the entire East Shore linking Incline Village to Spooner Summit. Parking and safety enhancements, pedestrian crossings, and a link to Spooner Front Country facilities are needed.

Project Cost: $68 million

Placer Resort Triangle Priority Transit Lanes

Placer County is leading this innovative project to dedicate transit lanes on State Routes 89 and 267 during peak travel times to reduce congestion and improve traffic flow and safety.

Project Cost: $30 million

Lake Tahoe Transportation Implementation Strategy – Supporting Project List

This list represents illustrative projects that would be considered under the following categories. The funding amount shown is just for regional funding over 20 yrs. ($400M) and does not include necessary additional funding from other leveraging sources.

Regional Priorities

$109 Million

Project	New Funding	Leveraged Funding
Tahoe Transportation District		
South Stateline Community Revitalization Project (SCCRP) US50 Project includes Replacement Housing, Neighborhood amenities, Main Street complete street, Stateline parking management, and highway 50 realignment.	$56,000,000	$100,000,000
State Route 28 Stateline to Stateline Bikeway Infrastructure investments to complete the trail along the entire East Shore linking Incline Village to Spooner Summit. Parking and safety enhancements, pedestrian crossings, and a link to Spooner Front Country facilities are needed.	$18,000,000	$62,000,000
Placer County		
Resort Triangle Priority Transit Lanes In order to incentivize more public transit ridership, transit lane infrastructure along Highways 89 and 267 is needed. Infrastructure involves providing a dedicated transit lane and associated overhead and shoulder signage, and intersection improvements to prioritize transit vehicle passage during congested periods.	$20,000,000	$10,000,000
El Dorado County/USFS		
Hwy 89/Emerald Bay -Tahoe Trail Segment In coordination with the State Route 89 Recreation Corridor Management Plan, this project will proceed through the project delivery process by providing a Class 1 facility along the west shore of Lake Tahoe.	$15,000,F000	$0

Transit

$207 Million

Project	New Funding	Leveraged Funding
Tahoe Transportation District		
TTD Transit Ops and Capital 2025 & 2035 Additional transit operations in El Dorado, Douglas, Carson, and Washoe County. Fleet and other capital enhancements to support operations	$9m/yr ops $12m capital	$21m/yr ops $28m discretion
TTD Maintenance and Administration Facility To expand transit services with larger fleet a new facility of size and capability must be provided as existing facilities are too small, antiquated, with no opportunity for growth or redevelopment. Opportunity sites are planned for evaluation in Douglas County; the facility could also consolidate and serve as TTD's administrative facility too.	$20,000,000	$45,000,000

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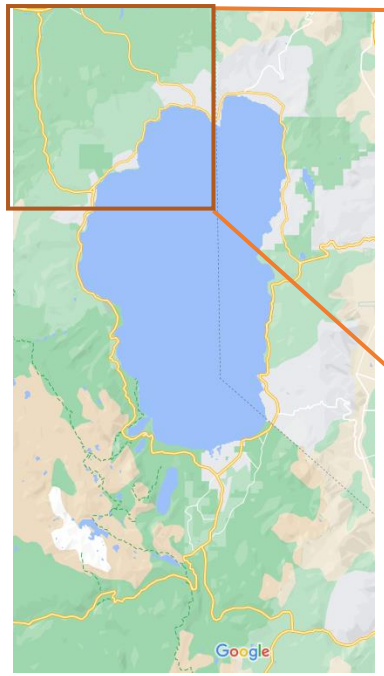
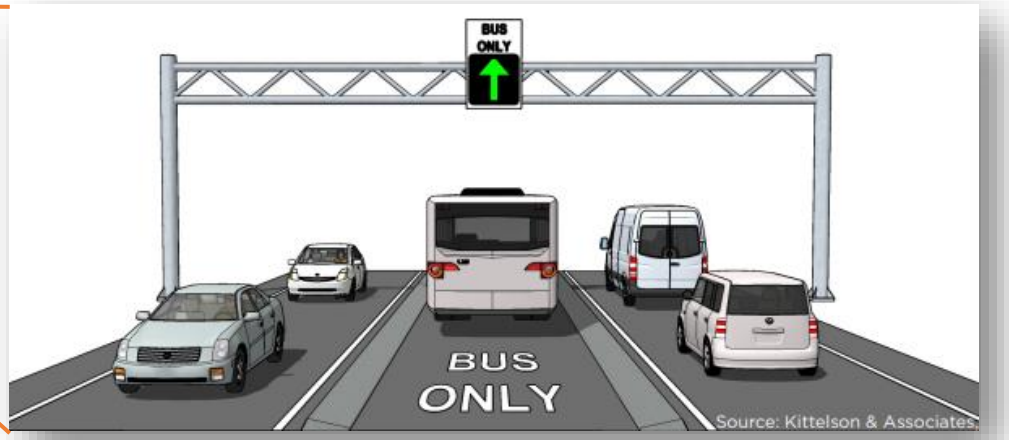
TAHOE REGIONAL PLANNING AGENCY

