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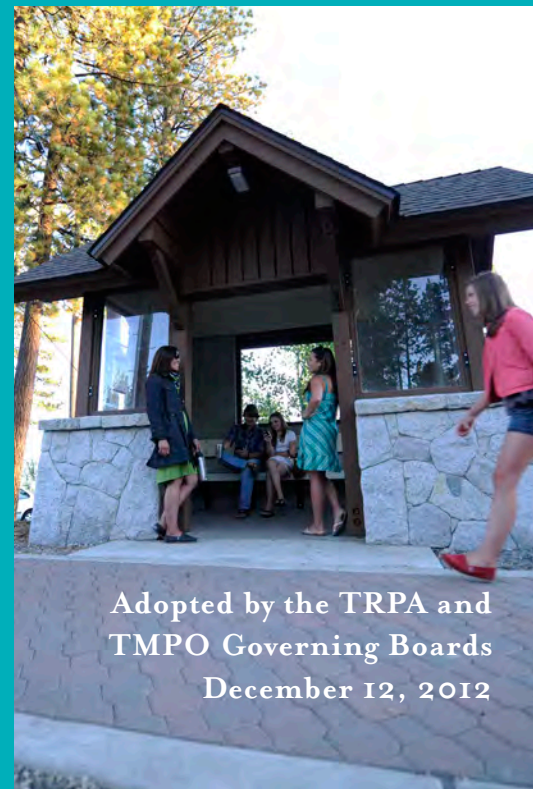
TAHOE  
REGIONAL  
PLANNING  
AGENCY



# REGIONAL TRANSPORTATION PLAN MOBILITY 2035

TAHOE METROPOLITAN PLANNING ORGANIZATION  
TAHOE REGIONAL PLANNING AGENCY

|| *Lake Tahoe*



Adopted by the TRPA and  
TMPO Governing Boards  
December 12, 2012



# Lake Tahoe Regional Transportation Plan and Sustainable Communities Strategy *Mobility 2035*

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**December 12, 2012**





# Acknowledgements

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# Glossary of Acronyms, Abbreviations and Terms

100-year flood zone	An area within which a flood can be expected to occur every 100 years on average
ARB	California Air Resources Board
BID	Business Improvement Districts: local funding mechanism for economic development and improvement via self-assessment by businesses
BlueGO	South Shore transit system
Caltrans	California Department of Transportation
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation & Air Quality Program
CO	Carbon Monoxide
Complete Streets	Streets built and managed to be comfortable and safe for all users and modes
CSLT	City of South Lake Tahoe
CTC	California Tahoe Conservancy
DEM	Division of Emergency Management
DOT	U.S. Department of Transportation
DUE	Dwelling Unit Equivalent
EIP	Environmental Improvement Program
EIR/EIS	Environmental Impact Report / Environmental Impact Statement
EMFAC2011 model	Emissions estimation model used by the California Air Resources Board
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FTA	Federal Transportation Administration
FTIP	Federal Transportation Improvement Program
GHG	Greenhouse Gas
ITS	Intelligent Transportation Systems
LOS	Level of Service: a measure of the quality of vehicle traffic flow at an intersection or on a road segment
L RTP	Long Range Transportation Plan
LTBMU	Lake Tahoe Basin Management Unit – part of the U.S. Forest Service and the primary federal land management agency in the Region
MAP-21	Moving Ahead for Progress in the 21st Century (2012 Federal Transportation Investment bill)
MPO	Metropolitan Planning Organization
NDOT	Nevada Department of Transportation

PBD	Parking Benefit District: funding mechanism for local streetscape and transportation improvements from revenues generated by parking management strategies
PPP	Public Participation Plan
RHNA	Regional Housing Needs Assessment
RSTP	Regional Surface Transportation Program
RTAC	Regional Targets Advisory Committee
RTIA	Reno-Tahoe International Airport
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SACOG	Sacramento Area Council of Governments
SAFETEA-LU	Safe Accountable, Flexible, Efficient, Transportation Equity Act; a Legacy for Users: 2005 Federal Transportation Investment bill
SB 375	California Senate Bill 375: requires MPOs to develop a Sustainable Communities Strategy to focus regional land use and transportation policies to reduce GHGs from cars and light trucks
SCS	Sustainable Communities Strategy: required by SB 375, a plan for integrating transportation investments with land use plans to help a region meet targets for reducing greenhouse gas emissions
Secchi depth	Depth at which the pattern on a circular disk lowered into a body of water is no longer visible; used to measure water clarity
SEMS	Standardized Emergency Management System
SHOPP	California State Highway Operation and Protection Program
SNPLMA	Southern Nevada Public Lands Management Act
STIP	State Transportation Improvement Program
TAC	Technical Advisory Committee: convened to review and provide input on the RTP
TART	Tahoe Area Regional Transit
TDM	Transportation Demand Management
TIF	Tax-Increment Funds: a way to capture the value of an increase in property values from improvements or new development and use it to finance improvements
TIGER	Transportation Investment Generating Economic Recovery Grant Program
TIP	Transportation Improvement Program
TMA	Transportation Management Association
TMDL	Total Maximum Daily Load: Federally legislated maximum amount of certain pollutants in a body of water
TMPO	Tahoe Metropolitan Planning Organization
TOT	Transient Occupancy Tax
TransCAD/TranPlan	Software for mapping and analyzing transportation data
TRPA	Tahoe Regional Planning Agency
TSM	Transportation System Management: measures such as dedicated turn lanes, signal synchronization, bicycle-activated signals, roundabouts
TTC	Tahoe Transportation Commission
TTD	Tahoe Transportation District
VMT	Vehicle Miles Traveled



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TransCAD/TranPlan	Software for mapping and analyzing transportation data
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TSM	Transportation System Management: measures such as dedicated turn lanes, signal synchronization, bicycle-activated signals, roundabouts
TTC	Tahoe Transportation Commission
TTD	Tahoe Transportation District
VMT	Vehicle Miles Traveled



## Executive Summary



### Introduction

*The Tahoe Metropolitan Planning Organization's (TMPO) Regional Transportation Plan: Mobility 2035* is Lake Tahoe's blueprint for a regional transportation system that enhances the quality of life in the Tahoe Region, promotes sustainability, and offers improved mobility options for people and goods. Important directions of the plan are to reduce the overall environmental impact of transportation in the Region, create walkable, vibrant communities, and provide real alternatives to driving. The plan will also support an update of the Transportation Element of the Tahoe Regional Planning Agency (TRPA) Regional Plan. Finally, the plan meets the challenge of California's Senate Bill 375 by presenting an integrated land use and transportation strategy that will allow the Region to achieve targets for reducing greenhouse gas (GHG) emissions by 2035.

This document will guide transportation improvements in this unique environment and carry forward the vision, built over four decades of public engagement, of creating an innovative multimodal transportation system that appeals to users and serves mobility needs, while improving the environmental and socioeconomic health of the Basin. At Lake Tahoe, transportation touches the lives of all residents and visitors and can serve higher community goals, such as improved quality of life, economic vitality, ecological preservation and restoration, and social equity.

**Figure ES-1 Legal Planning Requirements Met by the RTP**

Required Document	Requiring Entity or Legislation
Long Range Transportation Plan	Federal requirement (MAP-21)
California Regional Transportation Plan	State of California
Regional Transportation Plan	Bi-State Compact
Sustainable Communities Strategy (SCS)	California State Bill 375 (SB 375)

## Regional Trends and Performance Measures

### DEMOGRAPHIC AND ECONOMIC TRENDS

The Tahoe Region (Figure ES-2) has seen a decline in both population and economic vitality over the last decade, emphasizing the need for transportation system investments that support the Region’s prosperity. Demographic trends include the following:

- The population of the Region fell from 63,000 in 2000 to almost 55,000 in 2010, a decrease of 14 percent; this was due to several factors, including a declining economy and a dramatic increase in residential home prices. School enrollment declined 35 percent during that same period.
- Overnight and day visitors can more than triple the Region’s population during peak periods. In addition, over the past decade more of the region’s housing stock has been converted to vacation rentals and secondary homes. From 2000 to 2010, the percentage of secondary residences used for recreation or seasonal use increased from 39 percent to 44 percent of all homes.
- Between 2000 and 2007, the Region lost almost 2,000 jobs, and currently has an unemployment rate of between 13 and 19 percent, depending on the area.
- Employment in the gaming industry, traditionally a major economic driver in the Tahoe Region, has declined by 50 percent since its peak in 1996. However, total employment in recreation and hospitality increased from 2000 to 2007.

Growth industries for the Tahoe Region include health services, green building, environmental education, and recycling and stormwater management.

### SYSTEM PERFORMANCE MEASURES

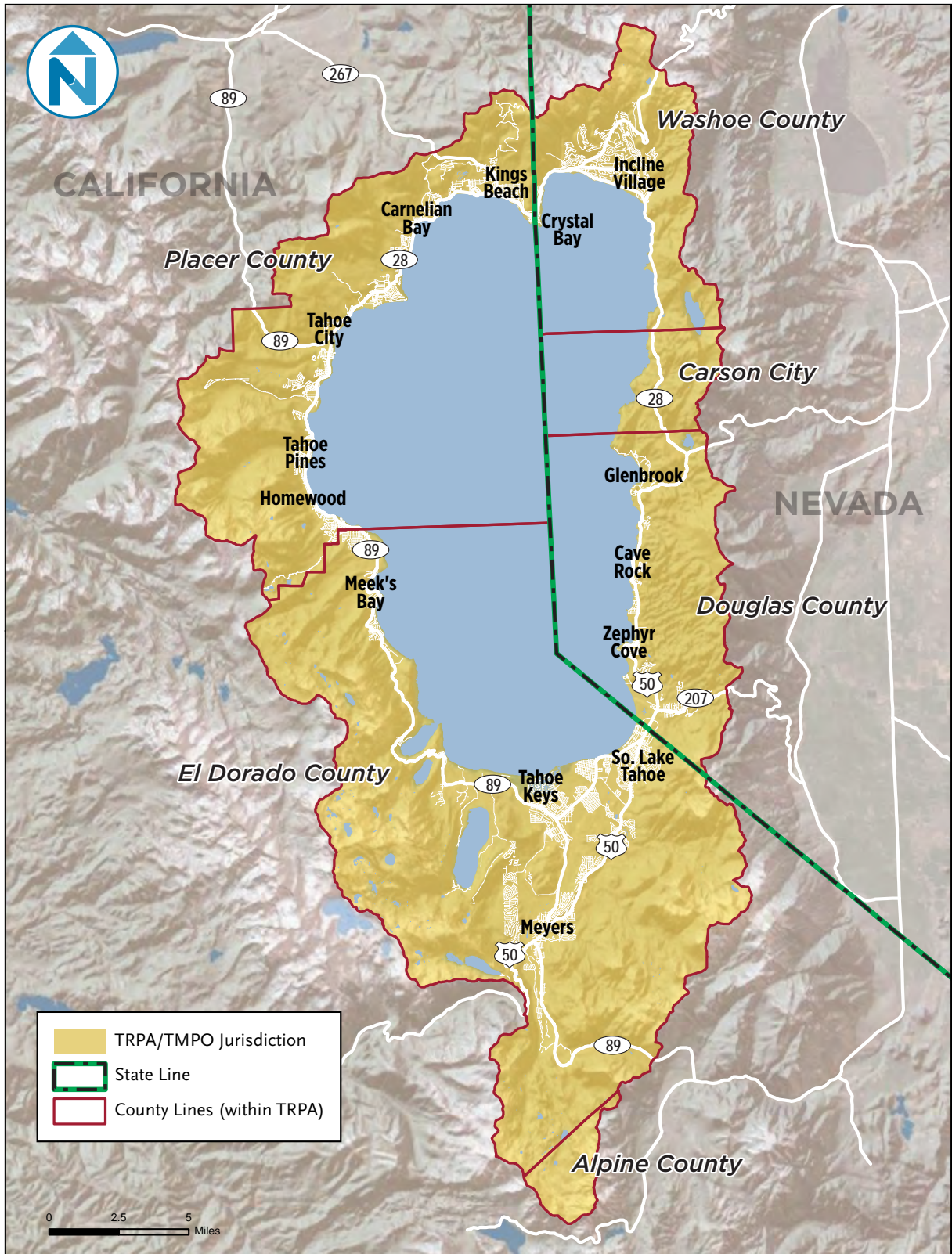
The Tahoe Region has established performance measures to assess the transportation system. These include measures of system usage, accessibility by non-auto modes of transportation, environmental impacts, and safety. The transportation performance measures are shown in Figure ES-3 below.

## Goals and Policies

Underlying the strategies in *Mobility 2035* are the objectives of the plan, set by both legislation and the Tahoe Region. Goals and policies were identified for each objective to guide transportation implementation decisions. The goals and policies of *Mobility 2035* have been developed to be consistent with MAP-21 statewide planning factors, the *Bi-State Compact*, and the public visioning statement.



Figure ES-2 The Tahoe Region



**Figure ES-3 Performance Measures and Targets**

Trend Measured	Target	Source
<b>System Usage &amp; Mode Share</b>		
Mode share (within, to, and from the Region)	Increase non-auto mode share	Mobility 2030
Mode share (to commercial and recreation sites)	Increase non-auto mode share	Mobility 2030
<b>Access</b>		
Share of dwelling units with access to transit, bike, and pedestrian facilities	Increase	Mobility 2030
Share of recreation areas served by transit, bike, and pedestrian facilities	Increase	Mobility 2030
Share of commercial core areas meeting pedestrian and transit-oriented development design standards	Increase	Mobility 2030
Quality of Service	Consider for all modes, not just automobiles	Regional Plan Update Stakeholder process
<b>Environmental Impact</b>		
Vehicle Miles Traveled	10 percent reduction from 1981 levels	Bi-State Compact Threshold Standard
Traffic Volume	7 percent reduction from 1981 levels on US Highway 50	Bi-State Compact Threshold Standard
Greenhouse Gas Emissions	7 percent per capita reduction by 2020; 5 percent per capita reduction by 2035	California Senate Bill 375
<b>Safety</b>		
Vehicle Collisions	Decrease	Mobility 2035
Bicycle and Pedestrian Collisions	Decrease	Mobility 2035

## TRANSPORTATION VISION STATEMENT

The people of the Tahoe Region have the following vision for the Region's transportation system:

*An innovative multimodal transportation system is in place that gives priority to viable alternatives to the private automobile, appeals to users and serves mobility needs, while improving the environmental and socioeconomic health of the Region.<sup>1</sup>*

## OBJECTIVES OF THE RTP

- Establish a safe, secure, efficient, and integrated transportation system that reduces reliance on the private automobile by investing in mixed-mode facilities that serve the transportation needs of the citizens and visitors of the Tahoe Region.
- Fulfill the requirements of the Tahoe Regional Planning Agency Bi-State Compact (Public Law 96-551).
- Attain and maintain the Environmental Threshold Carrying Capacities, along with federal, state, and local transportation standards.

<sup>1</sup> Lake Tahoe Pathway Visioning Process, 2005.

- Support reductions in vehicle emissions and stormwater runoff to meet federal, state, and local air quality standards and help meet requirements of Tahoe’s Total Maximum Daily Load (TMDL) program.
- Achieve greenhouse gas emission reduction targets in accordance with California Senate Bill 375, by supporting integrated land-use, transportation, and housing policies.
- Coordinate potential mitigation activities and funding sources with the Environmental Improvement Program (EIP).
- Establish partnerships to strengthen multi-modal connections and safe and efficient travel into the region from nearby areas.

**TRANSPORTATION GOALS AND SUPPORTING POLICIES**

As stated in the *Bi-State Compact*, the goal of transportation planning shall be to reduce dependency on the automobile, and to give preference to providing increases in capacity on the Region’s transportation system through public transportation projects and programs. The federal transportation bill, MAP-21, also requires that the TMPO provide a comprehensive planning process addressing a number of planning factors. *Mobility 2035* presents 14 goals developed with extensive public outreach and consistent with regional and federal requirements. The plan supports each of these goals with policies for reference in transportation planning processes.

The goals cover the following topics:

1 Walkable Town Centers	8 Parking
2 Pedestrian- & Bicycle-Friendly Communities	9 Transportation Demand Management
3 Technology	10 Regional Roadways
4 Mass Transit	11 Transit-Dependent Groups
5 Inter- and Intra-Regional Transportation	12 Aviation
6 Economic Vitality	13 Transportation Funding
7 Intermodal Transportation Facilities	14 Collaboration

Policies supporting the goals accentuate the promotion of non-auto modes of transportation including walking, biking, and using mass transit; expanding transit to regions adjacent to Tahoe and implementing water-borne transit; monitoring economic measures related to transportation; managing parking using strategies tailored for each community; continuing employer-based demand management measures; implementing complete streets measures when improving roadways; supporting limited aviation facilities and service; and finding sustainable financing for transportation projects.

**Sustainable Communities Strategy**

California’s Senate Bill 375 (SB 375) requires regional metropolitan planning organizations (MPOs) to focus regional land use and transportation policies to reduce GHG emissions from cars and light trucks in order to meet targets established by the California Air Resources Board with assistance from the Regional Targets Advisory Committee (RTAC). SB 375 calls for each MPO to develop a Sustainable Communities Strategy (SCS) with its Regional Transportation Plan, identifying the transportation, land use, and housing strategies that will reduce regional GHG emissions. In accordance with California Government Code section 65080(b)(2)(B), this SCS is included in *Mobility 2035* (Chapter 3) and anticipates reducing GHG emissions per person by 12% in 2020 and 7% in 2035. The SCS proposes to cluster population and employment in relatively compact town centers that are well served by transit and other infrastructure to reduce reliance on the automobile.<sup>2</sup> Regional housing needs (as projected by the Sacramento Area Council of Governments) will be met through allocations for multi-family, affordable, or moderate-income housing in town centers over the life of the plan. The SCS also addresses environmental goals through monitoring of performance measures, and protection of natural resources through conservation and restoration of natural habitat.

<sup>2</sup> “Town centers” as used in this document may also include the land use designation of “regional center.”

