

TRPA Governing Board

January 24, 2023

AGENDA ITEM VI. A

Transportation and Sustainable Communities Threshold Standard 1

Dan Segan

Chief Science and Policy Advisor
775-589-5233, dseган@trpa.gov

Background

1982

- Reduce NOx emissions and control algae growth



2021

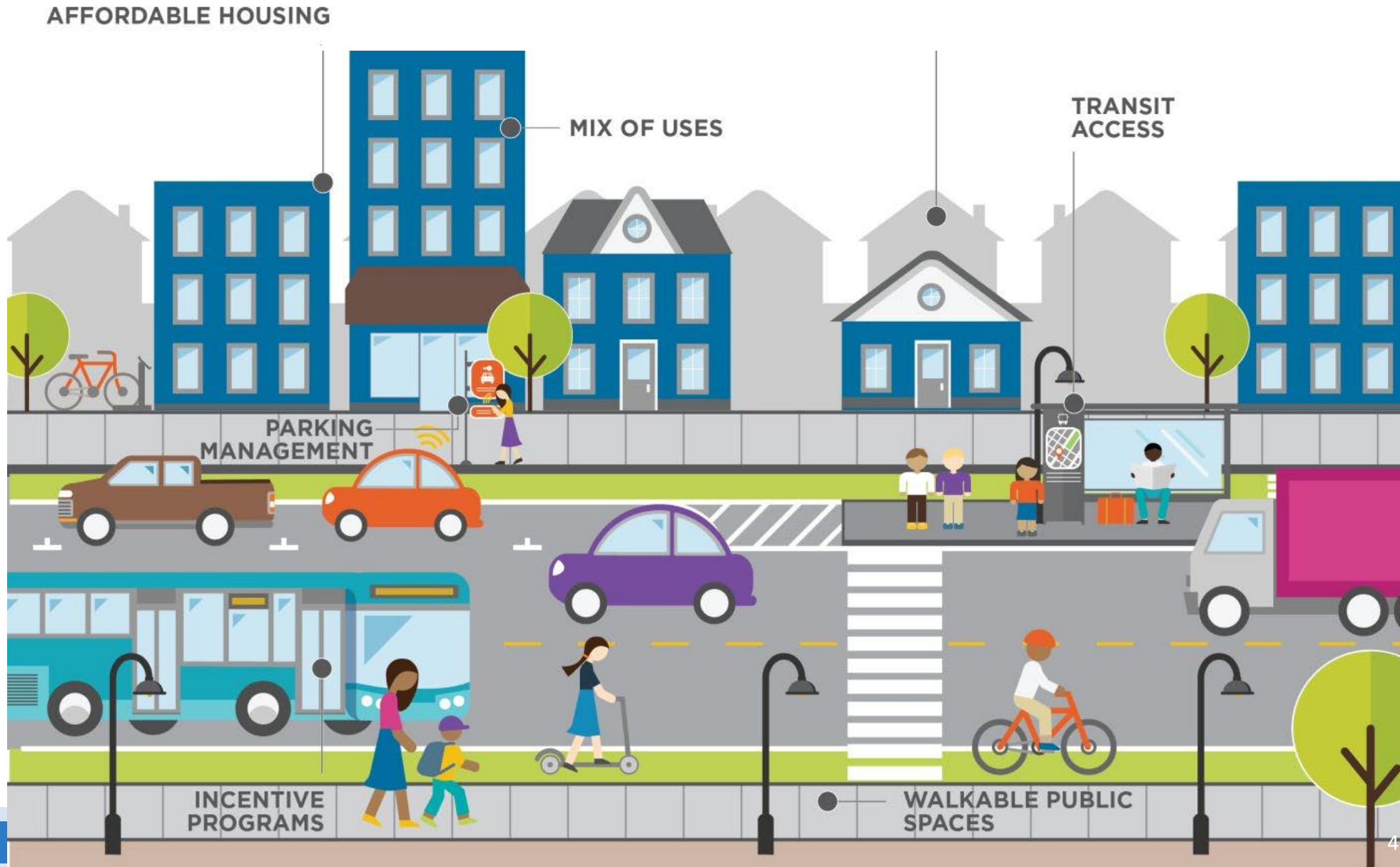
- Promote Mobility
- Reduce GHG Emissions
- Reduce Dependence on the Automobile

Threshold Standard

Transportation and Sustainable Communities

TSC1 – Reduce Annual Daily Average VMT Per Capita by 6.8% from 12.48, the 2018 baseline, to 11.63 in 2045

How do you reduce VMT?





TAHOE
REGIONAL
PLANNING
AGENCY

How do you reduce VMT?

