TAHOE REGIONAL PLANNING AGENCY

50 YEARS

Governing Board

Item VIII B1 & 2 Transportation Matters

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TAHOE REGIONAL PLANNING AGENCY

Status Update on Transportation Matters

- Progress Report on Bi-State Consultation on Transportation
- Tahoe Transportation District Report on Regional Transportation Funding

Bi-State Consultation on Transportation

Background

- Bi-State 2020 focus on priority projects and funding strategy
- Creation of Planning Committee
  - Members
  - Seven Meetings

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Bi-State Top Priorities

Top Priority Projects	Project Cost	Potential Funding	Additional Funding Need
US 50 South Stateline Revitalization	**$156**	**$108**	**$49**
Hwy 89/Emerald Bay Corridor	**$20**	**$17**	**$3**
Placer Resort Triangle Transit Priority (Phase 1)	**$10**	**$8**	**$2**
SR 28 Stateline-to-Stateline Bikeway	**$60**	**$52**	**$8**
Free and Enhanced Transit	**$26**	**$10**	**$16**

NEXT STEPS

- Transportation Action Plan summary (Bi-State & Summit)
- Full Bi-State meeting in August
- Momentum for Funding Transportation Projects
  - Support for discretionary funding requests
  - Coordinated regional approach to funding

Transportation and Lake Tahoe

- **An integrated, multi-modal transportation system is a necessary to:**
  - **Protect Tahoe's fragile environment**
  - **Preserve a quality Tahoe Experience for residents and visitors**
  - **Sustain a robust economy**
  - **Achieve CA and NV climate goals**
- **The community has a transportation vision *but…***
  - **Inadequate implementation over the last 40 years due to a lack of sustainable funding**
  - **Two unsuccessful attempts to levy transportation sales tax**

Tahoe transportation funding shortfall

- **Multiple sources converge on an annual shortfall of about $60-$70 million**
  - **ONE TAHOE analysis based on 2017-2040 RTP**
  - **Bi-state consultation on transportation**
  - **Current RTP update**
- **O&M accounts for about 62% of total costs**
- **Sustainability requires long-term commitment and adjustments for inflation**

Recommendations on funding mechanisms

Transportation user *fees*

- Most equitable, effective and efficient given different types of use and users
  - Residents
    - Non-commuters
    - Commuters
    - Resident businesses
  - Non-residents
    - Day visitors
    - Extended visitors
    - Commuters
- Full transparency-revenue targets and fees driven by Regional Transportation Plan

Transportation user *fees*

- If levied as basin-wide fees, maximum fungibility across:
  - Governmental/administrative jurisdictions
  - Modes
    - Roads
    - Transit
    - Water ferries and taxis
    - Bicycle facilities
    - Pedestrian facilities
  - Activities
    - Capital
    - Operations and maintenance

Transportation user *fees*

- Administrative implementation/amendment
- Flexibility to deal with future changes
  - Revenue from other sources (fed, state, local, private)
  - New mandates impacting transportation by local, state, and federal governments
    - Air quality
    - GHG
    - Congestion
    - Water quality
  - New technology
  - Evolving community goals
  - Adjustments to maintain equity in “who is paying”

Recommended transportation user fees and illustrative* rates (2019$)

- Non-residents
  - Non-resident, non-commuter groups (1 or more persons) entering the basin by vehicle: $4.10/day
  - Non-resident, commuter groups (1 or more persons) entering the basin by vehicle: $1.06/day
- Residents
  - Resident households: $7.00/month
  - Resident businesses based on trip generation of land use: average $71/month

*Planning level estimates based upon one scenario. May be subject to significant revisions based subsequent public/political processes and decision making, and system implementation.

Recommended way forward

- Article IX of Bi-state Compact created TTD with:
  - **Mission** to implement projects and services "in accordance with its adopted transportation plan" (RTP)
  - **Geography** of operation coterminous with TRPA but may go outside of the basin for connectivity
  - **Revenue authority** to pursue transportation taxes but this has proven to be impractical
- Article IX is the only article of the Compact that can be amended by CA and NV without US Congress approval
- Recommend amending Article IX to enable TTD to levy transportation user fees

Article IX sample enabling language

- ***By affirmative vote of at least two-thirds majority of the directors, impose fees, fix appropriate fee rates and manner of collection of fees from resident and non-resident transportation system users within the basin necessary to implement programs, projects, and services identified in the regional transportation plan that do not exceed the reasonable costs of implementation of the programs, projects, and services identified in the regional transportation plan including but not limited to the costs of environmental and other studies, planning, design, construction, maintenance, operations, property acquisition, equipment and materials procurement, financing, and administration.***