## Existing and Proposed Transportation System

*Mobility 2035* is guided by the principle that the public rights-of-way (streets, roads, and paths) serve many different purposes for residents and visitors, using all modes of transportation: passenger vehicles, delivery trucks, transit, bicycles, and walking. A critical role of the plan is to put forth the necessary projects that complete the transportation system and improve Region-wide mobility efficiently.

One emphasis of *Mobility 2035* is to help coordinate projects and funding that can transform identified corridors into complete streets. This fundamental approach can be seen throughout elements of the plan; for

example, in the project list there are few new proposed roadways, while some corridors are earmarked for multiple projects including stormwater runoff control, bike paths, and transit enhancements.

Figure ES-4 provides a brief summary of the transportation capital investments included in *Mobility 2035*. For more detail on the proposed investments, see Chapter 4, *Existing and Planned Transportation System*. For more detail on the forecast costs, identified funding, and implementation approach for these investments, see Chapter 6, *Funding and Implementation Strategy*. Chapter 6 also contains an overview of the range of transportation alternatives that were analyzed as part of this plan.

**Figure ES-4 Major Planned Transportation Capital Investments**

<b>Corridor Revitalization</b>
US Hwy 50 South Shore Community Revitalization Project
SR 89/Fanny Bridge Community Revitalization Project
Kings Beach Commercial Core Improvement Project (approved)
<b>Bicycle and Pedestrian Facilities</b>
Sidewalk improvements in Kings Beach, South Lake Tahoe, and Incline Village
Nevada Stateline-to-Stateline Bikeway (East Shore)
South Tahoe Greenway between South Lake Tahoe and Stateline, NV (South Shore)
Dollar Creek Shared-Use Trail (North Shore)
Sawmill Bicycle Path and Lake Tahoe Boulevard Enhancement Project (South Shore)
<b>Transit</b>
Operational expansions for TART
Operational expansions for BlueGO
Bus shuttle from Sacramento Airport to South Lake Tahoe
Lake Tahoe Waterborne Transit
<b>Stormwater Management</b>
US Hwy 50 Water Quality Improvement Project Phase II ("Y" to Trout Creek) (approved)
Placer County SR 89 Water Quality Improvement Project (in design)
NDOT Water Quality Improvements
<b>Aviation and airport access</b>
Bus shuttle from Sacramento Airport to South Lake Tahoe
South Lake Tahoe Airport enhancements and modernization

## Transportation Management Programs

The TMPO and TRPA, and communities throughout the Region have programs in place to help manage the transportation system and help make it safer, more efficient, and more sustainable. The programs include Transportation Demand Management (TDM), Transportation System Management (TSM), and Transportation Security.

### TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management programs make it easier for travelers to shift some trips from driving alone to other modes. Transportation Demand Management can include flexible work schedules, “Guaranteed Ride Home” programs to give employees the security to carpool or ride transit, information and marketing efforts, and financial incentives such as subsidized transit passes. Parking management programs can also support these efforts.

TRPA created the Employer Trip Reduction Ordinance, which requires large businesses to reduce single-occupancy commuting through a variety of measures, such as providing bicycle parking, participating in local coordinated transit services, or providing a Guaranteed Ride Home program, to name a few.

The TMPO will also begin building the BlueCommute/ BlueVisitor Program, which will provide support, marketing, and education to assist employers in implementing Transportation Demand Management programs, and to assist Tahoe residents and visitors in shifting some of their trips to non-auto modes.

Through the local community planning process, the TMPO and TRPA will also work closely with communities in the Region to develop parking management policies that support environmental and land use goals.



### TRANSPORTATION SYSTEMS MANAGEMENT AND INTELLIGENT TRANSPORTATION SYSTEM PROJECTS

Managing vehicle traffic has the potential to moderate vehicle speeds, reduce congestion, and promote safety. The term ‘Transportation Systems Management’ refers to a group of strategies that work together to improve traffic operations and maximize the performance of the existing roads infrastructure in moving people and goods. One important component of Transportation Systems Management is Intelligent Transportation Systems (ITS), which uses information technology to accomplish these goals.

*Mobility 2035* proposes several investments in Transportation Systems Management, including improved signal timing, traffic monitoring, in-person traffic management in response to changing local conditions, rehabilitation and maintenance of roads, and provision of real-time information on driving conditions and transit service.

### Transportation Security

The possibility of large-scale security incidents or natural disasters creates the need to plan for a wide-scale evacuation in almost every area of California, including the Tahoe Region. Effective coordination and communication among different operating agencies in a region is essential to safely evacuating or stabilizing a community. The immediate organizational response to security incidents and disasters will be the responsibility of law enforcement and public safety agencies. The TMPO can play a role in promoting coordinated planning among first responders and transit service providers in anticipation of unexpected events or natural disasters.



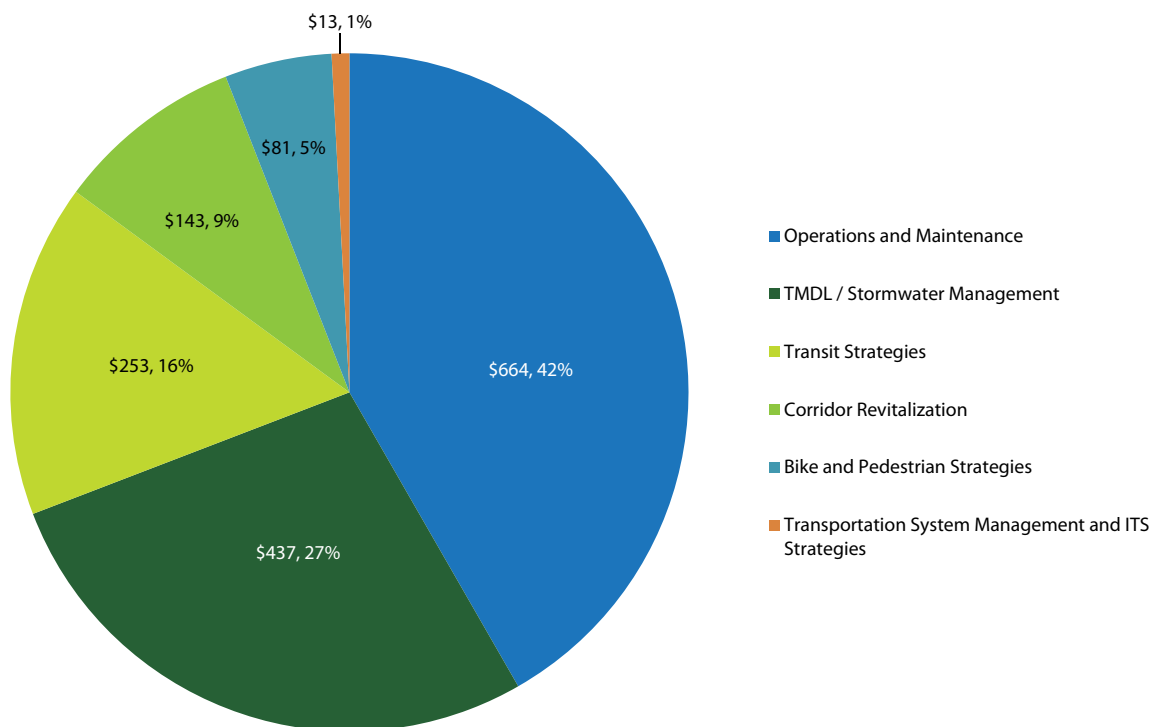
## Funding and Implementation

*Mobility 2035* proposes a set of transportation investments that will require both capital funds to build facilities, as well as ongoing operations and maintenance funds. Funding from federal, state (California and Nevada), and local sources will be pursued by the TMPO and local jurisdictions to develop the proposed projects. Total revenues estimated for *Mobility 2035* are about \$1.6 billion (escalated to the year that dollars are expended). Local funds are anticipated to make up almost 60 percent of the total revenue, with state and federal funds potentially providing 23 percent and 19 percent of the revenues respectively. However, federal funding is not certain; the Congressional Budget Office estimates that without adjustments to the 18.4 cent-per-gallon federal gas tax that provides the Trust Fund's revenue, it will be unable to meet its obligations beginning in 2012.

### ***Mobility 2035 Project List*** **(Tier 1 - Constrained Scenario)**

The *Mobility 2035* project list includes cost estimates, expected timing, and anticipated funding sources. The category of projects allocated the highest amount of funding is operations and maintenance of transportation corridors, facilities, and equipment (42 percent), followed by stormwater management (27 percent). Figure ES-5 shows the major anticipated expenditures, by category, for fiscally-constrained projects over the life of the plan. The Tier 1 projects strongly emphasize transit, bicycle and pedestrian, and corridor revitalization projects, and the associated investment strategy sets the intention for obtaining the appropriate funds to carry out that vision. However, many of the projects needed to implement complete transit and bicycle networks remain unfunded. See Chapter 6, *Implementation and Funding Strategy*, for a complete list of projects.

**Figure ES-5 Major Project Expenditures by Project Category – Fiscally Constrained**



Dollars shown in millions, projected for year of expenditure



## Public Participation

In recognition of the importance of public input in developing fundamental planning documents, the TMPO has developed a Public Participation Plan (PPP). The PPP meets current requirements for public participation included in state and federal legislation, and also includes Tahoe-specific goals for public participation. The PPP enumerates specific outreach measures to ensure that a broad range of individuals and groups participate in the formation of the plan.

During 2007 and 2008, the TMPO worked with the public and stakeholders to develop the PPP. The PPP was adopted in July 2008; in the following two years, the plan was amended in 2010 to incorporate new California State requirements for additional public outreach related to meeting greenhouse gas targets. The full PPP can be found in the Appendix of this plan.

Building on collaborative planning processes over the last decade, TRPA and TMPO engaged the public through a wide variety of events, actively seeking to engage groups that typically do not participate in public outreach activities. Groups contacted include community activists, representatives of the business

community, public agencies, public transportation providers, low-income and minority households, freight transportation services, and the Washoe Tribe.

Outreach activities for this update to the Regional Transportation Plan included public workshops, public hearings, informational meetings for elected officials, and one-on-one surveys in low-income and minority communities. In addition, TRPA and TMPO reached out to second homeowners and others unable to attend meetings through social media and an online “canvas” to solicit feedback. Public input received stressed the importance of walkable communities, increased improvements to bicycle and pedestrian facilities and transit, as well as maintenance of existing facilities. Members of the public also showed significant interest in corridor revitalization projects and waterborne transit, with underserved communities wanting to focus on improving existing transit.

A complete list of events and groups contacted can be found in the Appendix.



## Conclusion

This update of the *Tahoe Regional Transportation Plan: Mobility 2035*, provides direction for improving our environment and communities through transportation investments for the next 23 years. The plan includes goals and policies, an implementation strategy, and a program of projects with a detailed financial plan to achieve the transportation vision for the Region.

This plan embodies the shared vision of the people of the Lake Tahoe Region for the type of communities and transportation system they would like to create. The vision calls for investment in walkable, mixed-use town centers served by reliable and convenient public transit, with streets that encourage biking and walking as much as driving. Informed by this vision, the plan presents an

integrated land use and transportation strategy that helps the Region achieve environmental standards and goals including:

- TRPA Environmental Threshold Standards
- Total Maximum Daily Load (a water quality threshold)
- Sustainable Communities Strategy (SCS)
- New greenhouse gas (GHG) targets set by California legislation (AB 32 and SB 375)

Through the implementation of this plan, the Tahoe Region can evolve in a careful and sustainable way, focusing sensitive development in existing communities, and preserving and restoring the exceptional natural beauty of the Tahoe Basin.





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# Introduction



## Overview

The Lake Tahoe Basin is a unique and sensitive natural environment, home to almost 55,000 full-time residents, and a destination for millions of visitors each year. Residents and visitors alike are committed to preserving the natural beauty of the Lake and surrounding areas. To do this successfully, the Region needs a transportation system that reflects its values. This plan provides the framework for investment in a transportation system that improves the quality of life for residents and visitors, promotes economic vitality, preserves and restores the ecology of the Region, and minimizes the Lake Tahoe Basin's impact on the global climate.

To help realize this vision, the Tahoe Regional Planning Agency (TRPA) and the Tahoe Metropolitan Planning Organization (TMPO) are jointly updating Lake Tahoe's Regional Transportation Plan (RTP): *Mobility 2035*. The purpose of the RTP is to "...establish regional goals, identify present and future needs, deficiencies and constraints, analyze potential solutions, estimate available funding, and propose investments". The chapters of this plan outline the process of identifying needs through monitoring and performance tracking, analyzing solutions through the Lake Tahoe Transportation Model, setting goals and policies, and developing an investment strategy that will shape the Region's transportation system over the next 23 years.

An important part of this plan is presenting a strategy for reducing the overall impacts of transportation in the Region, improving overall mobility, and providing real alternatives to driving. *Mobility 2035* will also support an update of the Transportation Element of the TRPA Regional Plan. Finally, *Mobility 2035* meets the challenge of California's Senate Bill 375 by presenting an integrated set of land use and transportation strategies that will allow the Region to achieve targets for reducing greenhouse gas emissions by 2035.

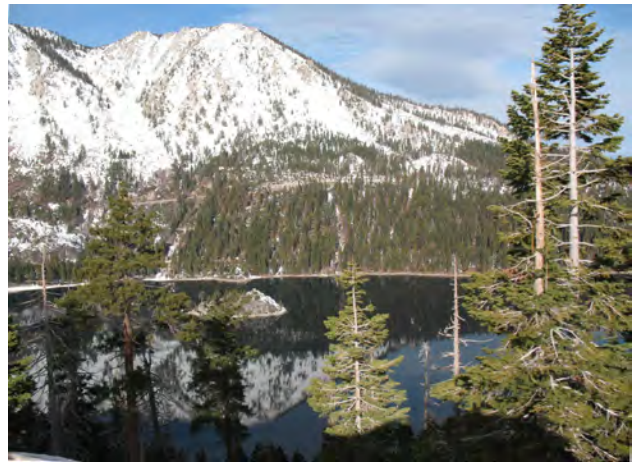
## The Lake Tahoe Region's Vision for Livability and Sustainability

Over the last four decades, the people of the Lake Tahoe Region have developed a shared vision for the type of transportation system they would like to create. Beginning with the *Bi-State Tahoe Regional Planning Compact* (Public Law 96-551) in 1969 and more recently through participation in several public dialogue processes, Tahoe residents have called for investment in walkable, mixed-use town centers served by reliable and convenient public transit, with streets that encourage biking and walking as much as driving. Achieving this vision will help to:

**Improve quality of life.** A balanced transportation system can help to preserve and enhance the character of communities in the Region, providing a unique identity and a sense of "place" in each community. Neighborhoods and commercial centers that are designed for transit, walking, and biking provide benefits such as easy access to goods and services, savings in transportation costs, and improved health and well-being. Traveling by foot or bike can also be an enjoyable mode of travel for both recreation and every day trips. Multimodal transportation options also promote social equity and the ability to attract workers.

**Promote economic vitality.** As the Tahoe Region's economy has struggled in recent years, peer recreational economies have thrived by removing barriers to appropriate redevelopment, providing transportation choices, cultivating walkable, mixed-use communities, and promoting eco-tourism. A sustainable transportation system that is integrated with commercial and residential development can enhance the Lake Tahoe Region's appeal as a travel destination, providing easy access to recreation, shopping, and other entertainment.

**Preserve and restore the ecology of the Region.** A balanced multimodal transportation system and a walkable community form can help create and preserve a healthy local environment. This relationship is recognized by the threshold indicators required by the *Bi-State Compact*, which aim to reduce vehicle miles travelled and pollutants from auto emissions. Additional pollutants in the form of oil and particulates collect on impermeable surfaces such as roads and parking lots and, if not properly managed, can wash into the Lake. The stormwater management projects described in this plan are designed to reduce this runoff and its impacts on Lake clarity. These policies and strategies will also help prepare the Region for possible climate change impacts.



## Investing in the Vision

While the Lake Tahoe Region has long held a vision for a more balanced and sustainable transportation system, most of the Region remains heavily dependent on private vehicle travel for mobility. Many residents and visitors do not use the multimodal options available for a variety of reasons, including convenience and perception of safety. The activities of TRPA and TMPO, in partnership with other local funding and implementing agencies, include concrete steps toward building a transportation system that is consistent with the vision of the community and serves its mobility needs. Through this plan, the regional agencies:

**Understand and measure how the transportation system performs.** TRPA and TMPO measure transportation system performance, trends in the population and the economy, and changes in the natural environment. Chapter 1 of this plan summarizes the demographic and economic trends in the Region, describes the measures that TRPA and TMPO use to assess system performance, and highlights potential areas for improvement.

**Set goals and policies.** Based on the Region's transportation vision, TRPA and TMPO set goals for the transportation system as well as policies to guide investment in the system. Chapter 2 of this plan lays out the Region's transportation goals and policies.



***Integrate transportation and land use plans.*** There is a powerful relationship between how the Region uses land and how people travel. Compact, mixed-use development patterns with moderate densities tailored to the local context can help to support diverse transportation options. TRPA and TMPO work to ensure that land use regulations and transportation investments help achieve the Region's vision for sustainability. Chapter 3 of this plan summarizes the Region's Sustainable Communities Strategy (SCS), a plan for integrating transportation investments with land use plans in a way that allows the Region to meet environmental targets, including targets for reducing greenhouse gas emissions. This chapter also includes forecast changes in transportation demand over the next 23 years and an assessment of regional housing needs.

***Select balanced transportation infrastructure investments.*** TRPA and TMPO work with the Tahoe Transportation District, the Region's five counties and one incorporated city, state departments of transportation, and other local implementing agencies to shape and maintain the Region's transportation infrastructure. Chapter 4 of this plan describes existing and planned investments in roadway, bicycle, and pedestrian networks, transit, the goods movement system, aviation and airport access, and stormwater projects. Public safety related to transportation is also discussed.

***Plan for managing the system.*** TRPA and TMPO work to ensure that the Region makes efficient use of its transportation infrastructure. Chapter 5 of this plan describes the Transportation Demand Management (TDM) and Transportation System Management (TSM) strategies that the Region will use to maximize efficiency. This chapter also discusses transportation security and disaster preparedness plans.