RP

RP

RP

RP

AFFORDABLE HOUSING

MIX OF USES

INFILL DEVELOPMENT

TRANSIT ACCESS

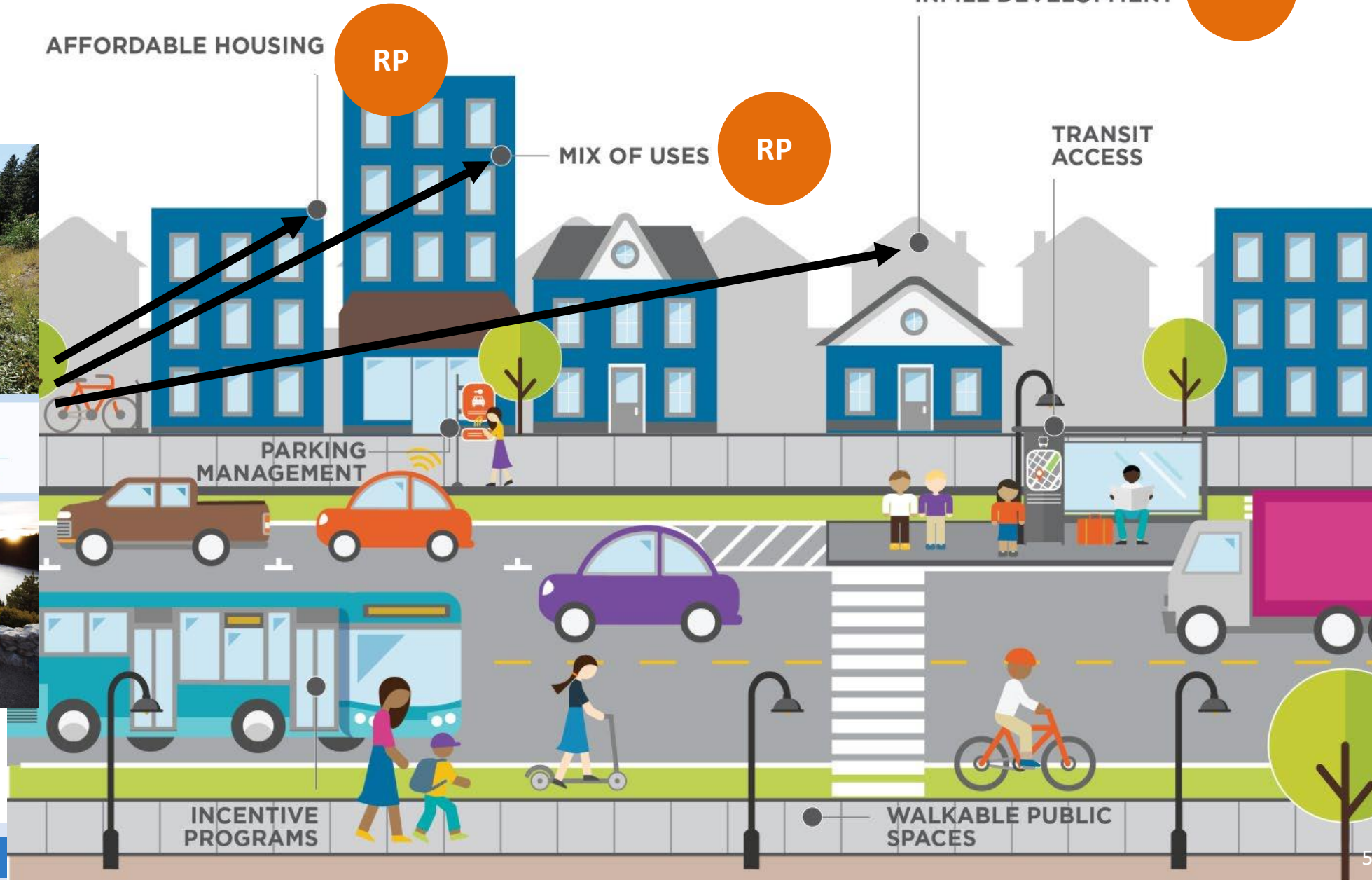
PARKING
MANAGEMENT

INCENTIVE
PROGRAMS

WALKABLE PUBLIC
SPACES

