

# LAKE TAHOE

## TRANSPORTATION ACTION PLAN



PHOTO BY DRONE PROMOTIONS



**LAKE TAHOE**  
ENVIRONMENTAL  
IMPROVEMENT  
PROGRAM

October 2023

# Tahoe Transportation & the Environmental Improvement Program

Lake Tahoe's awe-inspiring environment has attracted visitors from across the globe for generations. Today, its proximity to major metropolitan areas in Northern California and Nevada make it a natural outdoor playground for the growing millions of people looking for unparalleled summer and winter recreation opportunities.

This action plan represents the region's approach to funding and implementing the projects needed to create a world-class transportation system at Tahoe.



**60** percent

OUTDOOR RECREATION AND TOURISM  
ACCOUNTS FOR 60 PERCENT OF THE LAKE  
TAHOE REGION'S \$5 BILLION ANNUAL ECONOMY.

PHOTO BY JARVIS PHOTOGRAPHY

## ENVIRONMENTAL IMPROVEMENT PROGRAM

The Lake Tahoe Environmental Improvement Program (EIP), created in 1997, has prioritized transportation improvements as an environmental strategy. Tahoe partners have developed a regional vision for our transportation system, but major transit and infrastructure investments are needed to improve safety and address unsustainable peak congestion for residents and visitors.

### actions

- 197 miles of bike and pedestrian paths constructed or improved.
- 17 complete street projects.
- 833 miles of roadway renovated to reduce stormwater pollution.

### results

- 24 percent less car trips.
- 29 percent reduction in transportation GHG emissions (since 2005).
- 11 percent increase in transit ridership.

# TRANSPORTATION VISION

Projects for transit, trails, technology, and communities provide a reliable, safe, and convenient transportation system.

## transit

Providing **15-minute service** between town centers and recreation destinations, 30-to 60-minute service between neighborhoods and town centers, and inter-regional service for commuters and visitors from neighboring regions.

## technology

Connecting people with information to make travel around the region seamless, providing better data and analysis, and ensuring **charging facilities** are available for electric vehicles.

## trails

Increasing **foot and bike trips** by constructing 110 miles of new trails to connect our neighborhoods and activity centers.

## communities and corridors

Providing **comprehensive solutions** to mobility through a corridor planning framework connecting workers to jobs, visitors to recreation, and residents to town centers, housing, and recreation.

# CHALLENGES



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Lake Tahoe's clarity and environment are threatened by vehicle impacts to the region including greenhouse gas emissions 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 hamper commuters during peak seasons. Tahoe serves 15 million visitors per year, but state funding formulas for transit do not provide the needed support to manage peak visitation levels.

High local housing costs are pushing more of the workforce to reside outside the region constraining economic opportunities. These pressures overwhelmingly impact the region's most underserved community members.

Unfunded needs for priority projects total \$400 million over the next 20 years, or a minimum of \$20 million annually to achieve the goals of the Regional Transportation Plan. Without this funding, the region will not be able to meet statewide objectives.

# Bi-State Consultation on Transportation



The Bi-State Tahoe Regional Planning Compact directs Tahoe’s transportation programs to reduce dependency on the automobile. 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 achieve needed transportation investment in the Tahoe Region.

## accomplishments

- Improved shuttle services and piloted micro-transit projects to reduce traffic congestion.
- New agreements between roadway agencies, land managers, law enforcement, and other key partners to manage Tahoe’s busy recreation corridors.
- Successful adoption of the 2020 Lake Tahoe Regional Transportation Plan establishing new transportation standards and priorities.
- Building consensus on regional priorities and a multi-sector funding strategy to deliver transportation investments.



PHOTO BY SARAH UNDERHILL

2017

Bi-State Group Established

2018

Bi-State Phase 1 Report

2021

Funding Option Analysis

2022

Phase 2 Report and “7-7” Funding Framework

# FROM PLANNING TO ACTION

The 2020 Lake Tahoe Regional Transportation Plan (RTP) includes \$2.4 billion in transportation projects to achieve environmental, social, and economic goals over the next 25 years. This action plan represents a collaborative commitment to funding the highest priority transportation projects contained within the RTP. All Bi-State partners must take bold action to meet funding targets and implement regionally significant priority projects.

Bi-State partners have created an initial 10-year priority transportation project list. Projects are organized within focus areas to create an innovative transportation system at Tahoe. Partners determined funding needs and priority projects based on Lake Tahoe Basin plans, project lists, and regional importance. Each project directly addresses equity, environmental, economic, and climate goals. The chart below is a snapshot of a portion of the Regional Transportation Plan that highlights unfunded needs.

## Ten-year Unfunded Need

focus areas	total cost	secured	need
Transit	\$574 m	\$67 m	\$507 m
Trails	\$67 m	\$3 m	\$64 m
Technology	Integrated across focus areas		
Communities & Corridors	\$291 m	\$12 m	\$279 m
Operations & Maintenance	\$20 m	\$5 m	\$15 m
<b>TOTAL</b>	<b>\$952 m</b>	<b>\$87 m</b>	<b>\$865 m</b>



# Big Investments in Transportation: The Collaborative Approach

There is a minimum \$20 million annual funding gap in known revenue sources to implement priority transportation projects that serve residents and visitors. Without this funding, the region will not be able to achieve the important goals set by the Regional Transportation Plan or meet statewide priorities.