**Fund and implement the vision.** TMPO is responsible for directing local, state, and federal transportation funds to help meet the Region's goals. Restoring our communities and environment through coordinated investments between the public and private sectors is critical to realizing further environmental and economic gains. Strategic transportation infrastructure investments will catalyze environmental redevelopment and other restoration projects through the leveraging of funding and coordinated construction schedules. Chapter 6 of this plan describes the financial approach, including the funding sources that are planned to pay for the investments in *Mobility 2035*.

**Tailor plans to the community's vision.** The TMPO and local implementers make investment decisions based on broad input from the Lake Tahoe community. In recent years, the Region's transportation and land use planning vision has been refined through extensive community participation in events such as the Pathway Collaboration, Place-Based Planning, Regional Vision, and the Forum. The investments in this plan have been shaped by further public participation in the Regional Transportation Plan process, including input from low-income, minority, and other under-served communities. Chapter 7 describes the Region's overall Public Participation Plan and summarizes the public input that guided development of the RTP.

**Plan for exceptional circumstances.** TMPO and TRPA work closely with partner agencies in Nevada and California to increase the draw of the greater Reno-Tahoe area and serve larger regional goals for creating a world-class visitor destination.

Early in the development of this plan, the regional partners had begun collaborating on the idea of submitting a bid for the Winter Olympics. While it is currently unclear when the United States Olympic Committee will next submit an Olympic bid, the regional partnership formed through this process will continue to work together to coordinate on multi-regional events for the Reno/Tahoe area.

## Policy Context

The federal government, State of California, and TRPA all have legislative requirements related to long-range transportation planning. TRPA operates at a regional level under the authority of the *Bi-State Compact* between the states of California and Nevada. Because of this unique role, TRPA has also been designated with several roles related to transportation under federal, state, and local law. Due to these multiple roles, the proposed *Mobility 2035* plan will serve several important functions:

***Mobility 2035 is the Regional Transportation Plan under California state law.*** In the State of California, TRPA is the designated Regional Transportation Planning Agency (RTPA). In this role, TRPA is responsible for creating and updating the Regional Transportation Plan to meet State of California requirements.

***Mobility 2035 is the Region's Long Range Transportation Plan under federal law.*** TRPA is also the federally-designated Metropolitan Planning Organization (MPO) for the Lake Tahoe Basin. Acting in this role, TRPA serves as the Tahoe Metropolitan Planning Organization (TMPO). As the federally designated MPO, TMPO has the authority to direct some federal transportation funding. In order to do so, it must maintain a Long Range Transportation Plan (LRTP). This document serves as both the California Regional Transportation Plan and the Federal Long Range Transportation Plan required under federal law. The role of MPOs in allocating federal transportation funds is defined through the recently passed Moving Ahead for Progress in the 21st Century (MAP-21). This law promotes comprehensive planning and public participation, improved connections between nodes, meeting the needs of travelers and shippers, flexibility in targeting funds for transportation improvements, strengthening federal, state, and public-private partnerships, encouraging the use of new technology, and cost-effective management of the transportation system. The law also requires that all regional planning efforts are consistent with Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act of 1990.

***Mobility 2035 fulfills the requirement of the Bi-State Compact for a regional transportation plan.*** With respect to transportation planning, the *Bi-State Compact* states that the *Regional Plan* shall include a transportation plan and that the goal of transportation planning shall be:

- (A) To reduce dependency on the automobile by making more effective use of existing transportation modes and of public transit to move people and goods within the Region, and
- (B) To reduce to the extent feasible, air pollution that is caused by motor vehicles. Where increases in capacity are required, the agency shall give preference to providing such capacity through public transportation and public programs and projects related to transportation.

*Mobility 2035* was developed with these goals in mind and is able to directly support the Transportation Element of the Regional Plan.

***Mobility 2035 will help to achieve the Bi-State Compact environmental threshold standards.*** The *Bi-State Compact* requires establishment of environmental threshold standards that measure the Region's performance on key environmental quality goals. TRPA is responsible for guiding the Region's progress toward these threshold standards, which include performance metrics in the areas of air quality, water quality, soil conservation, vegetation, noise, recreation, scenic resources, fish, and wildlife. Air quality indicators that are direct measures of transportation behavior include: total vehicle miles traveled (VMT) in the Region and traffic volumes on US 50. The RTP can be viewed as a threshold attainment program that demonstrates potential improvement in these and other threshold areas tied to transportation.

***This plan contains the Region's Sustainable Communities Strategy under California's SB 375 and SB 575.*** In its landmark law, Senate Bill 375, the state of California established the process through which greenhouse gas (GHG) emissions reductions must be achieved in the transportation sector. The California Air Resources Board is authorized to set targets for emissions reduction from cars and light trucks for each metropolitan planning

region. Regions are then required to create a Sustainable Communities Strategy (SCS). The SCS describes the land use scenarios and transportation investments that will allow the region to meet its GHG emissions reduction targets. SB 375 states that the SCS will be part of the Regional Transportation Plan, so that the transportation projects designated for funding by the Regional Transportation Plan are consistent with the SCS strategies to reduce GHGs. In addition, SB 575 added legislation stating that the Tahoe Region may use its Regional Plan as its Sustainable Communities Strategy. When the Regional Plan, which incorporates the Regional Transportation Plan, is approved, it will be considered the Sustainable Communities Strategy for the Region.

***Mobility 2035 will help the Region meet the Lake Tahoe Total Maximum Daily Load (TMDL).*** Section 303(d) of the Clean Water Act requires states to compile a list of impaired water bodies that do not meet water quality standards. The Clean Water Act also requires states to establish total maximum daily loads (TMDLs) for the primary pollutants for such waters. Lake Tahoe is an impaired water body and the primary pollutants causing its degradation are phosphorus, nitrogen, and sediment. The TMDL Implementation Plan establishes strategies for reducing these pollutant loads so Lake Tahoe can meet a deep water transparency standard (Secchi depth) of 97.4 feet (29.7 meters). Since roadway runoff from the urban uplands and atmospheric nitrogen from vehicle emissions are major contributors to pollutant loading, *Mobility 2035* has an important role to play in achieving the TMDL. The TMDL relies on TRPA's air quality and transportation plans to manage the load of nitrogen entering the atmosphere from mobile sources. Proper management is expected to reduce the Basin-wide nitrogen load by at least 1 percent within 15 years.<sup>1</sup> Integrated transportation and land-use strategies, such as parking management and compact development, will also reduce the need for intensive coverage in town centers and help to reduce runoff from the urban upland (the greatest source of fine sediment to the Lake).

<sup>1</sup> *Water Quality Control Plan Amendments, Total Maximum Daily Load for Sediment and Nutrients in Lake Tahoe*, approved by Lahontan Regional Board on November 16, 2010; approved by State Water Resources Control Board on April 19, 2011; approved by USEPA on August 17, 2011; and *Final Lake Tahoe Total Maximum Daily Load*, dated August 2011, approved by USEPA on August 17, 2011.



## Social Justice and the RTP

The investments proposed in *Mobility 2035* aim to improve access to jobs, services, and recreational opportunities for all residents, workers, and visitors, regardless of age, race, income, national origin, or physical ability.

In the past, the construction of transportation facilities and the inequitable provision of transportation services in the United States placed financial and health burdens on lower income and minority populations, sometimes physically dividing or destroying these communities. In response to this problem, federal law requires that regional transportation plans incorporate the intent and spirit of the Civil Rights Act. Title VI of the Civil Rights Act states that “no person in the United States, shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity receiving federal financial assistance.” In 1994, this requirement was expanded to include low-income populations. Both federal and state laws have continued to advance the cause of social equity (sometimes referred to as “environmental justice”) through numerous guidelines and orders.

The proposals in this plan aim to support social and environmental justice. One of the fundamental goals for this plan is to “improve the mobility of the elderly, handicapped, traditionally under-represented, and under-served populations, and other transit-dependent groups.” Extensive outreach to disadvantaged groups is part of the TMPO and TRPA’s Public Participation Plan and has given these communities the opportunity to have their needs and views included and considered in *Mobility 2035* and in the future of the community.

## Partners

Each section of this Regional Transportation Plan has been reviewed, discussed, and revised in collaboration with TRPA and TMPO partners. Core transportation planning partners include:

**Local governments:** This document reflects close collaboration with Washoe, Douglas, Placer, and El Dorado Counties, Carson City, and the City of South Lake Tahoe

to align transportation policies and deliver Capital Improvement Programs (CIPs). This document draws from and is consistent with local general plans.

**Tahoe Transportation District:** Established under Article IX of the TRPA *Bi-State Compact*, the Tahoe Transportation District (TTD) has the authority to own and operate public transportation systems and to issue transportation bonds to pay for transit services in the Basin. The TTD Board of Directors is comprised of representatives from the counties within the Region and the City of South Lake Tahoe, the private sector, transportation management associations, transit providers and special transit districts formed under California law. TTD and TMPO work together closely to plan investments in transportation infrastructure and transit service.

**Tahoe Transportation Commission:** To ensure a collaborative venue for transportation planning, the TMPO established the Tahoe Transportation Commission (TTC) to review and discuss transportation plans, programs, and projects prior to making recommendations to the policy board. The TTC provides an opportunity for coordinated technical review and public involvement with transportation related issues. The TTC has had direct ongoing input in the development of this Plan.

**Federal Partners:** The TMPO has an important relationship with federal land management agencies due to the large amount of public lands under federal management in the Region. The TMPO works closely with the U.S. Forest Service Lake Tahoe Basin Management Unit to provide coordinated access to these lands. The TMPO also receives special funding from the Central Federal Lands Highway Division of the Federal Highways Administration to plan and deliver transportation improvements in the Region that benefit residents and visitors.

In addition to these core planning partners, TRPA and TMPO collaborate closely with several public agencies and a large number of private stakeholders. Please see the Appendix for a full list of partners consulted, and citations for documents describing consultation procedures (as required by MAP-21 and the Code of Federal Regulations sections CFR 450.210 and CFR 450.316).



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# 1. Regional Trends and Performance Measures



## Introduction

The Tahoe Region's transportation system exists to support a healthy and prosperous community, economy, and environment. This chapter reviews trends in these three areas, illustrating current conditions, and pointing out problems that the transportation system and new policies can help address. The chapter also lays the groundwork for the goals, policies, and projects proposed in *Mobility 2035* and identifies the key measurements that the Region uses to monitor the performance of the transportation system over time.

The information presented here shows that the Tahoe Region faces a set of complex and interdependent challenges. The Region's economy has declined in recent years, particularly in the gaming industry, which has traditionally been a major economic driver. Population has shifted as well, with the number of permanent residents declining and the number of seasonal residents increasing. In addition, enrollment in the Region's public schools has dropped sharply.

Private vehicles are the dominant mode of travel in the Region. While vehicle miles traveled (VMT) have declined and major air quality indicators are trending in a positive direction, these trends are in most cases due to a falling population and reduced economic activity, rather than a major increase in use of other modes of transportation.

Continued investment in a sustainable transportation system will be vital to recovering the Region’s economic health and supporting a high quality of life while restoring the natural environment. Tracking trends in transportation system use while simultaneously tracking indicators such as population, housing, and employment helps identify the links between the quality of the transportation system and the success of the Region in meeting its economic, social, and environmental goals. Monitoring the connections between these factors helps inform future improvements to the transportation system in the Tahoe Region.

## Population and Housing Trends

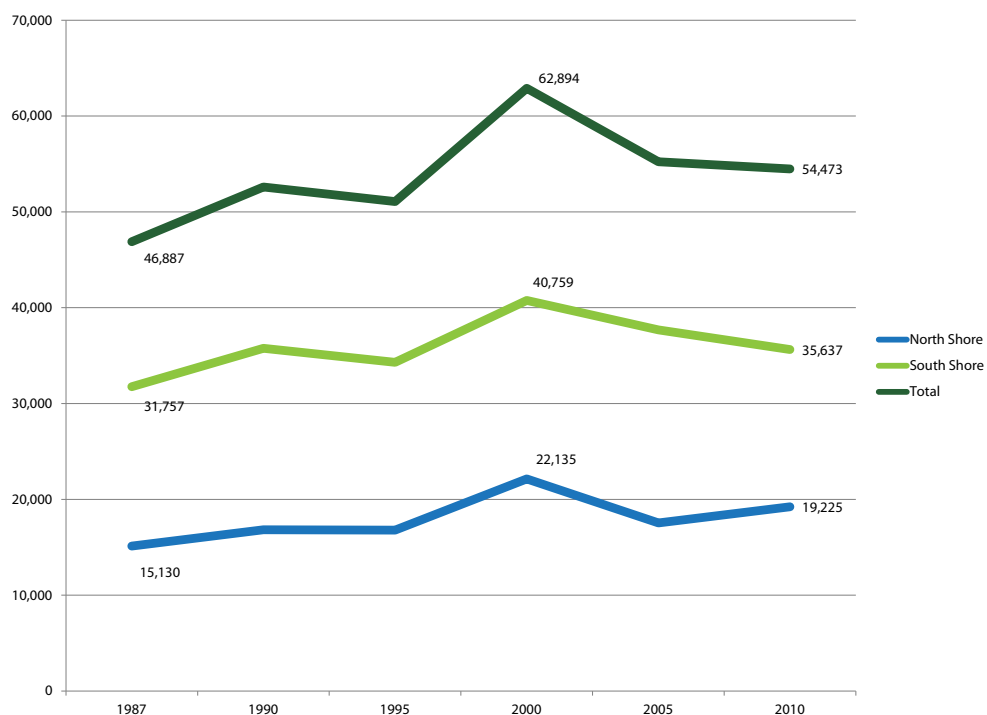
### POPULATION

The Tahoe Region’s population of permanent residents has fallen in recent years, from its peak of just over 63,000 in 2000 to about 55,000 in 2010. This population decline has occurred more or less evenly in the North and South Shores, with each decreasing in population by about 14 percent (see Figure 1-1).

This loss of population is due in part to a declining regional economy and in part to a dramatic increase in residential home prices starting in 2001. The drop in the residential population has coincided with an even sharper drop in school enrollment. The number of children enrolled in the regional school districts (Lake Tahoe Unified, Tahoe-Truckee Unified, Washoe County, and Douglas County School Districts) has dropped from 9,600 in the year 2000 to 6,200 in 2010—a decline of 35 percent. This decline has led to the closure of two elementary schools and one middle school on the South Shore.

Tracking population trends is linked to Goal 6, Economic Vitality (see Chapter 2, *Goals and Policies*).

**Figure 1-1 Permanent Resident Population**



Data Source: US Census and TRPA Transportation Model

## HOUSING

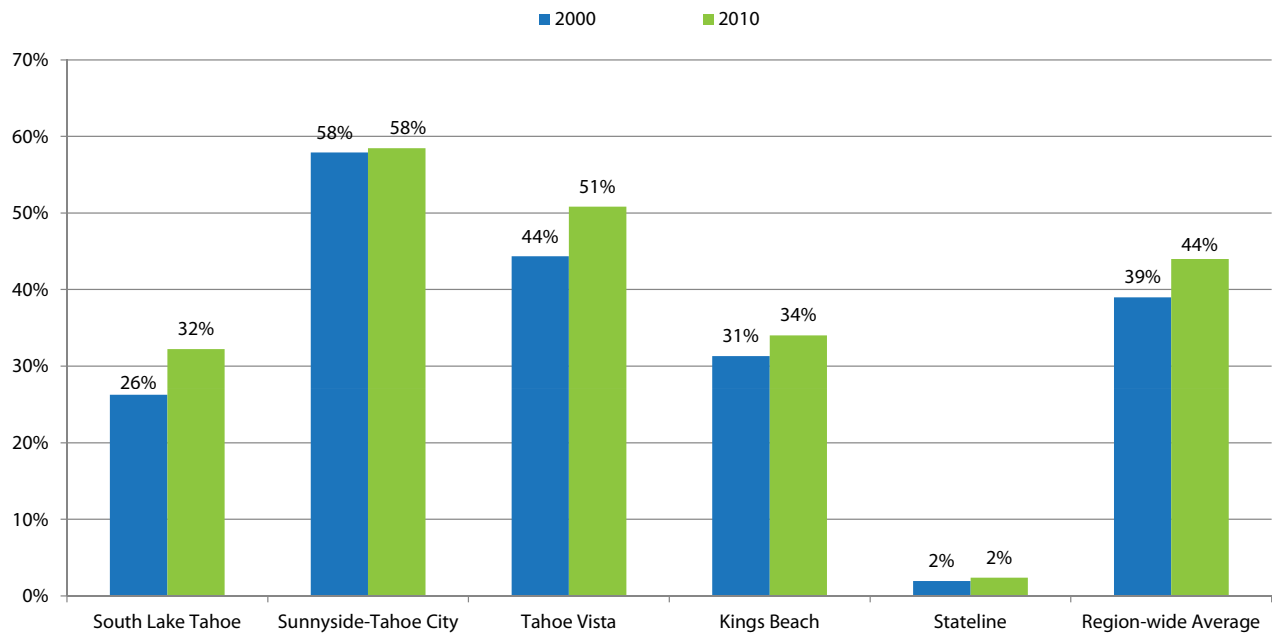
The Tahoe Region currently has about 47,000 dwelling units, of which roughly three quarters are single-family homes. Based on remaining development rights and proposed updates to the TRPA *Regional Plan*, it is expected that the supply of housing will increase, emphasizing additional multi-family housing in town centers.

In parallel with the decline in permanent residents since 2000, the share of the Region’s housing used as a primary residence has also declined. In 2000, 39 percent of the housing units in the Lake Tahoe Region were secondary residences used for recreational or seasonal use; by 2010, this had increased to 44 percent (Figure 1-2).

The reduction in the overall population and the shift from permanent residents to seasonal visitors may eventually affect the social sustainability of the Tahoe Region. Permanent residents are more likely to participate in community life through volunteering, fundraising, support of local businesses, support of year-round programs and facilities (e.g., recreation programs, school and park facilities), and environmental conservation. Seasonal visitors may be less motivated to participate in community life than permanent residents and are less likely to invest resources into community services and facilities like local schools.