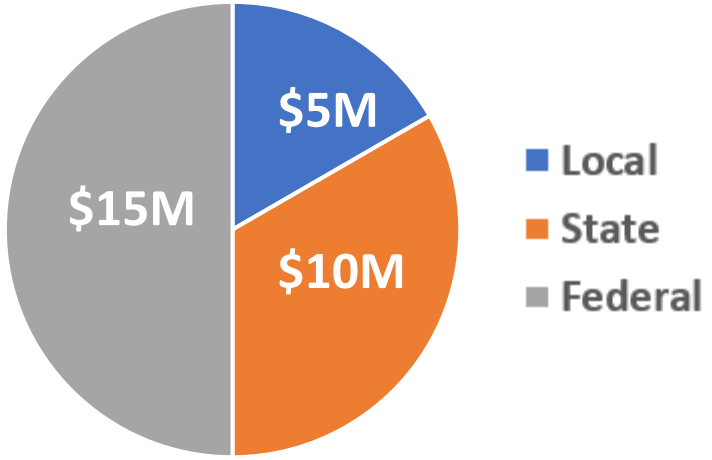
Placer County - Resort Triangle Transit Priority





- **Dedicated transit lane along Highways 89 & 267**
- **Transit-priority improvements at intersections**

$30 million
Capital



Environment	Congestion Management	Connectivity	Economic Vitality	Safety	System Preservation

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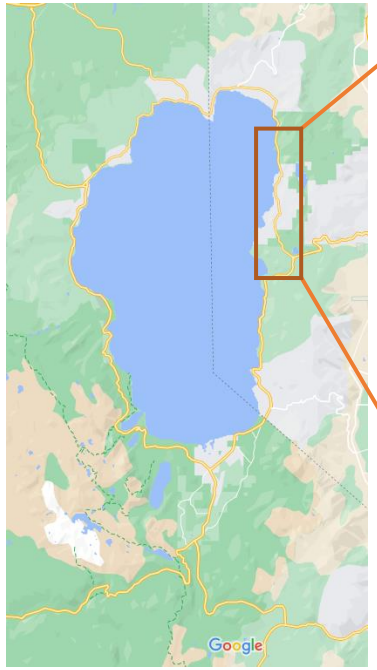
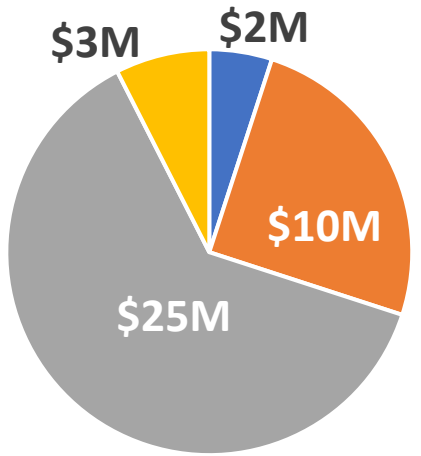
State Route 28 Stateline to Stateline Bikeway



$40 million

Capital



- **Complete East Shore trail, Incline Village to Spooner Summit**
- **Parking, pedestrian, and safety enhancements**
- **Link to Spooner Front Country and AIS inspection facilities**

Local **State** **Federal** **Private**

Environment	Congestion Management	Connectivity	Economic Vitality	Safety	System Preservation

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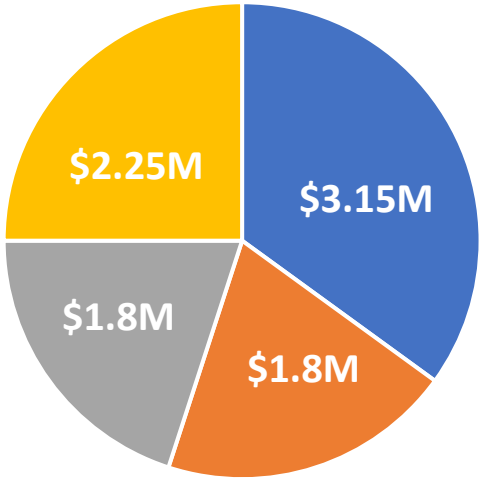
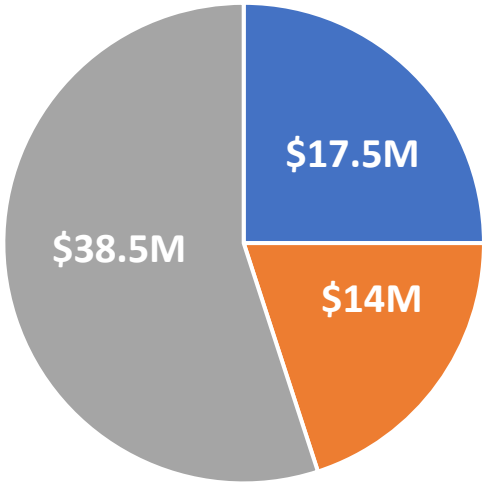
Tahoe Transit

$9 million
Annual Operations



$70 million
Capital



- **Enhanced workforce connections**
- **Microtransit & recreation services for visitors & locals**
- **New South Shore transit facility**

Environment	Congestion Management	Connectivity	Economic Vitality	Safety	System Preservation

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Regional Governance & Administration Options

- **Revenue adoption & collection**
  - Uniform/Basin-wide
  - Bistate
  - Individual
- **Revenue administration**
  - TTD
  - Local jurisdictions
  - Combination TTD & local

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Proposed Process & Timeline

- **August (complete)**
  - Interview and survey results
  - Receive direction on data needs and decision-making process
- **September (now)**
  - Funding options
  - Project funding plans
  - Governance & administration options
- **October (proposed)**
  - Funding options decision
  - Governance & administration options development
- **November (proposed)**
  - Governance & administration decision
- **December (proposed)**
  - Draft report presentation

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Comments/Questions

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Public Comment