THRESHOLD STANDARDS
AND REGIONAL PLAN

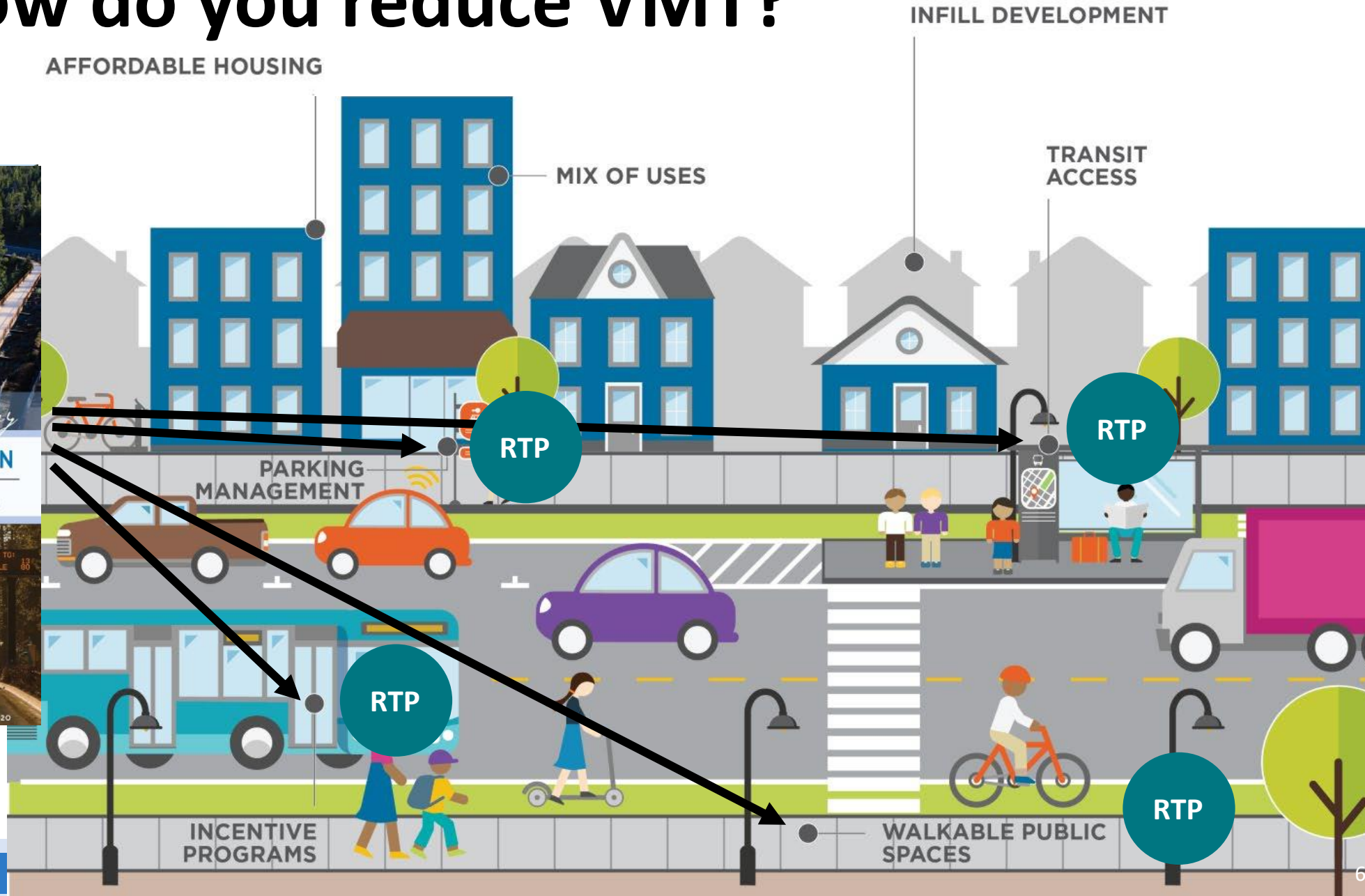
TAHOE REGIONAL PLANNING AGENCY || *Lake Tahoe*





TAHOE
REGIONAL
PLANNING
AGENCY

How do you reduce VMT?



