

## Lake Tahoe EIP and the Transportation Program

As the Basin struggles to implement the Lake Tahoe Environmental Improvement Program (EIP), it has become apparent that the success of the EIP is closely intertwined with transportation. A review of the projects in the EIP finds that almost 80% of the project costs are transportation related. This has led TRPA to more closely align transportation and the EIP, as well as integrating transportation in other planning processes, such as Pathway 2007. Key issues include:

### ***EIP and Transportation Maintenance.***

Beyond getting projects constructed, there is also a longer term issue looming. While the EIP funding sources have provided construction funds, there have been no mechanisms put in place to fund operations and maintenance of these facilities. Many local government agencies have accepted EIP construction funds and have signed long term maintenance agreements, yet don't have anything in place to fund the long term maintenance and eventual rehabilitation/replacement of these facilities. This is in addition to the need to create a revenue source for transit services.

### ***Regional Revenue Source.***

The ultimate solution to this problem is to develop a regional revenue source that will cover construction, operations, maintenance, and rehabilitation/replacement. Several years ago, local jurisdictions participated in several studies to explore possible revenue sources. None of these proposals came to fruition. However, TRPA is leading an effort to build on the work already done to identify feasible funding mechanisms to generate regional revenue. The current effort is also exploring an institutional framework to implement and maintain these projects.

TRPA is exploring ways to streamline transportation functions and generate funding for these activities, including looking at inter-modal transportation planning. One option could be an enhanced role for the Tahoe Transportation District (TTD), although in reality, it will look at having TTD function as originally intended.

### ***Tahoe Transportation District.***

In Article IX of the Bi-State Compact which Congressional leaders crafted first in the 1960's to govern Lake Tahoe, then revised in 1980 and 1998, the TTD was established as a mechanism to both generate revenue to address the regional transportation needs for Tahoe and to handle those monies. Article IX has never been utilized to develop the regional revenue or to fully implement transportation needs for the Basin including construction and operations and maintenance of transit, linear and road systems.

√	EXHIBIT M TAHOE	Document consists of 1 pages.
	Entire document provided.	
	Meeting Date 03-08-06	