Tracking housing trends is linked to Goal 6, Economic Vitality.

**Figure 1-2 Percent of Housing Units in Seasonal, Recreational, or Occasional Use**



Source: U.S. Census 2010 and 2000.

### HISTORICALLY UNDERSERVED POPULATIONS

Lake Tahoe communities have a high proportion of Latino and Filipino residents, particularly in South Lake Tahoe and Kings Beach (Figure 1-3). TMPO and TRPA identify concentrations of these population groups in order to ensure they are equitably served by new and existing transportation investments. In addition, TMPO and TRPA identify locations of seniors and households that lack access to a private vehicle, because they are more likely to depend on public transportation than the population as a whole.

**Figure 1-3 Transit-Dependent and Historically Underserved Populations**

	Latino	Filipino	Zero-car households <sup>1</sup>	Seniors (65+)
South Lake Tahoe, CA	31%	4%	8%	10%
Stateline, NV	33%	4%	N/A	8%
Kings Beach, CA	56%	0%	N/A	6%
Incline Village, NV	18%	0%	N/A	18%
Sunnyside-Tahoe City CDP, CA	5%	0%	N/A	11%
Tahoe Vista CDP, CA	5%	0%	N/A	11%

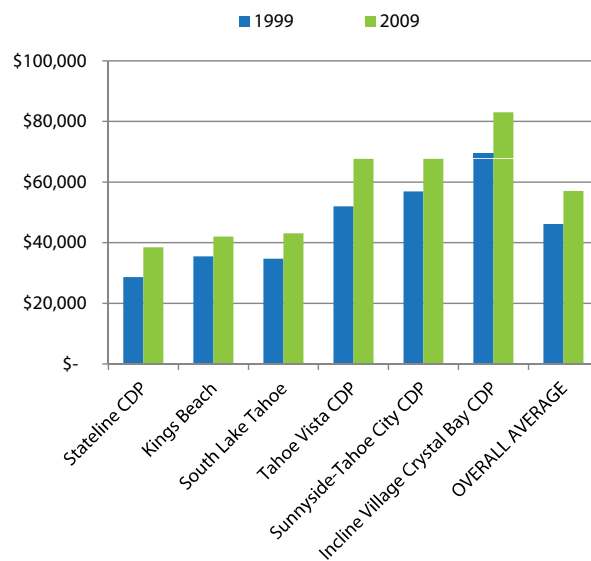
Source: U.S. Census Bureau, 2010 Census

1 Source: U.S. Census Bureau, 2008-2010 American Community Survey (3-year estimate). Information on zero-car households not available for all places.

### Economic Trends

The Tahoe Region’s economy is experiencing a decline that predates the 2008 recession. The Region lost nearly 2,000 jobs (or 5.7 percent of all employment) between 2000 and 2007—a period during which employment in California and Nevada as a whole increased by 8.6 percent.<sup>2</sup> The unemployment rate in the Region now ranges between 12 and 19 percent.<sup>3</sup> In contrast to this, the median household income for communities in Lake Tahoe rose by an average of 24 percent from 1999 to 2009 (Figure 1-4). Reasons for this have not been determined, but may be due to lower-income families relocating to areas with better job prospects. The indicators described in this section are directly tied to Goal 6, Economic Vitality.

**Figure 1-4 Average Household Income, 1999 and 2009**



Source: US Census 2000, and American Community Survey 2005-2009.

2 Source: Lake Tahoe Basin Prosperity Plan, citing CA Employment Development Dept. and Nevada Department of Employment, Training and Rehabilitation

3 Source: Lake Tahoe Basin Prosperity Plan, citing CA Employment Development Dept. and Nevada Department of Employment, Training and Rehabilitation

In the face of recent economic challenges, a collaborative group called the Lake Tahoe Prosperity Center has formed to develop a Region-wide economic prosperity strategy. Included in the collaborative are representatives from all four counties, chambers of commerce, high schools and colleges, incorporated cities, and the TRPA. The action plan resulting from this collaboration, called the *Lake Tahoe Basin Prosperity Plan*, outlines strategies to create a more resilient economy that enhances the environmental quality of the Region and leads to an improved standard of living for all residents.

The *Prosperity Plan* establishes a new vision for a Region that is a “world-class center of innovation around green tourism, green building and sustainable design, scientific research and applications for environmental resource renewal and management, renewable energies, and health and wellness.”

In keeping with this vision, the plan identifies ‘economic clusters’ that have the potential for growth in the coming years. For example, the plan aims to foster a ‘health and wellness’ cluster, which includes health services, sports medicine, and holistic health. Trends in these clusters are discussed below, using data cited in the *Prosperity Plan*.

### HOSPITALITY AND GAMING

A major factor in the downward trend in the Region’s economy has been decline in the gaming industry, which has struggled as California Indian gaming has matured into viable competition. Gaming employment in the South Shore has declined by 27 percent since 2001, and a full 50 percent since its peak in 1996. Related to this decline in gaming, hotel room nights rented annually in the South Shore have declined, falling 51 percent in the City of South Lake Tahoe between 2000 and 2009. The Transient Occupancy Tax (TOT) for City of South Lake Tahoe is down nine percent for fiscal year 2009-2010 (compared to the previous fiscal year), and comparing April 2010 to April 2009, the TOT is down 63 percent.<sup>4</sup>

<sup>4</sup> Source: Lake Tahoe Basin Prosperity Plan,

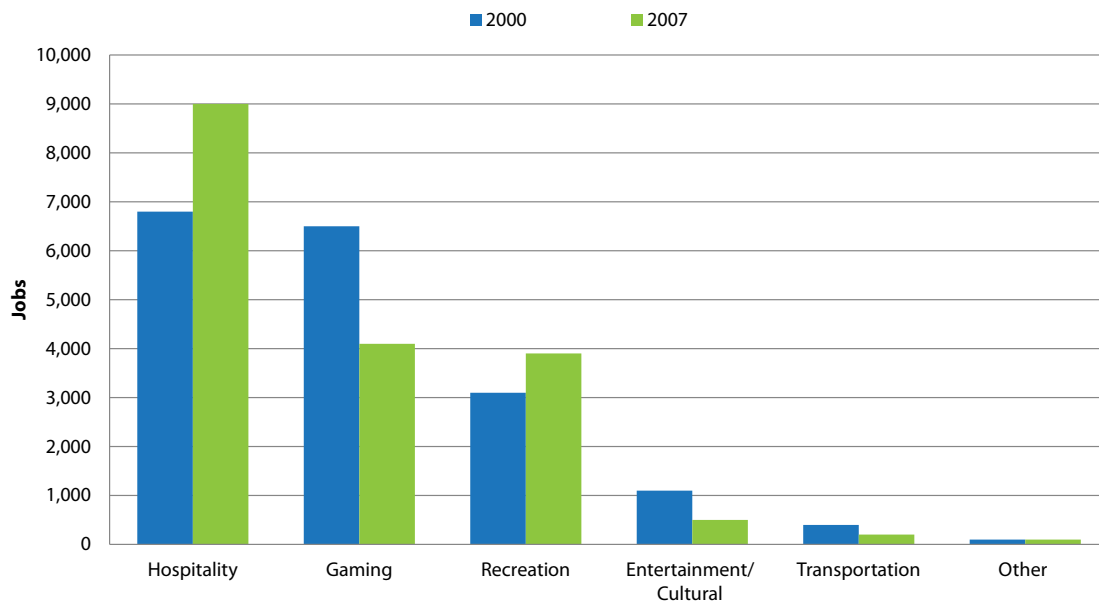
However, while gaming has steadily declined in recent years, other aspects of the Region’s tourism industry have been more resilient. Although the number of hotel room nights rented annually has decreased, total employment in hospitality and recreation increased between 2000 and 2007. Figure 1-5 below shows the number of employees working in employment clusters related to tourism and visitor services for 2000 and 2007.

### EMERGING INDUSTRIES

A second cluster identified for future growth is ‘green business and environmental innovation.’ In keeping with the Region’s natural beauty and its commitment to environmental stewardship, industries like green building, energy efficiency, environmental restoration, environmental education, and green design have the potential to be areas of future vitality for the Region’s economy. Figure 1-6 shows the job growth in these sectors between 2000 and 2007.

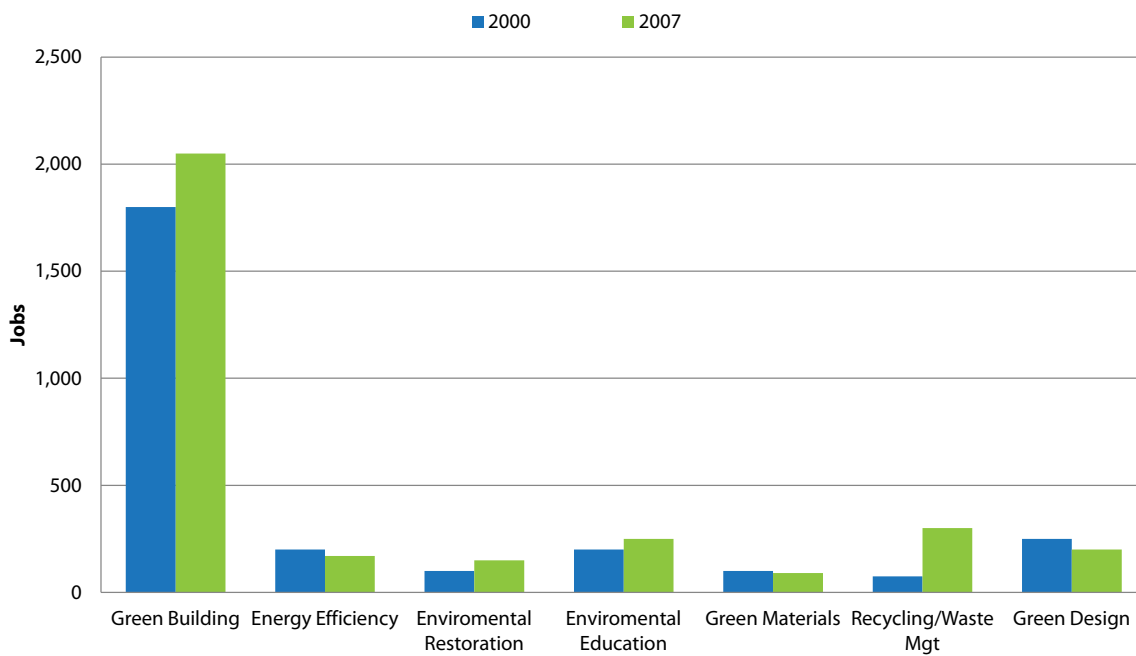
A sustainable approach to transportation and land use planning also has an important role to play in restoring the Region’s economic vitality. By investing in connected, pedestrian-focused communities, the Region can both support quality of life for residents and attract visitors interested in active and sustainable lifestyle choices. The Tahoe Region has already seen examples where redevelopment projects focused on sustainability have yielded benefits for the economy. Successful recent projects include the redevelopment of Heavenly Village, the renewal of the streetscape and public amenities such as Common’s Beach and Lakeside Trail in Tahoe City, and Lakeview Commons in South Lake Tahoe.

**Figure 1-5 Payroll Job Growth, 2000-2007, Tourism and Visitor Services Cluster**



Source: Lake Tahoe Basin Prosperity Plan, citing CSU Chico Center for Economic Development, U.S. Department of Commerce, U.S. Census Bureau, Zip Code Business Patterns.

**Figure 1-6 Payroll Job Growth, 2000-2007, Environmental Innovation Cluster**



Source: Lake Tahoe Basin Prosperity Plan, citing CSU Chico Center for Economic Development, U.S. Department of Commerce, U.S. Census Bureau, Zip Code Business Patterns.



## Performance Measures and Transportation Trends

The Tahoe Region has established performance measures to assess its transportation system. These include measures of system usage, accessibility by non-auto modes of transportation, environmental impacts, and, with this plan, safety.

The previous RTP, *Mobility 2030* established targets for each performance measure. These targets are intended to ensure that most recreation and commercial core areas, and most homes, are accessible by walking, biking, and transit. By building a more sustainable transportation system, the Region aims to shift trips away from driving alone and toward walking, biking, transit, and carpooling. The targets established through this process, and the Chapter 2 goals to which they link are illustrated in Figure 1-7.

Closely related are the Region's targets for reducing environmental impacts. Reducing vehicle miles traveled (VMT) is a long-established goal from the *Bi-State*

*Compact*, which focuses on reducing the impacts of driving on the Region's air and water quality.<sup>5</sup> In addition, targets for reducing greenhouse gas (GHG) emissions have been established under California's SB 375. The goal of reducing GHG emissions is explored in more detail in Chapter 3, *Sustainable Communities Strategy*.



This plan, *Mobility 2035*, establishes a new measure of transportation system performance for the Region: improving safety. To measure progress for this goal, the Region will assess pedestrian, bicycle, and vehicle collisions.

Figure 1-7 below shows transportation trends measured, the target for the performance measure, the document or process establishing the need for the measure, and the link to associated goals from Chapter 2, *Goals and Policies*. The trends themselves are illustrated throughout the remainder of this section.

<sup>5</sup> Since the link between VMT and air and water quality is constantly evolving as new vehicle emissions technologies and roadway storm-water treatments are developed, TRPA and TMPO staff recommend revising this threshold standard to more directly relate to vehicle emissions and roadway runoff.



**Figure 1-7 Transportation Trends and Performance Measures**

 = Meeting target       = Not enough data to establish trend

Trend Measured	Target	Source	Goal Linkage
<b>System Usage &amp; Mode Share</b>			
 Mode share (within, to, and from the Region)	Increase non-auto mode share by 3-5%	Mobility 2030 Mobility 2035 (target)	Goals 1 – 8
 Mode share (to commercial and recreation sites)	Increase non-auto mode share	Mobility 2030	Goals 1 – 8
<b>Access</b>			
 Share of dwelling units with access to transit, bike, and pedestrian facilities	Increase	Mobility 2030	Goals 1, 2 & 4
 Share of recreation areas served by transit, bike, and pedestrian facilities	Increase	Mobility 2030	Goals 1, 2 & 4
 Share of commercial core areas meeting pedestrian and transit-oriented development design standards	Increase	Mobility 2030	Goals 1, 2, 4, 6, 8 & 11
 Quality of Service	Consider for all modes, not just automobiles	Regional Plan Update Stakeholder process	Goals 1-4, 10
<b>Environmental Impact</b>			
 Vehicle Miles Traveled	10 percent reduction from 1981 levels	Bi-State Compact Threshold Standard	Goals 1- 9, 11-14
 Traffic Volume	7 percent reduction from 1981 levels on U.S. Highway 50	Bi-State Compact Threshold Standard	Goals 1- 9, 11-14
 Greenhouse Gas Emissions	7 percent per capita reduction by 2020; 5 percent per capita reduction by 2035	California Senate Bill 375	Goals 1 -11, 13, 14
<b>Safety</b>			
 Vehicle Collisions	Decrease	Mobility 2035	Goal 10
 Bicycle and Pedestrian Collisions	Decrease	Mobility 2035	Goals 2 and 10

Note: Because data for Mobility 2030 and 2035 goals has only been collected in recent years, insufficient data is available to establish a trend at this time. Future RTP documents will update trend information for these indicators.

## SYSTEM USAGE AND MODE SHARE

### *Mode Share*

Figure 1-8 illustrates modes of travel for trips in the Tahoe Region in the summer and winter seasons, showing that just under 80 percent of trips in the Region to commercial and recreation destinations are made by private vehicle. While the Tahoe Region has a high rate of trips made by private vehicle, it should be noted that these vehicle trips typically have more than one passenger—more than half of vehicle trips in Lake Tahoe in both the summer and winter season include at least two people.

In both the summer and winter, mode share surveys showed that about one in 10 trips are made by walking. In the summer, bicycling represents about 6 percent of all trips and public transit ridership is low (1 percent). In the winter, when inclement weather makes cycling more challenging, 2 percent of trips are by bicycle, while use of public transit increases to 5 percent of trips.

Trips entering and exiting the Tahoe Region make up nearly half of the Region's total vehicle miles traveled (VMT) because trips into and out of the Region tend to be longer. The vast majority of all entry and exit trips (visitors and residents) are made by private vehicles. In the summer, 90 percent of these trips were made by private vehicle, with most of the remaining 10 percent by truck or motorcycle. In the winter, 91 percent of travelers used a private vehicle, with 9 percent using transit or shuttles.<sup>6</sup>

More densely populated and better served by transit than other parts of the Region, the commercial core areas have somewhat higher rates of access by non-auto modes. Mode share survey results show that roughly one in five trips to the commercial core areas are made by walking or biking. Recreation areas, many of which are remote, have a higher rate of private vehicle access (84 percent) than trips in the Region as a whole.<sup>7</sup>

To meet greenhouse gas emissions reduction targets, the region should increase non-auto mode share between three and five percent.

### *Transit Ridership*

TMPO monitors transit ridership to assess how well these systems are utilized. These data support Goal 4, Mass Transit. Transit ridership is an important indicator of the success of the transit system. While overall numbers can be influenced by external factors such as a low visitation year to the Basin or changes in population, in general transportation planners and transit operators look for increases in ridership as indicators of a well-functioning system.

Figure 1-9 shows the total annual passenger boardings for in-Basin fixed-route and interregional transit services between 2000 and 2010 (interregional data is available beginning in 2002). It shows that South Shore ridership has declined since 2000, while North Shore transit ridership has increased. More information on transit use is available in the TMPO's 2010 Transportation Monitoring Program Report.

