

ONE TAHOE FAQs

June 2019

What is ONE TAHOE?

ONE TAHOE is an initiative to identify ways to fill the gap in the funding needed to make the transportation system envisioned by the community a reality. This transportation system will offer realistic alternatives to the car with expanded transit, bicycle and pedestrian facilities, and water ferries, not for every trip, but where and when it works for the traveler.

Why is ONE TAHOE necessary?

The traffic challenges in Lake Tahoe have worsened over the years. Currently, there are an average of 50+ million annual vehicle trips into, out of, and within the Lake Tahoe Basin. This heavy reliance on vehicles for meeting our transportation needs is degrading the Lake's environment, economy and quality of the "Lake Tahoe experience" for residents and visitors alike. The negative impacts of the current way we travel need to be addressed now, not a generation from now. Solutions to these problems have been known to the community for decades and articulated in successive transportation plans. Unfortunately, there has been a persistent, substantial shortfall in the funding needed to put these plans into action. ONE TAHOE will identify revenue mechanisms for meeting this shortfall.

Who is sponsoring this effort?

ONE TAHOE is supported by the Tahoe Transportation District (TTD), a bi-state public agency responsible for facilitating and implementing safe, environmentally positive, multi-modal transportation plans, programs, and projects for the Lake Tahoe Basin, including transit operations. Additionally, the TTD continuously works with public and private partners to assist in implementing and improving transportation throughout the Basin.

What are some of the ideas that already have been shared?

Below is a list of ideas received at this time from the public and various stakeholders for meeting the transportation funding shortfall. These ideas are not recommendations, and are not listed in any order of viability or priority. These ideas will be evaluated and screened through the ONE TAHOE process to develop final recommendations.

- Sales tax
- Income tax
- Property tax
- Fuel tax
- Gross receipts tax
- Employee tax
- New sustained federal funding
- New sustained State of Nevada funding

- New sustained State of California funding
- New sustained funding from each county general fund
- Cordon pricing
- VMT fee for travel in the basin
- Special district such as Transportation GID
- Tolling, GPS, toll zones
- Joint Powers Authority (JPA)
- Zoned “basin transportation fee”
- Tahoe Transportation Fee collected with vehicle registration fees
 - NV all
 - NV in basin
 - NV in adjacent counties
 - CA all
 - CA in basin
 - CA in adjacent counties
- Convert all parking in basin to paid parking
- Developer impact fees
- Hourly transportation user fee for time spent within the basin
- Congestion pricing
- Increased transit fares
- Basin entry fee
- Vacancy tax
- Transient occupancy tax (TOT)
- Rental car fees
- Road utility

What is the timeline for ONE TAHOE?

Final recommendations on potential revenue mechanisms to fill the transportation funding gap are scheduled for the end of 2019.

What can you do to help?

You can provide your thoughts and ideas about ways to fund transportation projects and services throughout the Lake Tahoe Basin by inputting your information on the ONE TAHOE webpage either in the public section or by sending a message via the “private input” form.

How much is the funding shortfall?

Based upon the adopted “2017 Linking Tahoe: Regional Transportation Plan” supplemented by more recent information, studies, and analysis, the total transportation funding needs between 2017 and 2040 stated in constant 2017 dollars (2017\$) are \$3.11 billion. Expected revenues from existing sources during this same period are \$1.58 billion resulting in a total shortfall of \$1.53 billion which is an average of about \$67 million per year. To put this into perspective, \$67 million is about 1% of the total annual Tahoe Economy as reported by the Tahoe Prosperity Center. It will be crucial that all existing revenue sources as well as any future revenue sources are adjusted periodically to make up for lost purchasing power due to inflation.