RTP

RTP

RTP

RTP

RTP

50
YEARS

TAHOE
REGIONAL
PLANNING
AGENCY

Executive Summary

REGIONAL TRANSPORTATION PLAN

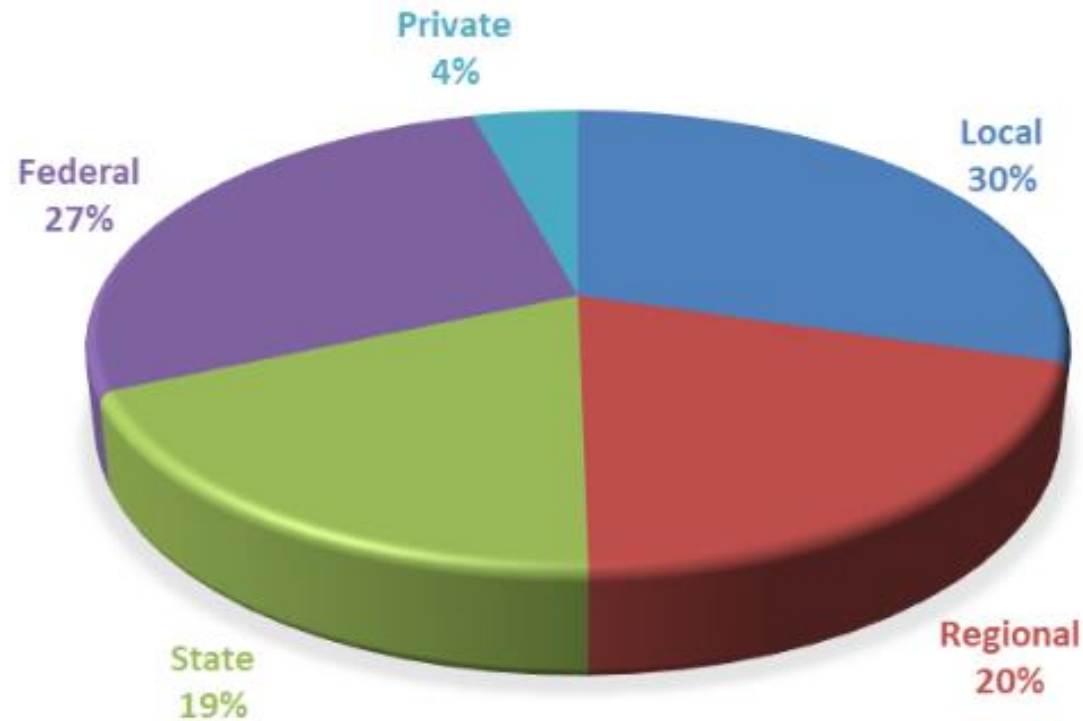
TAHOE REGIONAL PLANNING AGENCY

Lake Tahoe

DRAFT
September 2020

Funding the plan

2020 RTP REVENUE SHARES



Regional

As an outcome of the ongoing Sustainable Funding Initiative, new regional funding is initially estimated at \$20 million annually to support RTP implementation, and over the life of the plan \$486 million total. The actual revenue generated from new regional sources may vary and will be updated in subsequent RTPs. Therefore, the funds are conservatively estimated to start in 2026, outside of the first 4-year FTIP cycle and after the next RTP cycle.

Figure 67: Constrained Revenue by Source

Management Framework

1. Independent Guidance
2. Established Milestones
3. “Triggered” Responses



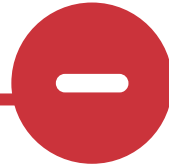
1) Independent Advisory Body

- Summarize performance, findings, and provide recommendations.
- Transmit recommendations every two years.



What's working

1. X.....
2. X.....
3. X.....



What's not working

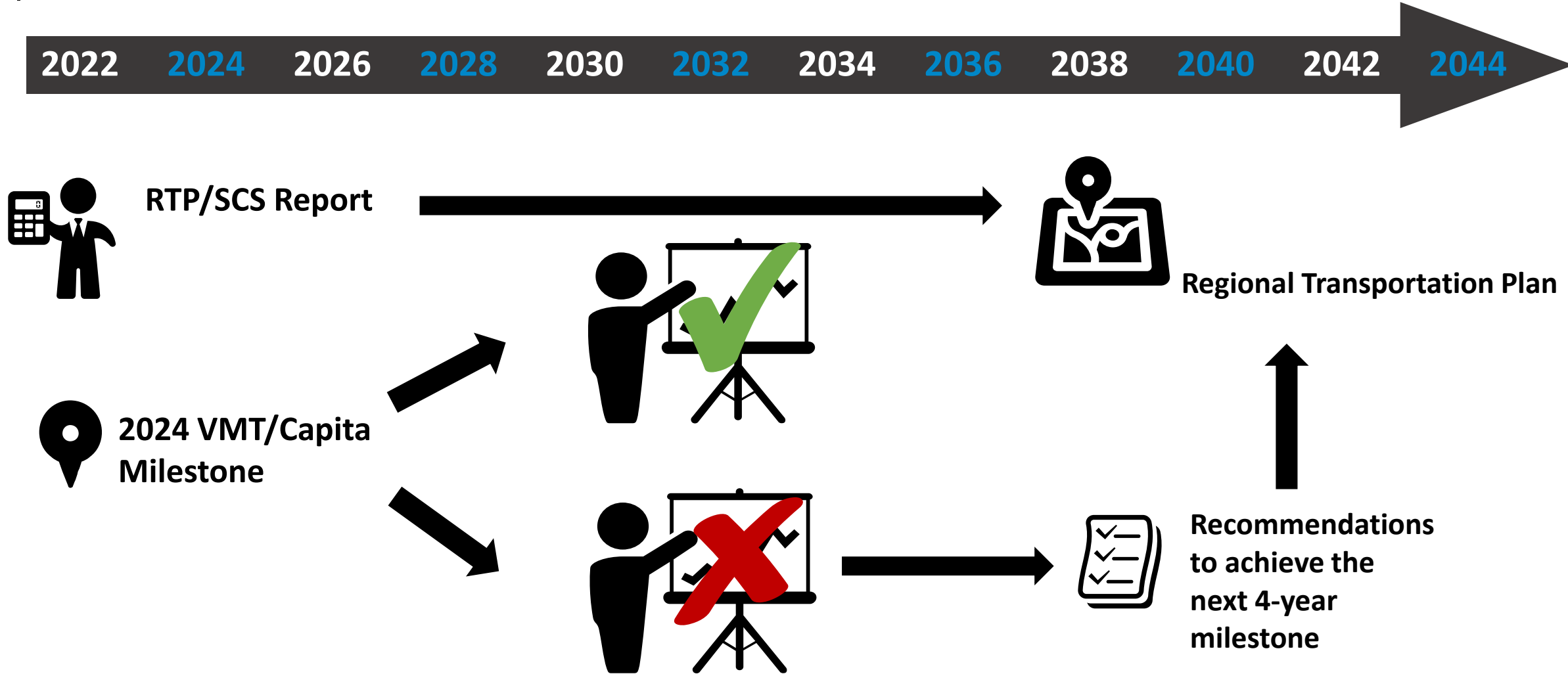
1. Y.....
2. Y.....
3. Y.....