### *Bicycle Trail Use*

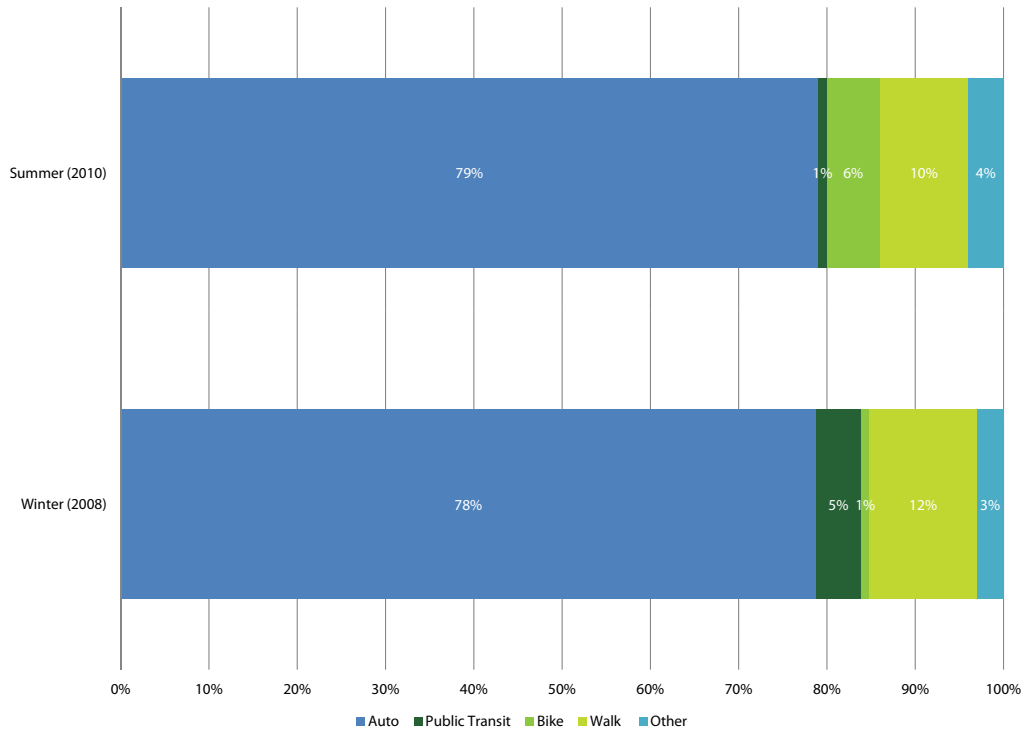
TMPO also tracks the number of bicyclists and pedestrians using major shared-use paths to assess how well these facilities are utilized. These data support Goal 2, Pedestrian and Bicycle-Friendly Communities. Bike trail user counts were conducted Basin-wide in July of 1997<sup>8</sup>, 2007 and 2009 (TCORP/TRPA). As shown in Figure 1-10, total bicycle counts have remained roughly constant, with increases on some trails and declines on others. Recorded bike trail user counts were the highest per hour at the Camp Richardson survey location in all years.

<sup>6</sup> TRPA Transportation Monitoring Report, 2010

<sup>7</sup> TRPA Summer Travel Mode Share Survey, October 2010

<sup>8</sup> Tahoe Coalition of Recreation Providers (TCORP)

**Figure 1-8 Mode Share within the Region**



Source: TRPA Travel Mode Surveys, winter 2008 and summer 2010.

**Figure 1-9 Transit Ridership**

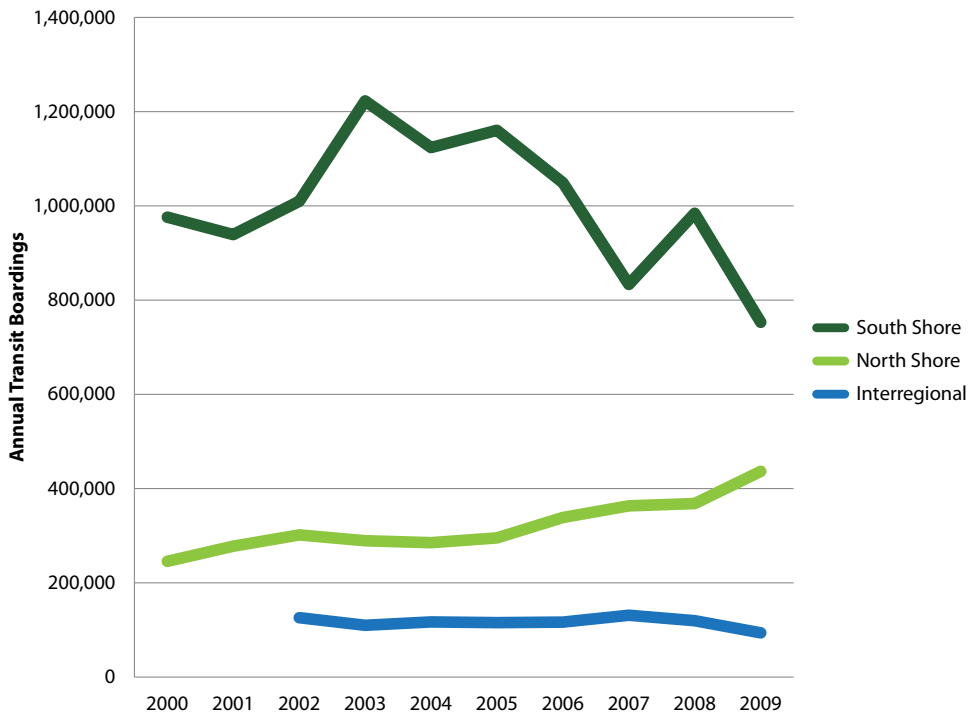
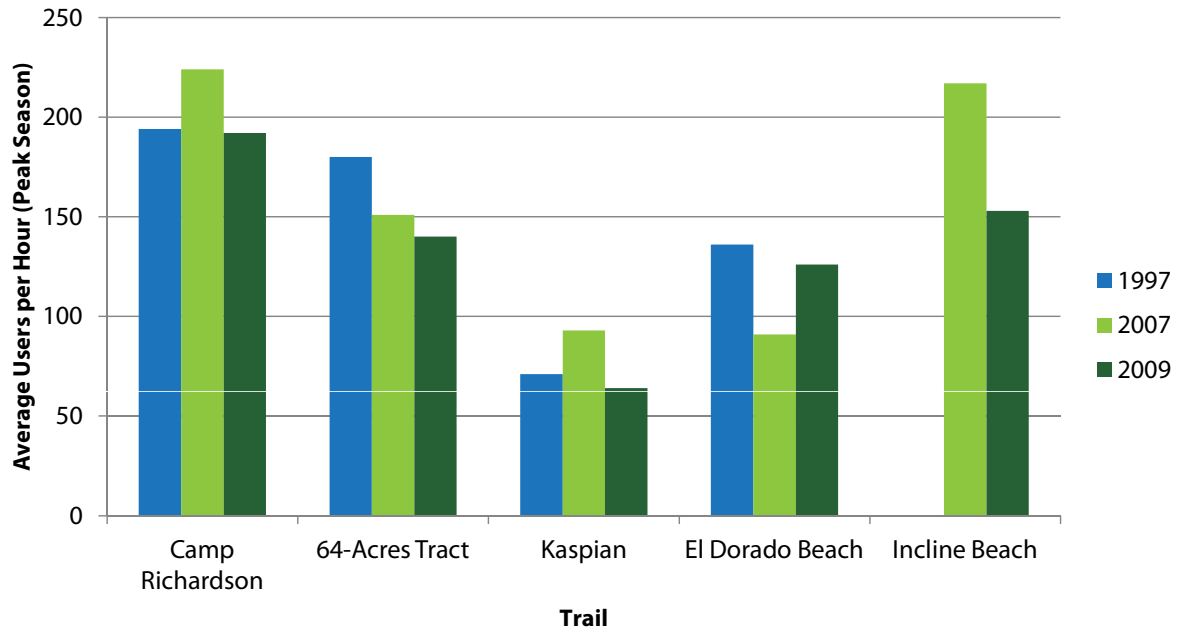


Figure 1-10 Bicycle Trail Counts



As of fall 2011, 102 miles of the 262-mile bicycle and pedestrian network were completed.

**ACCESS**

Several transportation indicators measure the accessibility of neighborhoods, lodging, and recreation areas to transit and biking. Homes and recreation areas are considered “accessible” by transit if they are within a quarter mile of a transit stop and within a half mile of a bicycle facility. Figure 1-11 shows that most dwelling units in the Region are considered to have access to a bicycle path, lane, or route. Just over half of all dwelling units are considered to have access to fixed-route transit service. Two-thirds of the Region’s recreation areas are located within a half mile of a bicycle path, lane, or route. However, fewer than half (42 percent) of recreation areas are within a quarter mile of fixed-route transit service.

**ENVIRONMENTAL IMPACTS**

**Traffic Volumes**

The California Department of Transportation (Caltrans) and the Nevada Department of Transportation (NDOT) measure the volume of vehicle traffic in the Lake Tahoe Region using automatic counters placed in 20 roadway stations around the Region.

Demographic and economic changes have caused a dramatic shift in traffic volumes. As shown in Figure 1-12, peak month traffic volumes (August) and average traffic volumes within the Tahoe Region have fallen 15 percent from the highest reported levels recorded in 1986.

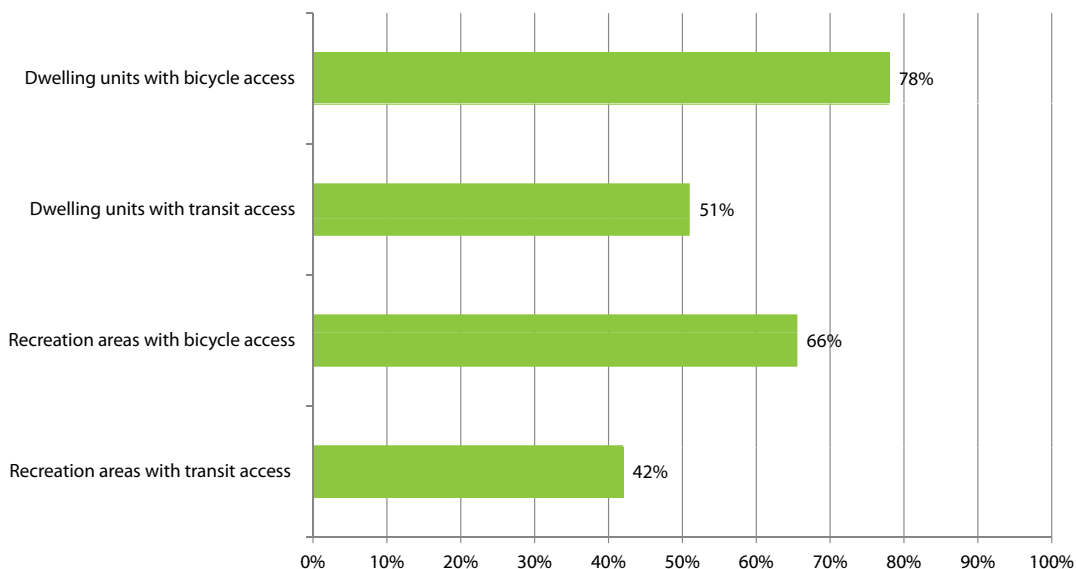
South Shore traffic volumes hit their highest levels in 1988. Since then, August traffic volumes have decreased by 20 percent, and average daily vehicle trips declined by 23 percent.<sup>9</sup> North Shore August traffic volumes have decreased by 18 percent from the recorded high in 1986 and average daily vehicle trips declined by 13 percent from the recorded high in 1990.<sup>10</sup>

Figure 1-13 shows average daily traffic volumes entering and exiting the Region for the average month and for the peak month (August). It shows that while travel volumes into the Region gradually increased between 1974 and 2004, they have fallen in recent years. Average daily traffic volumes in 2009 were 7 percent below their 2004 peak. Traffic volumes at locations in Nevada have fallen even more sharply and are down 11 percent since the 2004 peak.

<sup>9</sup> Part of the decline in South Shore may be attributable to the construction of Heavenly Village and a gondola from lodging and shopping to Heavenly Ski Resort. Many people who previously drove to Heavenly now walk from their lodging to the gondola.

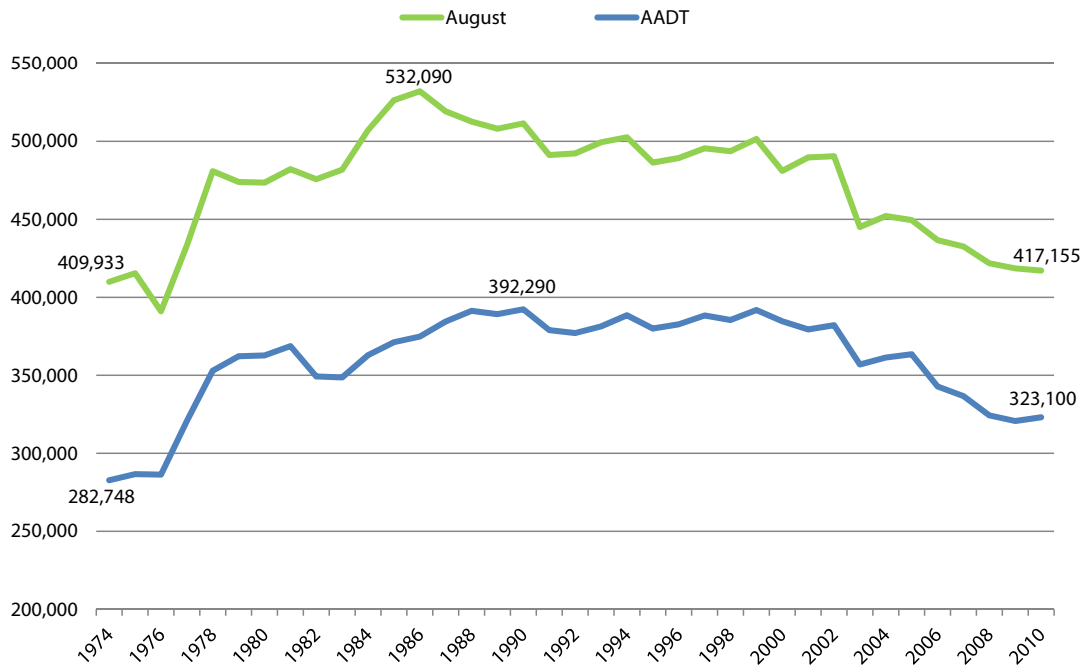
<sup>10</sup> California Department of Transportation (Caltrans) and Nevada Department of Transportation (NDOT)

**Figure 1-11 Share of Homes and Recreation Areas with Bicycle and Transit Access**



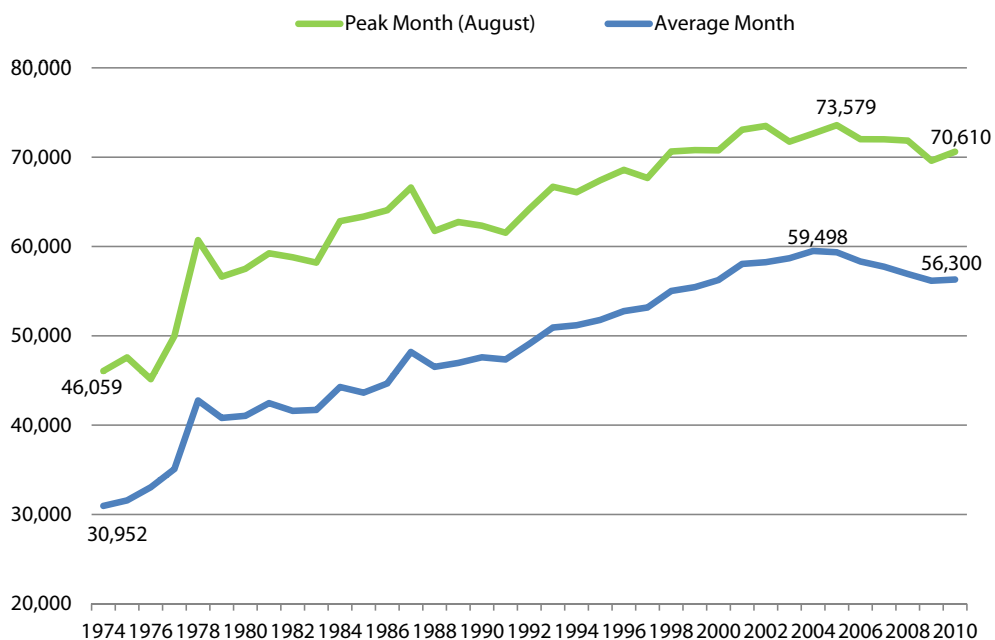
Source: TRPA GIS

**Figure 1-12 Total Daily Traffic Volumes**



Source: Caltrans and NDOT Traffic Counts

**Figure 1-13 Traffic Volumes Entering and Exiting the Region**



Source: Caltrans and NDOT Traffic Counts

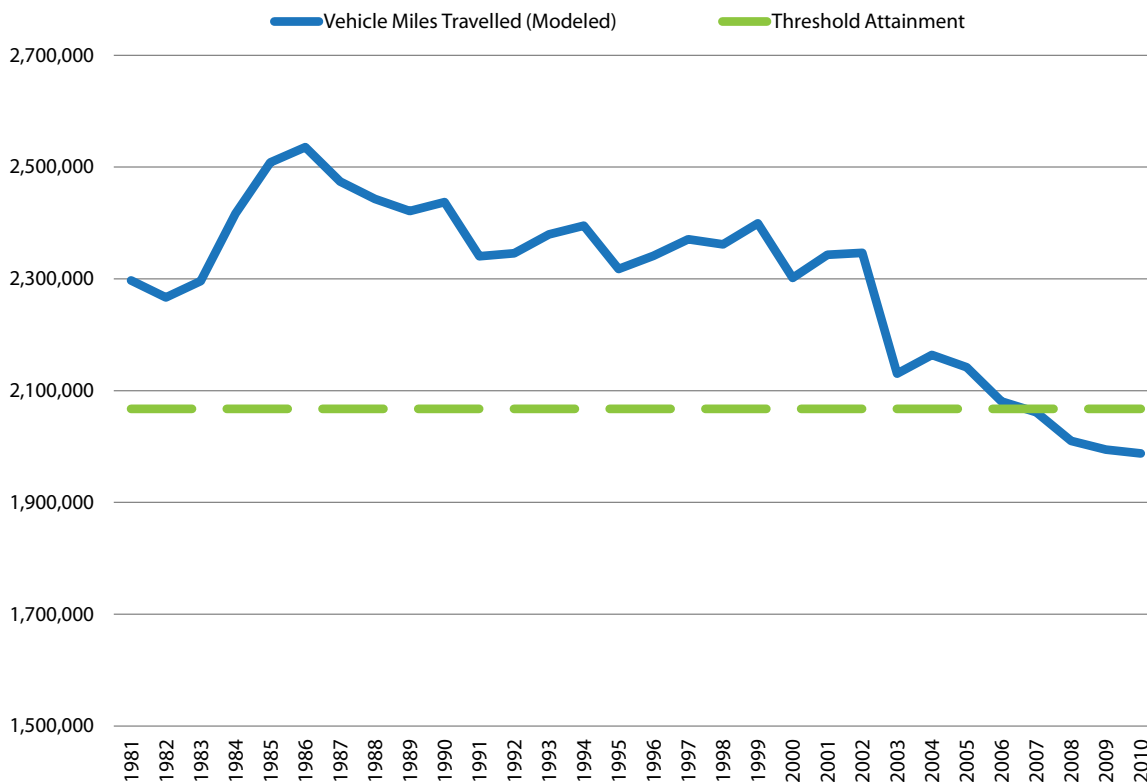
**Vehicle Miles Traveled (VMT)**

As a result of the decrease in traffic volumes, modeled vehicle miles traveled (VMT) by passenger vehicles per weekday in the Region are shown to have decreased from a peak of 2.5 million miles per day in 1986 to under 2 million in 2010 (as shown in Figure 1-14). This 2010 level meets the TRPA threshold standard of 2.07 million.<sup>11</sup>

This decrease in VMT is matched by a corresponding drop in the Region’s GHG emissions. However, the Region forecasts that with renewed economic vitality, both VMT and vehicle emissions may increase in the coming decades without investment in improved transportation choices. Chapter 3, *Sustainable Communities Strategy*, details the Region’s strategies for reducing GHG emissions in the coming decades.