Building on 25 years of success with the funding model of the Lake Tahoe Environmental Improvement Program (EIP), Bi-State partners have agreed to pursue a shared multi-sector funding framework called the "7-7-7" strategy. Federal, state, and local/private partners will seek \$7 million per year from each sector for high-priority, regionally significant transportation projects.

Partner agencies have committed to the 7-7-7 funding framework to modernize the region's transportation system connecting people to jobs, housing, and Tahoe's world-renowned environment.

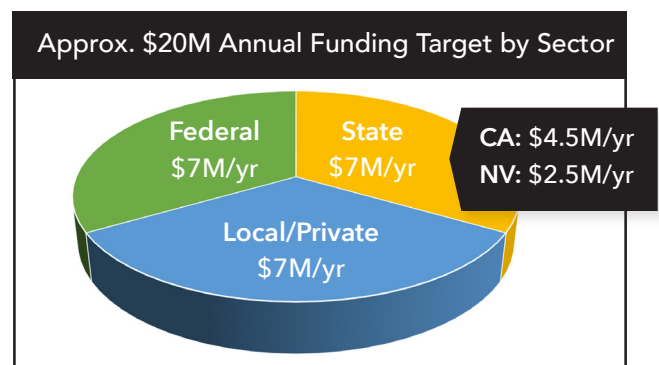
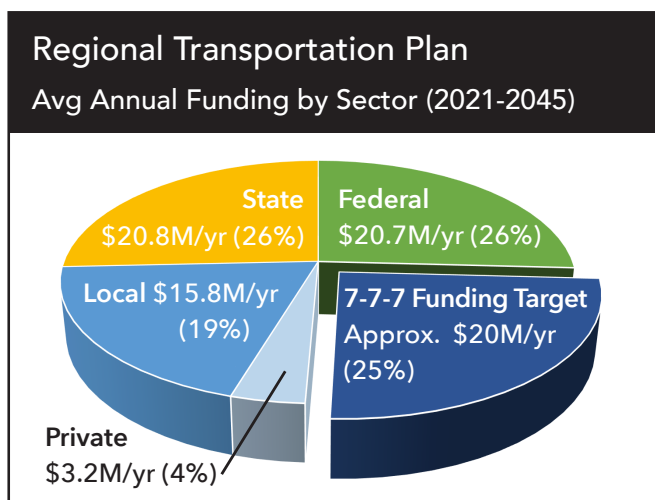


PHOTO BY TTD

# FUNDING FRAMEWORK

Multiple funding sources will be needed to fulfill the 7-7-7 strategy. Bi-State partners have developed a suite of potential funding sources to implement priority projects. The potential revenue sources are summarized below.

The 7-7-7 strategy aims to fill the regional funding gap. Traditional revenues will continue to be utilized to implement a wide variety of transportation projects beyond this action plan.



PHOTO BY NOVUS SELECT

	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



# Transportation Priority Project Map

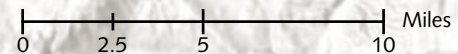


## Tahoe Region Map

- Major Highways
- - - - Tahoe Basin Boundary
- CSLT Boundary

DATA SOURCES: TRPA

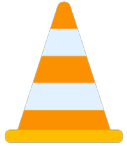
TRPA MAP DISCLAIMER: This map was developed and produced by the TRPA GIS department. It is provided for reference only and is not intended to show map scale accuracy or all inclusive map features.



# MEASURING SUCCESS

The priority projects identified in the action plan will deliver on-the-ground results and contribute to the overall goals of the Regional Transportation Plan.

## safety



Enhance safety for all, including along major highway corridors that have high levels of crashes and multiple fatalities.

## climate



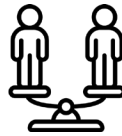
Protect and enhance the environment, promote energy conservation, and reduce greenhouse gas (GHG) emissions. Design infrastructure to be resilient to future climate impacts and support emergency evacuations during extreme events.

## environment



Reduce dependency on automobiles, reducing related transportation emissions and stormwater pollution. Maintain infrastructure to maximize environmental benefits.

## equity & access



Expand transit and trails to increase equitable access to recreation opportunities. Develop complete streets connecting housing to jobs and shopping for disadvantaged communities.

## action plan priority project benefits

Priority projects will achieve the above benefits by:

- Building **27.2 miles** of trail.
- Serving **3 million** transit riders.
- Implementing **seven** complete streets projects.
- Building **two** new mobility hubs.
- Investing **\$20 million** in operations and maintenance.





PHOTO BY TOM LOTSHAW

## Moving Forward

**P**artners are committed to implementing priority projects over the next decade that will transform transportation at Tahoe.

With agreement on a funding strategy and initial priority project list, Bi-State partners are actively working to secure funding and implement projects. It will take the full partnership and public support to reach the ambitious targets outlined in this action plan.

At all levels, funding must be secured to meet the 7-7-7 funding strategy. These sources could 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 annual federal support for transit operations.
- Nevada passage of Senate Concurrent Resolution 8 (2021) to support transportation solutions at Lake Tahoe.
- California budget proposals joint funding application with Placer County.
- Public-private partnerships to launch micro-transit service on both the North and South Shores.

The transportation investments in this action plan are critically important to protect and preserve the lake, communities, and economy.

# LAKE TAHOE TRANSPORTATION ACTION PLAN



A Blueprint for Climate Resilience



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