Recommendations

What should we change?

2) Adaptive management process



3) “Triggered” management responses

2022 2024 2026 2028 2030 2032 2034 2036 2038 2040 2042 2044

2024 Funding Milestone



(1) Standard of significance increases to no-net unmitigated VMT

VMT per Capita Milestones



(1) 10% mobility mitigation fee increase
(2) Standard of significance outside of town centers and buffers increases to no-net unmitigated VMT

Regional Plan Milestones

2024 Funding Milestones



GOAL DP-5.4.A

2022 Regional Revenue Milestone - By December 31, 2021, a proposal for dedicated sources of transportation funding for Tahoe, endorsed and supported by the Bi-State Transportation Consultation, shall be submitted to the Nevada and California legislatures.

GOAL DP-5.4.B

2024 Regional Revenue Milestone - An ongoing regional funding source or sources dedicated to transportation for the Tahoe Region that is reasonably expected to meet the needs set forth for it in the Regional Transportation Plan, shall commence implementation no later than December 31, 2023.

Regional Plan Milestone

2022 Funding Milestone



GOAL DP-5.4.A

2022 Regional Revenue Milestone - By December 31, 2021, a proposal for dedicated sources of transportation funding for Tahoe, endorsed and supported by the Bi-State Transportation Consultation, shall be submitted to the Nevada and California legislatures.

Bi-State Consultation on Transportation





Revenue Options

Sector	Revenue Options	Jurisdiction	Avg Annual Amount (M) ¹
Regional	R5. Basin Entry Fee		\$23.9
Regional	R6. Zonal Fee		\$9.5
Regional	R7. Parking Fees		\$7.0
Regional	R4. Vacancy Tax		\$6.3
Federal	F2. Transportation Act: Grants		\$5.8
Regional	R1. Sales Tax (basin-wide)	Basin-wide	\$5.7
Regional	R2. Transient Occupancy Tax	Basin-wide	\$4.0
Local	L1. Sales Tax	City of SLT	\$3.2
State	S1. CA & NV Funding Formula		\$2.9
State	S3. CA Existing Grants		\$2.9
Federal	F1. Transportation Act: Formula		\$1.7
Local	L2. Transient Occupancy Tax	City of SLT	\$1.6
Local	L1. Sales Tax	Placer	\$1.1
Local	L2. Transient Occupancy Tax	Douglas	\$1.0
State	S4. CA New Grant Programs		\$1.0
Local	L1. Sales Tax	Washoe	\$0.9
Local	L2. Transient Occupancy Tax	Placer	\$0.9
Regional	R3. Real Property Transfer Tax	Basin-wide	\$0.8
Local	L3. Real Property Transfer Tax	Washoe	\$0.6



% Funding
Target³



LAKE TAHOE SUSTAINABLE TRANSPORTATION FUNDING INITIATIVE

REVENUE OPTIONS BRIEFING BOOK

Public Draft | November 30, 2021

Prepared for the Tahoe

By: Derek W.
Morse Associates

January

\$1M initial

0.5% of tax

1.0% of loc

\$1.00 per \$1,000 of

\$1.00 per \$1,000 of





7-7-7 Approach

Transportation: A Bi-State Commitment to Improving Lake Tahoe



Lake Tahoe's awe-inspiring environment has attracted visitors from across the globe for generations. Its proximity to major metropolitan areas in Northern California and Nevada make it a popular destination for millions of people get outdoors into nature. The Tahoe Basin is also a beloved home to tens of thousands of residents and the sacred ancestral lands of the Washoe Tribe of Nevada and California. Today, providing a world class transportation system for residents and visitors is a priority for leaders in California and Nevada. Our states recognize that the health of the lake, local communities, and economy are at risk from outdated transportation infrastructure.