<sup>11</sup> Note: The threshold attainment value reported here has been updated using a traffic count update method to ensure consistency with the current TransCAD Transportation Model results. The previously reported threshold value (1,530,000) was produced by an older version of the Transportation Model which is not directly comparable with the current model outputs.

**Figure 1-14 Vehicle Miles Traveled (Modeled)**



Source: Caltrans and NDOT Traffic Counts, TRPA Transportation Model



## Safety

### Vehicle Collisions

Figure 1-16 maps vehicle collisions occurring within the TRPA boundary from 2007 to 2011 by type, including those involving an automobile and a bike, those involving an automobile and a pedestrian, and those involving only automobiles. Vehicle-only collision hot-spots include the major throughways such as US Highway 50, California State Route 89, and California State Route 28. Figure 1-15 graphs collision types as a proportion of all collisions over time. From 2008 to 2010, automobile-only collisions increased slightly as a proportion of all collisions occurring within TRPA's boundaries, representing 90 percent of collisions in 2008 and 93 percent in 2010.

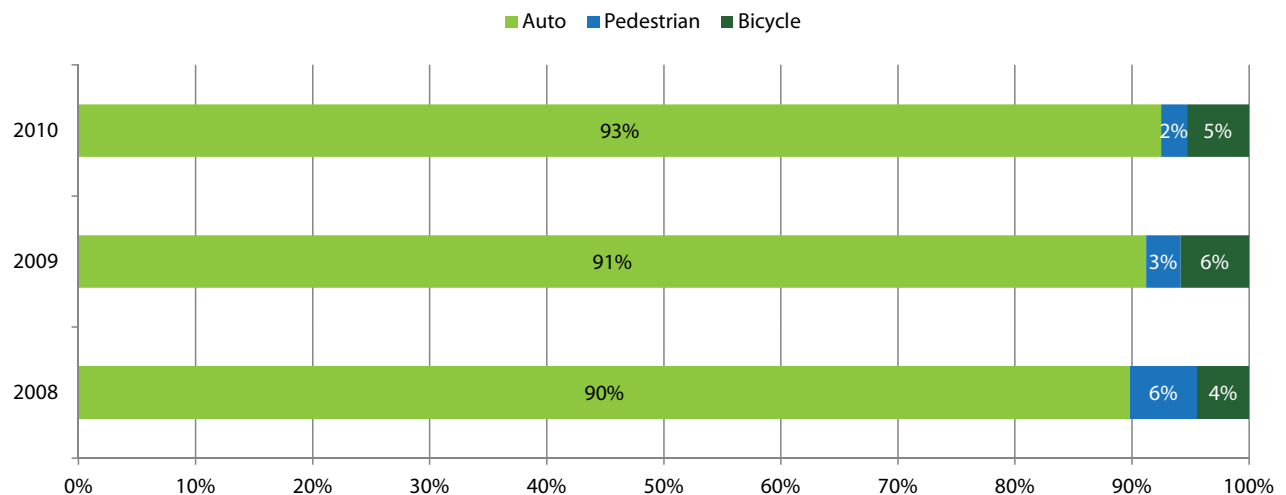
### Bicycle and Pedestrian Collisions

As seen in Figure 1-16, from 2007 to 2011, bicycle and pedestrian collisions were concentrated in the more densely populated areas of towns and cities in the Tahoe Region, specifically along major throughways including Highway 50 through South Lake Tahoe, and Routes 89 and 28 along the West Shore. Figure 1-15 shows that collisions involving an automobile and a pedestrian or an automobile and a bicyclist have decreased as a proportion of all collisions from 10 percent in 2008 to 7 percent in 2010.

### Transit Safety

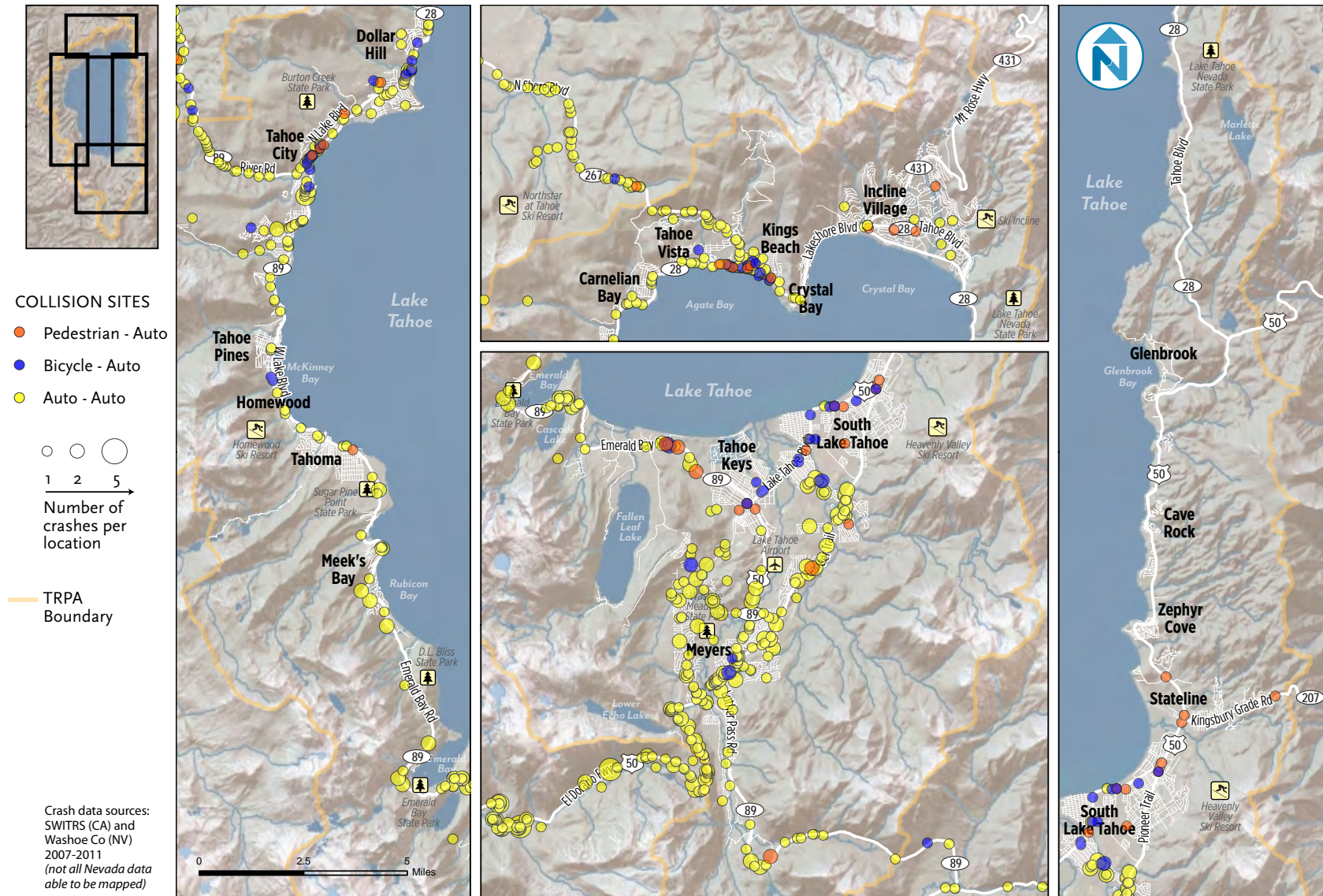
While exact data are not available, there have been very few collisions that involve transit vehicles. Transit service providers in the Tahoe Region report that they have an extremely low incidence of passenger injury or crime.

Figure 1-15 Percent of All Vehicle Collisions by Collision Type



Source: CA SWITRS and NDOT/Washoe County 2007–2011

Figure 1-16 Bicycle, Pedestrian, and Auto Collisions (2007-2011)

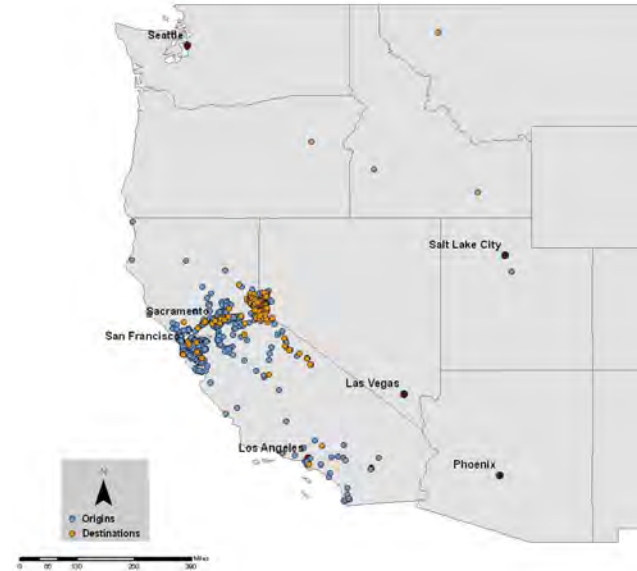


**INTER-REGIONAL TRAVEL**

In addition to the performance measures described above, the TMPO also tracks the characteristics of travelers entering the Region. While not tied to a specific performance target, this data help the region understand the travel patterns of visitors.

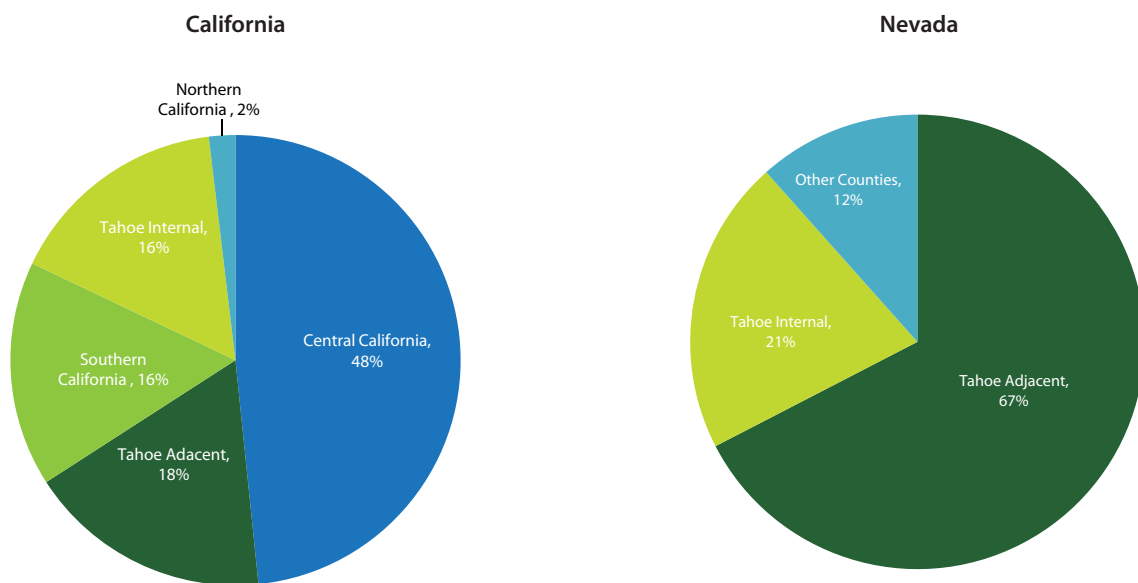
In 2011, in support of the TRPA Transportation Model, the TMPO and the TRPA conducted a license plate survey of travelers entering the Region. The survey, which was conducted over a 24-hour period during a summer weekday, provided information about the origins and destinations of travelers. As shown in Figures 1-17 and 1-18 of those with California license plates, the largest group of travelers came from Central California (which in the charts below includes the San Francisco Bay Area and Sacramento), at 48 percent, followed by Tahoe-adjacent counties (18 percent) and Southern California (16 percent). Nevada travelers were more likely to come

**Figure 1-17 Origins and Destinations of Visitors to Tahoe Region (Friday, August 19, 2011)**



Source: Lake Tahoe Origin-Destination Survey Report, Tahoe Metropolitan Planning Organization, January 2012

**Figure 1-18 Origins of Travelers Entering the Tahoe Region (Friday, August 19, 2011)**



Source: Lake Tahoe Origin-Destination Survey Report, Tahoe Metropolitan Planning Organization, January 2012.

from counties adjacent to the Lake Tahoe Region. The map shows the origins and destination distribution of all travelers captured in the survey. The inter-regional travel data are linked to Goal 5, Inter- and Intra-Regional Transportation, Goal 10, Regional Roadways, and Goal 14, Collaboration.

### LONG-TERM PERFORMANCE TRACKING

In addition to the indicators highlighted in this chapter, the TMPO serves as a data center for multiple transportation data sets. These data sets are maintained on the Tahoe Monitoring Website ([www.tahoemonitoring.org](http://www.tahoemonitoring.org)) and are reported bi-annually in the TMPO's Transportation Monitoring Program Report.





## 2. Goals and Policies



### Overview

The goals and policies in this plan guide TMPO policy, investment, and funding actions. These goals and policies have been developed through technical and public working groups, including groups convened as part of the update of the TRPA Regional Plan, and they represent the guidance of the TRPA Bi-State Compact and federal and state (California) transportation planning requirements.

*Mobility 2035* goals and policies are based largely on the goals and policies of the 2008 Regional Transportation Plan, as many of the contemporary concepts necessary to achieve the Region's transportation vision were developed at that time. Based on feedback received through stakeholder workshops held for the Regional Plan Update, some policies were modified slightly, and a few new policies added, for consistency with other regional policy language. New policies include language related to:

- Encouraging shared parking and other innovative parking management strategies in local plans and other detailed plans
- Considering quality of service for all modes of travel in project development

The goals and policies identified here are a comprehensive package that will point the way toward the regional transportation vision. In combination with the project list, they form a blueprint for addressing the Region's transportation challenges and meeting environmental goals.

### FEDERAL LIVABILITY PRINCIPLES

In 2009, the Federal Inter-agency Partnership for Sustainable Communities established six “Livability Principles” to coordinate federal transportation, environmental restoration, and housing investments. The TMPO’s goals, policies, and objectives support these six principles.

Federal Livability Principles	<i>Mobility 2035</i>
1. Provide more transportation choices.	<i>Mobility 2035's</i> vision is oriented toward providing an innovative, multimodal transportation system.
2. Promote equitable, affordable housing.	The integration of transportation and land-use strategies in <i>Mobility 2035</i> and TRPA’s Regional Plan support the expansion of location-efficient housing choices, offering the opportunity for lowered combined costs of housing and transportation for low- and moderate-income families.
3. Enhance economic competition.	<i>Mobility 2035</i> policies to promote multimodal transportation choices and create walkable, mixed-use centers expand visitor and resident access to goods and services.
4. Support existing communities.	TRPA’s Regional Plan proposes land-use strategies, detailed in Chapter 3, <i>Sustainable Communities Strategy</i> , that incentivize new development to locate in existing centers.
5. Coordinate policies and leverage investment.	Development of <i>Mobility 2035</i> is closely coordinated with local implementers and funders (Chapter 7, <i>Public Participation</i> ). The TMPO’s strong relationship with these and other regional and external groups allows many projects to leverage multiple funding sources.
6. Value communities and neighborhoods.	<i>Mobility 2035</i> and TRPA’s Regional Plan policies recognize the uniqueness of individual communities around the Lake, and support actions that fit the local context, particularly in community design and parking management strategies.

## Primary Objectives of the Regional Transportation Plan

- Establish a safe, secure, efficient, and integrated transportation system that reduces reliance on the private automobile by investing in multimodal facilities that serve the transportation needs of the citizens and visitors of the Tahoe Region
- Fulfill the requirements of the Tahoe Regional Planning Compact (Public Law 96-551)
- Attain and maintain the Environmental Threshold Carrying Capacities, and federal, state, and local transportation standards
- Support reductions in vehicle emissions and stormwater runoff to meet federal, state, and local air quality standards and help meet the requirements of Tahoe's Total Maximum Daily Load (TMDL) program
- Achieve greenhouse gas emissions reduction targets, in accordance with California Senate Bill 375, by supporting integrated land-use, transportation, and housing policies
- Coordinate potential mitigation activities and funding sources with the Environmental Improvement Program (EIP)
- Establish partnerships to strengthen multimodal connections and safe and efficient travel into the region from nearby areas



## The Compact, Federal Transportation Bill, and Vision for Tahoe

As stated in the TRPA *Bi-State Compact*, the goal of transportation planning in the Region shall be to reduce dependency on the automobile and to give preference to providing increases in the capacity of the Region's transportation system through public transportation projects and programs. The *Bi-State Compact* also requires a transportation plan for the Region that provides for the integrated development of a regional transportation system.

Under the latest federal transportation bill, MAP-21, the TMPO must provide a "continuous, cooperative, and comprehensive transportation planning process" and provide for the consideration and implementation of projects, strategies, and services that will address the following planning factors:

- Support the economic vitality of the area, especially enabling global competitiveness, productivity, and efficiency
- Increase the safety and security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility options available to people and freight
- Protect and enhance the environment, promote energy conservation, and improve quality of life
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system



The plan must also reflect the ideals and visions expressed by the public through the multitude of workshops and hearings that have been held in support of the update of the Regional Transportation Plan and TRPA Regional Plan Update. The objectives, goals, and policies of the plan have been developed to be consistent with SAFETEA-LU, statewide planning factors, the *Bi-State Compact*, and the public visioning statement.

They address the multiple elements of transportation planning that must interact to create a successful multimodal transportation system that supports local communities.



## Transportation Vision

The following is the vision statement for transportation in the Tahoe Region, developed through public outreach and consensus:

*An innovative multimodal transportation system is in place that gives priority to viable alternatives to the private automobile, appeals to users, and serves mobility needs, while improving the environmental and socioeconomic health of the Region.*

## Transportation Goals and Related Policies

### GOAL 1: WALKABLE, MIXED-USE CENTERS

Promote walkable, mixed-use centers, transportation enhancements, and environmental improvements that increase the viability of transit systems.

#### Policies

- 1.1 Support mixed-use that encourages walking, bicycling, and easy access to existing and planned transit stops in Centers.
- 1.2 Mitigate the regional and cumulative traffic impacts of new, expanded, or revised developments or land uses.
- 1.3 Consider non-automobile travel modes when mitigating traffic-related project impacts.
- 1.4 Develop and implement a Sustainable Communities Strategy (SCS) to meet TRPA thresholds and other statutory requirements.
- 1.5 Support sustainable transportation infrastructure and operational programs that provide environmental and community benefits.



## GOAL 2: PEDESTRIAN & BICYCLE FRIENDLY COMMUNITIES

Encourage bicycle and pedestrian usage as viable and significant modes of transportation at Lake Tahoe.

### **Policies**

- 2.1 Develop and maintain a *Lake Tahoe Region Bicycle and Pedestrian Plan (Bicycle and Pedestrian Plan)* as a component of the *Regional Transportation Plan (RTP)*; and maintain a list of existing and proposed bicycle and pedestrian facilities and strategies for implementation within the Bicycle and Pedestrian Plan.
- 2.2 Construct, upgrade, and maintain pedestrian and bicycle facilities consistent with the *Lake Tahoe Region Bicycle and Pedestrian Plan*.
- 2.3 Prioritize constructing pedestrian and bicycle facilities in urbanized areas of the Region, facilities that increase connectivity of the pedestrian and bicycle network, and facilities that can be constructed concurrently with other projects.
- 2.4 Design and site intersections and driveways, where feasible, to minimize impacts on public transportation, adjacent roadways and intersections, and bicycle and pedestrian facilities.
- 2.5 Preserve the condition of sidewalks and bicycle facilities and where feasible, maintain their year-round use.
- 2.6 Promote the incorporation of programs and policies of the Bicycle and Pedestrian Plan into Regional and local land use plans and regulatory processes.
- 2.7 Implement safety awareness signage, road markings, educational programs, and programs that encourage bicycling and walking.

## GOAL 3: TECHNOLOGY

Implement new technology to increase the efficiency and effectiveness of the transportation network and promote usage of alternative transportation modes.

### **Policies**

- 3.1 Implement electronic and automated payment systems for transit systems and paid parking areas, where appropriate.
- 3.2 Implement measures consistent with the Federal Intelligent Transportation Systems (ITS) Program and the Tahoe Basin ITS Strategic Plan, including Traffic Management, Traveler Information Services, and Emergency Management Techniques.

## GOAL 4: MASS TRANSIT

Encourage efficient and effective expansion of public transit operations and use in the Lake Tahoe Region.

### **Policies**

- 4.1 Improve existing transit systems through increased frequency, preferential signal controls, expanded service areas, and extended service hours.
- 4.2 Provide transit facilities that encourage transit, bicycle, and pedestrian usage.
- 4.3 Provide transit service to major summer and winter recreational areas.
- 4.4 Use alternative fuels to the maximum extent feasible in public transit fleets.
- 4.5 Actively support Transportation Management Associations (TMAs) in the Tahoe Region.
- 4.6 Consider waterborne transportation systems in coordination with other public and private transportation systems, including the pedestrian and bicycle network, using best available technology to minimize air and water quality impacts as an alternative to automobile travel within the Region.

## GOAL 5: INTER- AND INTRA-REGIONAL TRANSPORTATION

Strengthen transportation options into and out of the Lake Tahoe Region.

### *Policies*

5.1 Participate in state and local transportation planning efforts to ensure coordination and consistency amongst various planning agencies inside and outside the Region.

5.2 Seek cooperation from neighboring jurisdictions to expand non-automobile transportation to cities, towns, and recreational areas outside of the Tahoe Region.

5.3 Work with appropriate public entities, tribal governments, and private interest groups to ensure coordination and consistency.



**GOAL 6: ECONOMIC VITALITY**

Support the economic vitality of the Lake Tahoe Region by preserving and enabling an efficient system to move people and goods.

***Policies***

- 6.1 Develop and track measures of economic vitality related to transportation, (i.e., traffic and pedestrian counts, employment, hotel/motel occupancies, and other visitation trends) as part of the adaptive management system.
- 6.2 Enhance the economic vitality of the Region by efficiently connecting people to jobs, goods, services, and other communities.
- 6.3 Support public-private partnerships and business improvement districts when planning, financing, and implementing transportation and air quality programs and projects.

**GOAL 7: INTERMODAL TRANSPORTATION FACILITIES**

Develop effective intermodal transportation facilities where three or more major modes of the regional transportation system intersect and/or terminate (e.g., intersection of auto, bicycle/pedestrian trails, transit, and/or waterborne modes).

***Policies***

- 7.1 Require that Area Plans identify intermodal transportation facilities to serve each Center, and other major activity centers. Intermodal transportation facilities should incorporate planned regional transportation facilities, parking, and connections between them (e.g., sidewalks, enclosed walkways, etc.) and should accommodate increased use of transit and non-motorized travel modes. Local agencies may need to coordinate with state Departments of Transportation when identifying intermodal facilities.
- 7.2 Require major commercial interests providing gaming, recreational activities, or excursion services to provide or participate in joint shuttle services or provide transit use incentives to their guests or patrons; and require connections with intermodal transportation facilities.



## GOAL 8: PARKING

Encourage development of parking management strategies for the Lake Tahoe Region.

### *Policies*

- 8.1 Encourage shared and other parking management strategies.
- 8.2 Encourage parking management programs that provide incentives to fund improvements benefiting transit users, pedestrians, and bicyclists.
- 8.3 Encourage parking management strategies that are tailored to the needs of each specific location and promote pedestrian and transit use.

## GOAL 9: TRANSPORTATION DEMAND MANAGEMENT

Implement Transportation Demand Management (TDM) measures to reduce the number of vehicle trips on the Region's highways.

### *Policies*

- 9.1 Require major employers to implement vehicle trip reduction programs. Such programs could include: carpool and vanpool matching programs, employee shuttles, on-site secure bicycle storage and shower facilities, flexible work hours, and parking and transit use incentives.
- 9.2 Require the development of traffic management plans for major temporary activities that account for the coordination and timing of simultaneously occurring activities.
- 9.3 Encourage rental car providers to offer vehicles that are low- or zero-emission within the Tahoe Region.
- 9.4 Require new, and encourage existing condominiums, timeshares, hotels, and motels to participate in public transit and/or private shuttle programs, and provide transit information and incentives to their guests and residents.



**GOAL 10: REGIONAL ROADWAYS**

Upgrade regional roadways as necessary to improve safety, and provide for a more efficient, integrated transportation system.

***Policies***

- 10.1 Incorporate transit stops and bicycle and pedestrian facilities in roadway improvement projects.
- 10.2 Use transportation system management (TSM) measures to improve the existing transportation system, while maintaining provision of bicycle and pedestrian facilities. TSM measures could include: dedicated turn lanes, intersection improvements, bicycle-activated signals, and roundabouts. Additionally, work with State Departments of Transportation (DOT) and local transportation departments to improve signal synchronization.
- 10.3 Preserve existing view turn-outs along scenic highways to maintain traffic flow and safety.
- 10.4 Reduce traffic conflicts by limiting or controlling turning movements from multiple parking lot access points onto major Regional travel routes and major local roadways; by designing and siting driveways to minimize impacts to Regional traffic flow, and by utilizing shared access points and shared driveways where feasible.
- 10.5 Consider quality of service for transit, pedestrians, and bicyclists in addition to motor vehicles when analyzing development impacts on the transportation system.
- 10.6 Prohibit the construction of roadways to freeway design standards in the Tahoe Region.
- 10.7 Level of service (LOS) criteria for the Region's highway system and signalized intersections during peak periods shall be:
  - Level of service "C" on rural recreational/scenic roads.

- Level of service "D" on rural developed area roads.
- Level of service "D" on urban developed area roads.
- Level of service "D" for signalized intersections.
- Level of service "E" may be acceptable during peak periods in urban areas, not to exceed four hours per day.
- These vehicle LOS standards may be exceeded when provisions for multimodal amenities and/or services (such as transit, bicycling, and walking facilities) are adequate to provide mobility for users at a level that is proportional to the project-generated traffic in relation to overall traffic conditions on affected roadways.

**GOAL 11: TRANSIT-DEPENDENT GROUPS**

Improve the mobility of the elderly, people with disabilities, traditionally under-represented and under-served populations, and other transit-dependent groups.

***Policies***

- 11.1 Provide specialized public transportation services with subsidized fare programs for transit, taxi, demand response, and accessible van services.
- 11.2 Ensure that transit and pedestrian facilities are ADA-compliant and consistent with the TMPO Coordinated Human Services Transportation Plan.

**GOAL 12: AVIATION**

Maintain and support air service to the extent that it increases mobility and public safety consistent with applicable law and environmental thresholds.

***Policies***

- 12.1 Update and maintain an Airport Master Plan.
- 12.2 Limit aviation facilities within the Tahoe Region to existing facilities.



### **GOAL 13: TRANSPORTATION FUNDING**

Develop on-going sources of regional revenue to fund transit, bicycle, pedestrian, and other non-auto transportation improvements, operations, and maintenance.

#### ***Policies***

- 13.1 Collaborate with local, state, regional, federal, and private partners to develop dedicated funding and implementation programs for Lake Tahoe and the surrounding regions.
- 13.2 Integrate transportation improvement programs into the Environmental Improvement Program (EIP).

### **GOAL 14: COLLABORATION**

Implement transportation policies and improvements through private, local, state, regional, and federal efforts. Engage in collaborative and cooperative planning efforts, leveraging resources, and executing transportation improvements. Encourage dedicated programs related to Tahoe needs.

### **Conclusion**

The vision for transportation in the Tahoe Region, and the goals and policies described here, express the commitment of Tahoe residents to move toward a less auto-oriented, more sustainable way of life, and are at the foundation of the programs proposed in *Mobility 2035* for the next 23 years.







## 3. Sustainable Communities Strategy



### Introduction

Since the development of the Bi-State Tahoe Regional Planning Compact (Public Law 91-148) in 1969 and its amendment in 1980 (Public Law 96-551), those with a stake in Lake Tahoe have engaged in an ever-evolving process of finding ways to both preserve and protect the natural assets of the Region while simultaneously enhancing its economic viability. A common theme through the decades has been an emphasis on reducing dependence on automobiles in order to provide a range of transportation options and reduce the impacts on the environment.

Recently, reducing impacts on the global climate has emerged as a high priority for all communities in California. California's Senate Bill 375 (SB 375) requires metropolitan planning organizations to focus regional land use and transportation policies to reduce greenhouse gas (GHG) emissions from cars and light trucks in order to meet targets established by the California Air Resources Board's Regional Targets Advisory Committee. SB 375 calls for each metropolitan planning organization to develop a Sustainable Communities Strategy (SCS) identifying the transportation, land use, and housing strategies that will reduce regional GHG emissions.

At Lake Tahoe, there are a number of other environmental standards, in addition to the California GHG targets, that are directly tied to vehicle trips and vehicle miles traveled. In presenting the Lake Tahoe Region's Sustainable Communities Strategy, this chapter identifies the programs and investments in the Regional Transportation Plan and the Tahoe Regional Planning Agency (TRPA) Regional Plan that will allow the Region to meet not only the GHG emissions reductions, but all of these environmental targets.

In accordance with SB 375, section 65080(b)(2)(B), this chapter includes the following sections:

**Section 3.1:** Land Use and Transportation Connection. As required by SB 375, Section 3.1 provides a proposed distribution of land uses in the Region. The land use scenario described here is consistent with the proposed update to Lake Tahoe's Regional Plan. An estimate of GHG emissions reductions attributable to the proposed land use scenario is also included.

**Section 3.2:** Proposed Transportation System to Meet Forecast Demand. This section identifies the transportation programs and capital investments that will allow the Region to serve the forecast transportation demand while meeting its environmental targets. Brief summaries describe the proposed investments; details are provided in Chapters 4 and 5 of the plan. It also estimates the extent to which each group of investments would reduce per-capita GHG emissions from transportation.

**Section 3.3:** Regional Housing Needs. Section 3.3 identifies areas within the Region sufficient to house all the population of the

region, including all economic segments of the population. It demonstrates that the proposed land use distribution will accommodate the Regional Housing Needs Assessment (RHNA) under California Housing Element law.

**Section 3.4:** Meeting GHG, Air Quality, and Water Quality Goals. Section 3.4 presents analysis showing that the proposed transportation and land use changes will allow the Region to reach its major environmental goals. These goals include reducing per-capita GHG emissions to meet the Region's targets under SB 375, and meeting Lake Tahoe Region's own environmental standards. These include TRPA environmental threshold standards and Total Maximum Daily Load (TMDL) water quality targets.

**Section 3.5:** Protecting Resource Areas. In accordance with the requirements of SB 375, TRPA has identified protected parkland, open space, and natural resource areas.

**Section 3.6:** *Mobility 2035* Mitigation Strategies. This section describes a multi-faceted approach to mitigating environmental impacts of existing and proposed development in the Lake Tahoe Region. Measures identified in the EIR/EIS process, restoration projects, and the retirement of unused development are combined to provide a coordinated strategy for both the near- and long-term.

**Section 3.7:** Public Participation in the Sustainable Communities Strategy. SB 375 requires that each metropolitan planning organization engage the community to receive input on the Sustainable Communities Strategy. Section 3.6 summarizes the outreach plan and its execution. Additional details on public participation are provided in Chapter 7.

## Section 3.1: Land Use and Transportation Connection

### LAND USE PLANNING IN THE LAKE TAHOE BASIN

TRPA and the Region's local governments share responsibility for regulating land use. TRPA's role in land use regulation at the regional level is unique in the United States, established through the *Bi-State Compact*. In this role, TRPA is responsible for creating the *Regional Plan*, which establishes land use regulations for the entire Tahoe Basin. The *Regional Plan* was last updated in 1987, and TRPA is completing the next update of the *Regional Plan* in 2012. The land use plan summarized here is based on the most current planning assumptions and those that are likely to be adopted in 2012. The SCS land use plan is therefore consistent with the Regional Plan update proposal.

#### ***Planning for walkable town centers***

The *Regional Plan* update proposes to cluster population and employment in relatively compact town centers that are well served by transit, pedestrian, and bicycle infrastructure. It achieves this goal by incentivizing transfers of development into town center planning areas and by requiring all new commercial floor area to be in town centers only.

In these central places, the form, design, and positioning of buildings will be under the jurisdiction of local communities through local community plans. These plans will need to meet the overarching tenets of focusing new development in town centers, and providing environmental benefits through building location and design. The combination of regional goals and local flexibility to design communities is intended to create an environment where walking, biking, and transit are convenient modes of transportation, and residents and visitors need not rely solely on the private automobile for their travel needs. For those who wish to leave their cars to walk, bike, and take transit, centralized parking at lodging properties or in shared lots would provide convenient locations to make the transition onto other modes.

Clustering development in well-designed, mixed-use town centers has a number of benefits, including enhanced community character, improved mobility choice, reduced household transportation expenses, improved community health through increased physical activity, and reduced air pollution and greenhouse gas emissions. Increased pedestrian travel can encourage economic development for local business and promote economic competitiveness. Accommodating development in existing community centers can also reduce the pressure for development in existing open spaces.



**Forecast distribution of development**

*California Government Code 65080(b)(2)(B)(i): Identify the general location of uses, residential densities, and building intensities within the Region.*

*California Government Code 65080(b)(2)(B)(vii): Set forth a forecasted development pattern for the Region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board.*

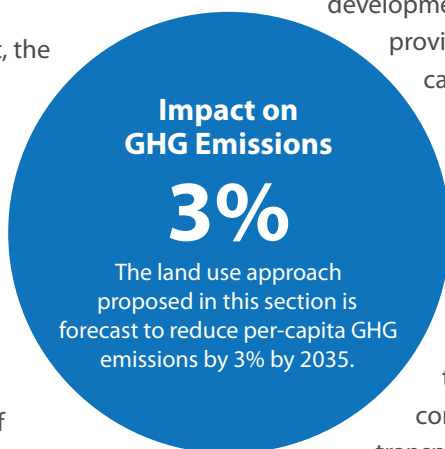
In the TRPA *Regional Plan* update draft, the staff proposal provides allocations for use of existing development rights for new residential units to Tahoe communities at a rate of 130 per year, Region-wide over the 20-year life of the plan. These residential units may be used on remaining developable parcels in each jurisdiction. In addition, the *Regional Plan* update draft makes available a total of 600 new “Bonus Units” (dedicated to multi-family, affordable, or moderate-income housing), over the life of the plan, plus 874 Bonus Units left over from the 1987 *Regional Plan*. These Bonus Units may be distributed to any jurisdiction for qualifying development, and may only be used in plan areas designated as town centers.