Since 2017, the Director of the Nevada Department of Conservation and Natural Resources and the Secretary of the California Natural Resources Agency have convened a Bi-State Consultation on Transportation for Lake Tahoe. The Bi-State working group brings together public and private sector partners to catalyze needed transportation investments in the Tahoe Region.

The Lake Tahoe Transportation Action Plan is a product of this Bi-State Consultation and reflects the collaboration of local, state, and federal agencies. It prioritizes the most important transportation projects and establishes a funding framework to make these projects a reality.

Transportation investments are being secured through a '7-7-7' funding framework in which each sector of the partnership—local/regional governments and business, state agencies, and federal government—works to allocate additional investments of \$7 million per year. These investments include congressionally designated funds, state supported grant applications, local jurisdiction funding, and private investment from local businesses.

Recent accomplishments include:

- \$2 million in congressionally designated funding for state Route 28 corridor implementation.
- Approximately \$700,000 in new federal annual support for transit operations.
- Nevada passage of Senate Concurrent Resolution 8 (2021) to support transportation solutions at Lake Tahoe.
- California joint funding application with Placer County.
- Public-private partnerships to launch micro-transit service on both the North and South Shores.

We are committed to continuing to build momentum for critical transportation improvements at Lake Tahoe. This shared effort will help us protect and maintain this world-renowned place for residents and visitors alike.

Wade Crowfoot

Wade Crowfoot, Secretary
California Natural Resources Agency
State of California

Jim Lawrence

Jim Lawrence, Acting Director
Nevada Department of Conservation and
Natural Resources
State of Nevada

LAKE TAHOE TRANSPORTATION ACTION PLAN

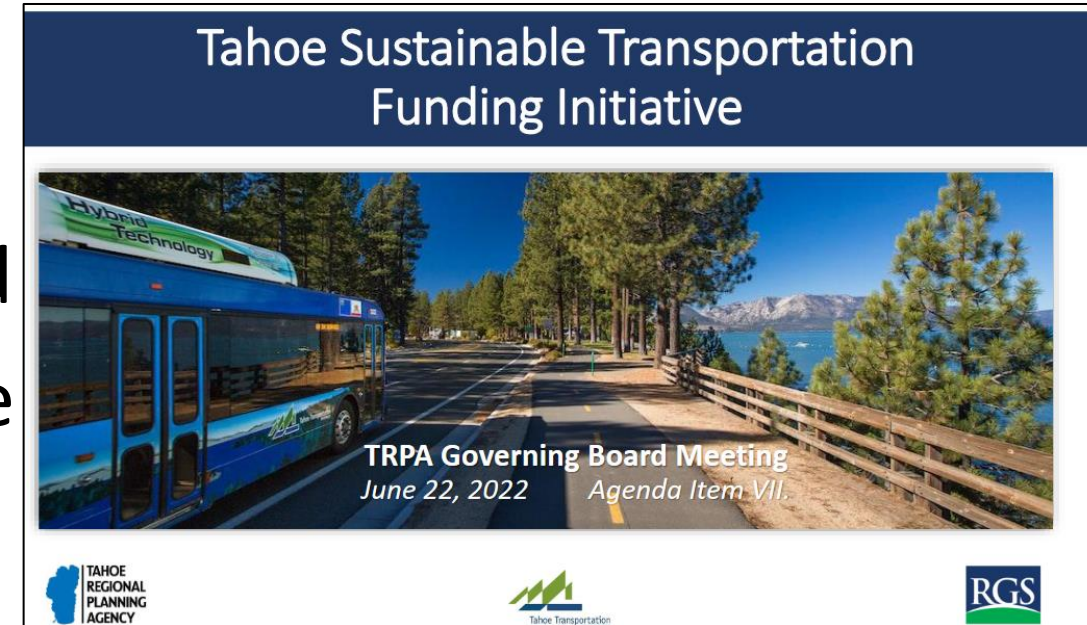


	local/ private	california	nevada	federal
revenue target	\$7 million/yr	\$4.5 million/yr	\$2.5 million/yr	\$7 million/yr
potential revenue sources	Zonal congestion/ parking fee	Increased state support for existing & new competitive grant programs	Environmental Improvement Program bonds	Increased formula funding
	Local taxes (sales, hotel, vacancy)	State formula funding allocations	Conserve Nevada Program	New funding programs
	Fees, philanthropy, or other sources	Direct budget appropriation	Direct budget appropriation	Direct budget appropriation
	Increased general fund allocation		Increased state support for existing & new competitive grant programs	Infrastructure investments



Board involvement

- July 29, 2021 EIPTO Committee
- August 21, 2021 EIPTO Committee
- September 22, 2021 Governing Board
- December 15, 2021 EIPTO Committee
- Feb 23, 2022 EIPTO Committee
- Apr 27, 2022 EIPTO Committee
- June 22, 2022 Governing Board





2022 Regional Revenue Milestone

**COMMITTEE FOR THE REVIEW AND OVERSIGHT OF THE
TAHOE REGIONAL PLANNING AGENCY AND THE
MARLETTE LAKE WATER SYSTEM**

**Report on Nevada Senate Concurrent Resolution 8:
Identification of Key Transportation Priorities
for the Lake Tahoe Basin**

July 15, 2022



*With special thanks to the Bi-State Consultation on Transportation Working Group,
Regional Government Services, and Urban Economics.*

State Capitol
P.O. Box 942949
Sacramento, CA 94249-0001



July 5, 2023

Tony Tavares, Director
California Department of Transportation
1120 N Street
Sacramento, CA 95814

RE: Tahoe Basin Funding Equity

Dear Director Tavares,

As representatives of the Tahoe Basin, we are writing to seek your assistance in implementing the 2020 Lake Tahoe Regional Transportation Plan (RTP). In 2017, in advance of the RTP update, California and Nevada convened a bi-state group along with public and private partners to discuss transportation issues, which identified \$400 million in needs over the next 20 years. We are seeking your support to secure California's share to implement this agreement by administratively conforming the allocation of state funds with the population definitions in federal law.

We are cognizant of the fiscal realities facing the state. Using the federal population definition for the basin would have an insignificant impact on other metropolitan planning organizations, but would have a transformative impact at Lake Tahoe. The FAST Act added subdivision (r) of Section 5303 of Title 49 U.S.C. and subdivision (r) of Section 134 of Title 23 of the U.S.C. This language was added to recognize the large number of visitors to the basin by assigning a population of 145,000 people in California and 65,000 in Nevada for purposes of federal transportation and transit funding formulas.

The bi-state group included representatives from the California Natural Resources Agency, CalSTA, and Caltrans. This effort identified \$400 million in needed transportation and transit improvement projects over 20 years to fully implement the 2020 RTP. To address this funding need, the Transportation Action Plan established the 7-7-7 funding goal, which translates to \$7 million in annual funding from the federal government, \$7 million annually from local and private sources, and \$7 million annually split between the states of Nevada and California. The collaborative work in the basin has already secured the local/private share, and the Nevada and federal shares are close to being committed. California's proportional share equates to only \$4.5 million per year, which has not been secured.

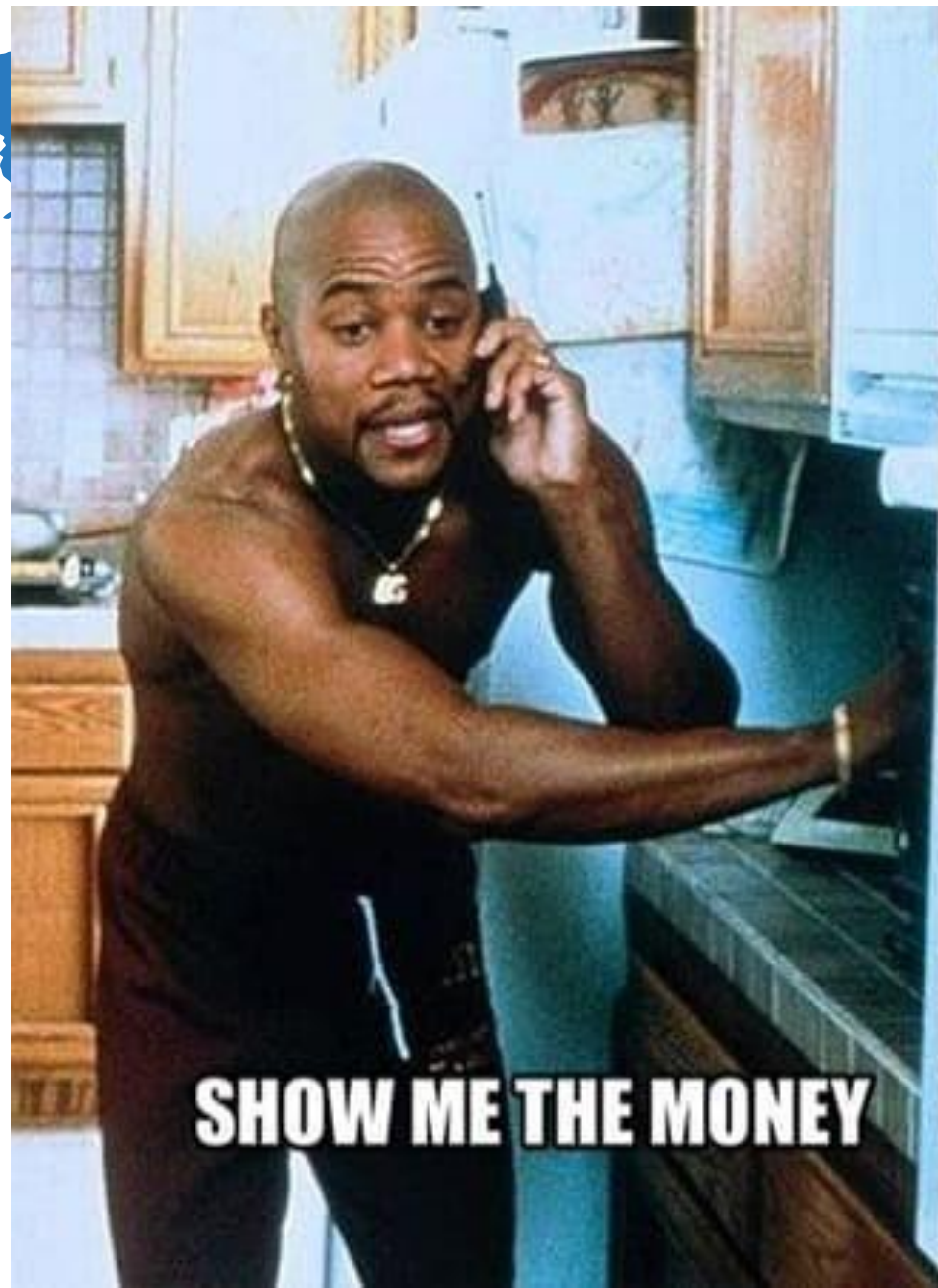
Approximately 55,000 people live in the Tahoe Basin. However, 15 million people visit the basin each year, with peak weekends seeing several hundred thousand visitors. The Tahoe Basin attracts visitors from every region of our state, including many Californians who own second homes in the area. Lake Tahoe's clarity and environment are threatened by vehicle impacts to the region including greenhouse gas emissions affecting climate change and roadway runoff degrading lake clarity. Peak periods of congestion at popular recreation sites generate clogged roadways, inhibit equitable access, create unsafe conditions for visitors, and hampers commuters during peak seasons.

2024 Funding Milestone



GOAL DP-5.4.B

2024 Regional Revenue Milestone - An ongoing regional funding source or sources dedicated to transportation for the Tahoe Region that is reasonably expected to meet the needs set forth for it in the Regional Transportation Plan, shall commence implementation no later than December 31, 2023.





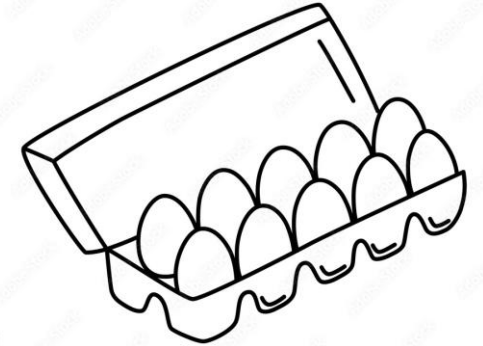
Funding secured FY23 (Oct. 2022 – Sept. 2023)

	Federal	State-CA	State-NV	Local/Private	Total
Target	\$7,000,000	\$4,500,000	\$2,500,000	\$7,000,000	\$21,000,000
Secured	\$9,575,000	\$4,065,000	\$3,200,000	\$6,181,000	\$23,021,000
Difference	+\$2,575,000	-\$435,000	+\$ 700,000	-\$819,000	+\$2,021,000

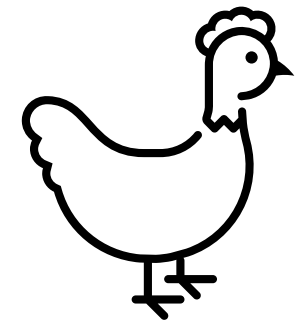


So why are we here?

- What we have
 - \$23M in the bank
 - “7-7-7” stakeholder commitment to raise annually
- What we don’t have
 - \$1.7M in monthly revenue



Adobe Stock | #52671369



Options

1. Take Action on Trigger

Implement the goals and policies in DP-5.4.B as adopted prior to the funding strategy shift – Find that ongoing regional funding has not been achieved and change the standard of significance to “no-net unmitigated VMT” for development projects.

2. Update

Update the goals and policies in DP-5.4.B to reflect the change in funding strategy – Recognize the change and success of the partnership’s approach to closing the funding gap and modify the goals and policies.

3. Reconsider in 2025

Amend DP-5.4.B to push the assessment date two years out - Recognize the success of the partnership in exceeding funding targets for this year and delay assessment of DP-5.4.B two years to align with the next Regional Transportation Plan

Governing Board Questions

Agenda Item No. 4

Possible Action

1.25.24

Public Comment

Agenda Item No. 4

Possible Action

1.25.24



Comparison

	Regional Plan	“7-7-7”
Type	New Source – “Ongoing Regional Revenue”	Sector based approach
Target	\$20M	\$20M
Timing	Commence by December 31, 2023	Target FY2023

Tahoe through the years





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