In addition, Bonus Units may be used to incentivize transfers of development rights and existing development from sensitive parcels and parcels far from town centers. Transfer ratios vary based on the distance from the town center and the level of sensitivity, and whether the transferring parcel has existing development or not. For instance, a developed parcel

which is in a stream environment zone and is more than 1.5 miles from a town center would have the highest transfer ratio, of 1 to 6—that is, for transferring one unit of existing development, a property owner would receive 5 bonus units. (For more details on transfer ratios, see the Modeling Methodology in the Appendix.)

Residential densities will be up to 25 units per acre in town centers. An additional 342 tourist accommodation units and 583,600 square feet of commercial floor area (CFA)<sup>1</sup> could also be built, almost all of which will be built in town centers.

The possibility of reducing the development footprint in the Lake Tahoe region through an innovative development rights transfer program could provide for significant reductions in per capita GHG emissions from private vehicles and can be complemented by the development of a land acquisition program that retires, or in some cases transfers, excess development rights. TMPO supports the development of such a program by partners, including the consideration of necessary commodities to support proposed transportation investments. Acquisition programs have had past success in the Tahoe region, increasing public land ownership from 50% in 1982 to 90% in 2010 and resulting in environmental improvement. This type of program would be an ideal candidate for various potential revenue sources such as California “Cap and Trade” funding, private sector, and other sustainability funding programs.



<sup>1</sup> 342 Tourist Accommodation Units and 383,000 square feet of commercial floor area are already permitted under existing regulations. An additional 200,000 square feet of CFA would be permitted under Alternative 3.

Figures 3-2 and 3-3 illustrate the existing and forecast pattern of residential development in the Tahoe Region. Figure 3-3 shows the slightly denser, more compact nature of the TRPA Regional Plan draft staff proposal. Figure 3-1 shows projections for population, employment, and housing. Detailed policies and programs related to the future land use pattern can be found in the draft Land Use Chapter of the Goals and Policies of the Regional Plan Update.

**Figure 3-1 Region-wide Population, Employment, and Housing Projections**

	2010	2035
Population	54,473	60,365
Jobs (Payroll Employees)*	22,605	23,804
Total Housing Units	47,392	51,552

\* Number of jobs (payroll employees) excludes businesses with one or two employees

Source: TRPA Transportation Model



Figure 3-2 Existing Distribution of Residential Development

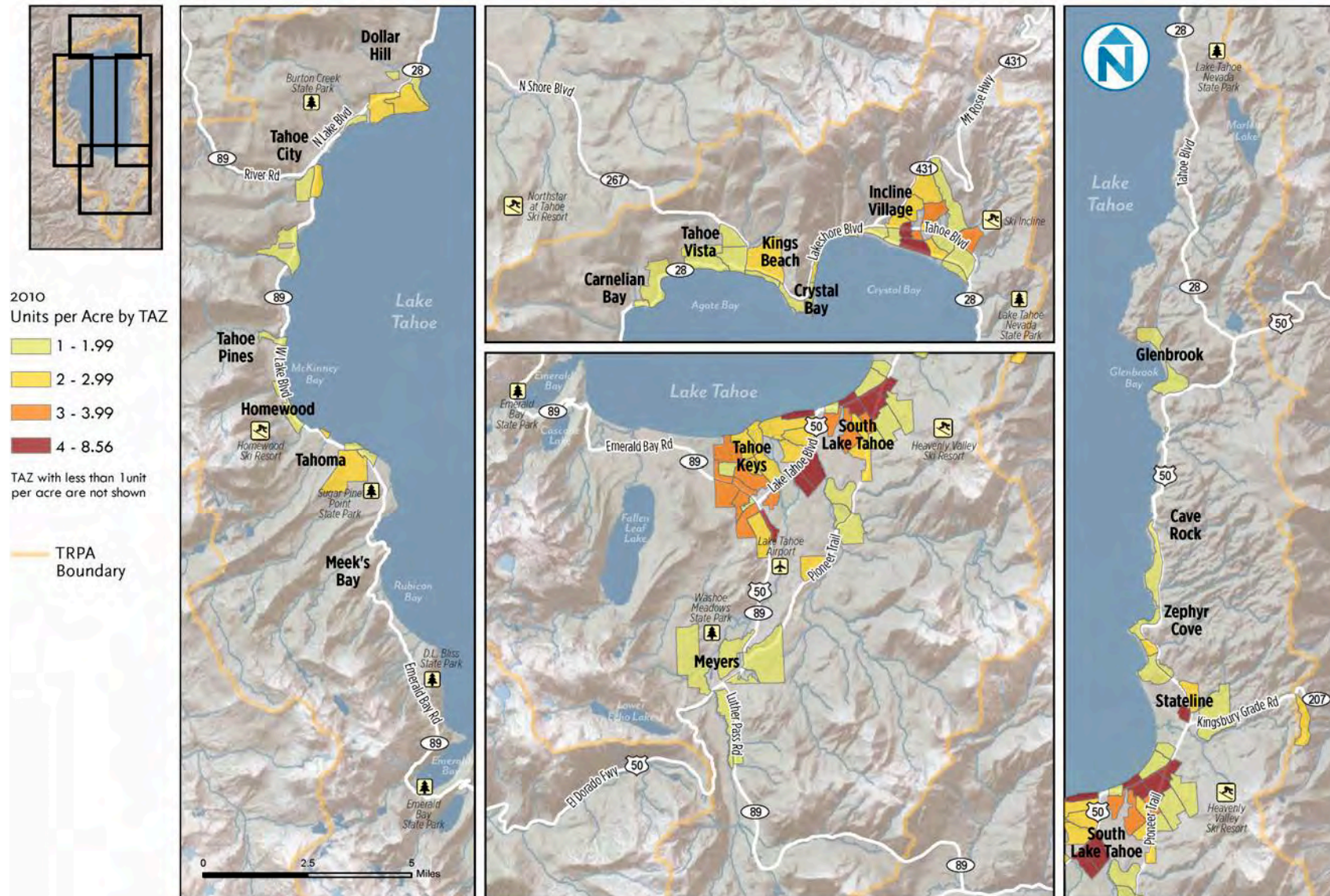
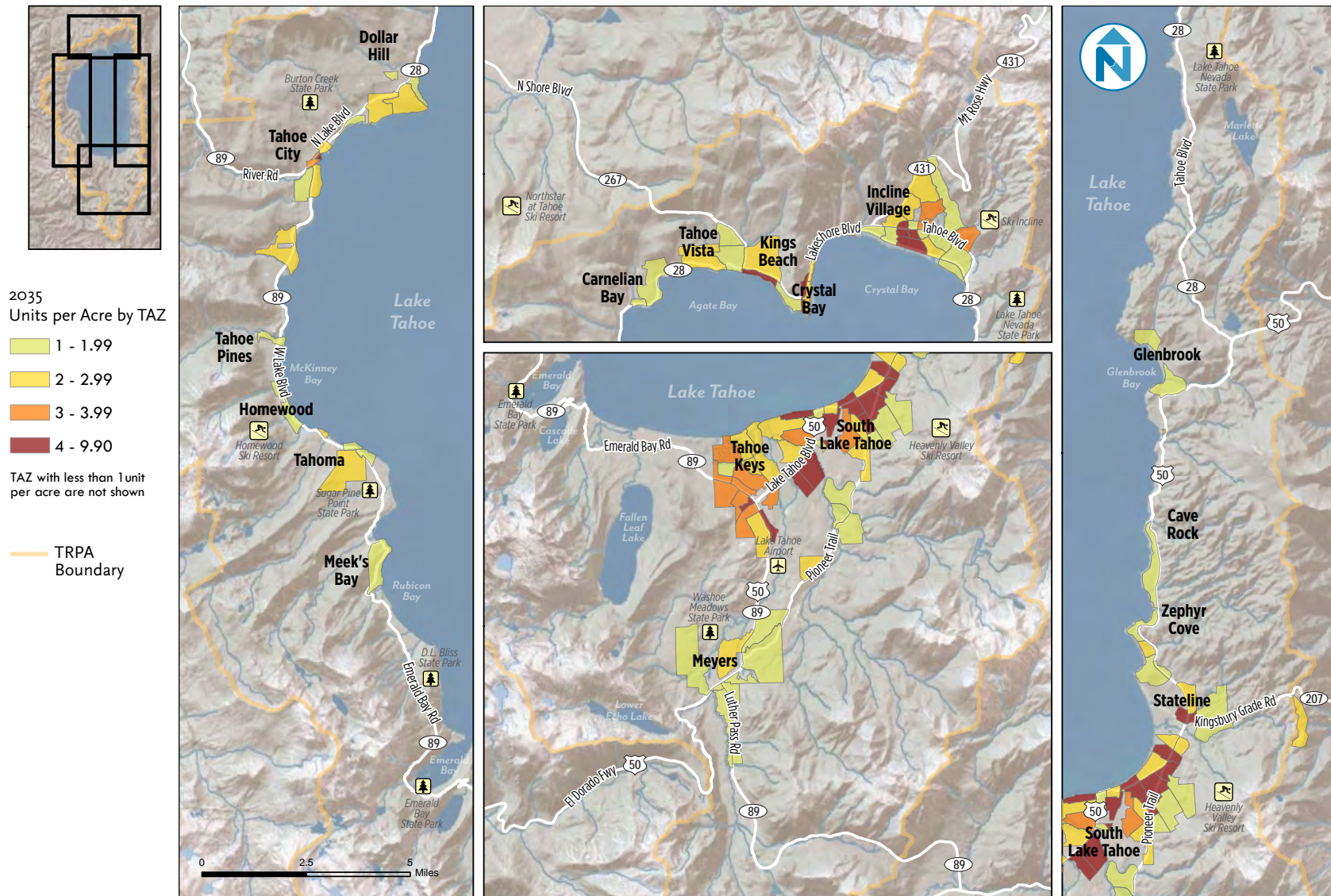


Figure 3-3 Forecast Distribution of Residential Development (2035)



## Section 3.2: Transportation System to Meet Forecast Demand

*California Government Code 65080(b)(2)(B)(iv): Identify a transportation network to service the transportation needs of the Region.*

As the population of the Lake Tahoe Region increases slightly and as populations outside the Region continue to shift, there will be changes in transportation demand in the Region. Figure 3-4 identifies forecast changes in Region-wide population, total daily trips by all modes, and vehicle miles traveled (VMT).

This section summarizes the transportation system investments that the Region has planned to meet this forecast demand while also meeting its goals for livability, sustainability, and economic vitality. These investments, which are consistent with the Regional Plan Update proposal, incorporate complete streets design, multimodal options (bicycle travel, walking, transit), information technology, and transportation demand management strategies. They are summarized briefly below, shown on the map in Figure 3-5, and detailed in Chapter 4, *Existing and Planned Transportation System* and Chapter 5, *Transportation Management Programs*.

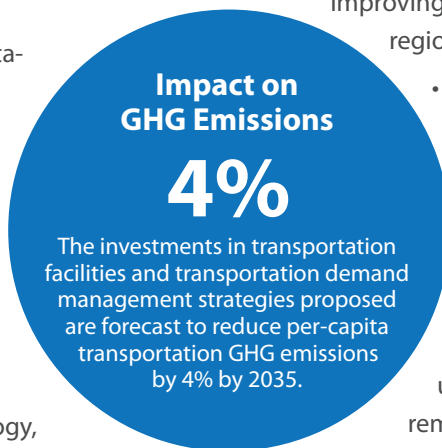
### TRANSPORTATION CAPITAL INVESTMENTS

The Lake Tahoe Region’s transportation system is made up of regional roadways and local streets, sidewalks and bike paths, bus systems, water transit, and an airport.

Together, these facilities frame the Basin’s public spaces, link its communities and connect them to neighboring Regions, and shape the daily lives of residents, workers, and visitors. Chapter 4 of this plan describes in detail and illustrates the planned investments in the transportation system.

Highlights include:

- **Corridor revitalization:** The Region has identified a group of investments that aim to improve the network of streets and roadways. They include projects and programs that benefit users of all modes of travel, as well as projects that are focused on improving the efficiency and safety of local and regional streets as vehicle through-routes.
- **Pedestrian and bicycle facilities:** Through its Bicycle and Pedestrian Plan, the Region has outlined a program of investments to create an integrated network of pedestrian and bicycle paths. These facilities include bicycle lanes and sidewalks, as well as paved, multi-use paths. The planned shared-use path projects would fill many of the remaining gaps around the Lake Tahoe Region, bringing pedestrians and cyclists closer to the goal of being able to travel almost anywhere around the Lake on facilities separated from vehicle traffic.
- **Transit facilities and services:** The Region’s transportation agencies have both capital investments and service changes planned to enhance transit service in the Basin. These include investment in waterborne transit facilities and service; operational enhancements for BlueGO and TART; establishment of a new transit service on the east shore of Lake Tahoe; and enhanced vanpool service for commuters.



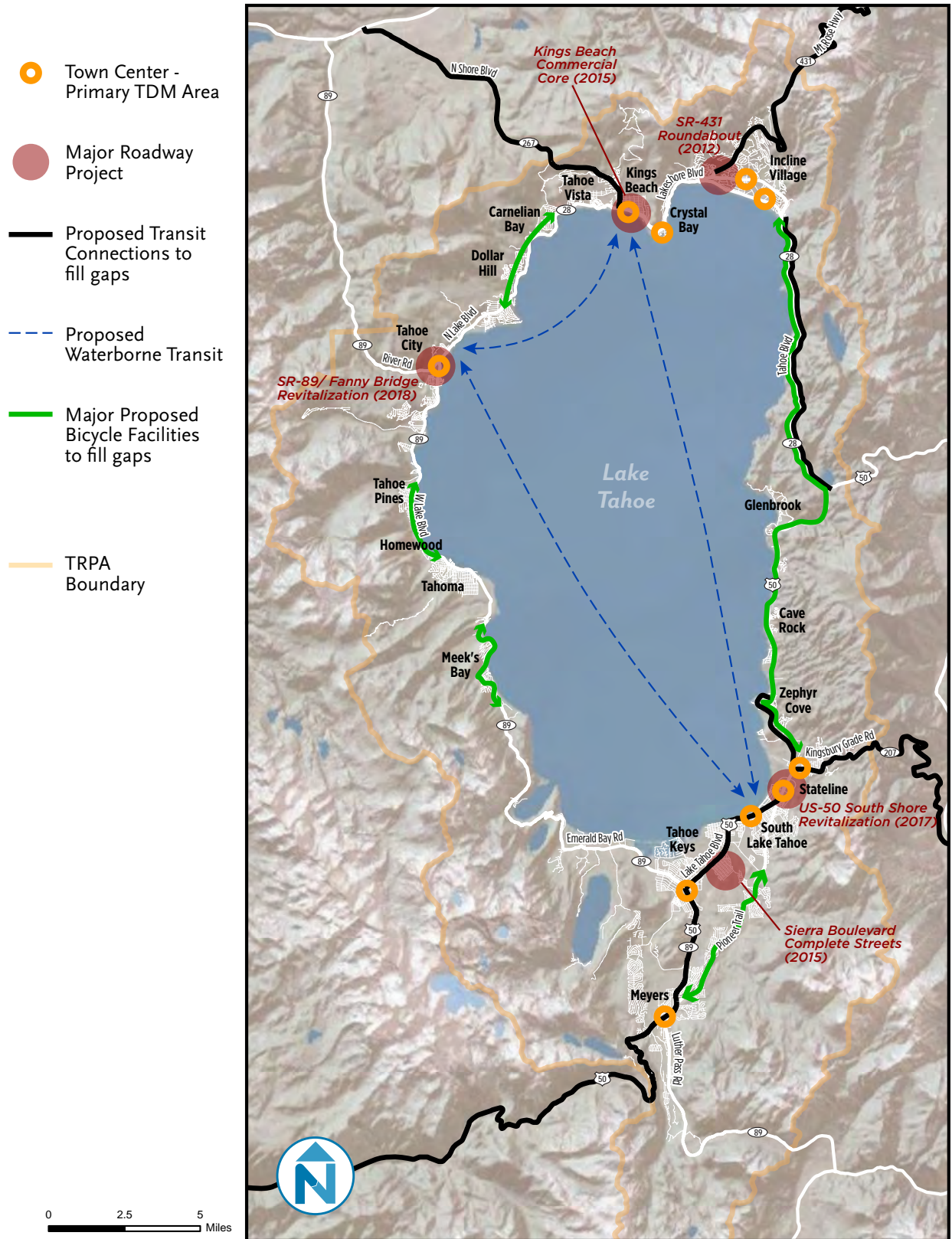
**Figure 3-4 Forecast Transportation Demand**

	2005	2020	2035
Region-wide Population	55,233	58,049	60,365
% Change in Population from 2005		5.1%	9.3%
Total Daily Trips by All Modes	337,956	341,852	372,152
Vehicle Miles Traveled	2,079,849	2,071,599	2,131,000
% Change in VMT from 2005		-3.9%	+2.5%

Source: TRPA Transportation Model. See Appendix for Modeling Methodology.



Figure 3-5 Major Transportation Capital and Transportation Demand Management Investments



## Transportation Management Programs

### TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) programs make it easier for travelers to shift some trips from driving alone to transit, bicycling, walking, and carpooling. Chapter 5 of this plan describes the Transportation Demand Management (TDM) strategies that the Region will use to maximize system efficiency.

The *Employer Trip Reduction Ordinance* requires large employers to implement reduced commute trips by their workers. While the Ordinance is in effect and most large employers participate in the program, there is more that could be done to improve trip reductions at large employment sites. Under this plan, TRPA will work with large employers to enhance participation. As a companion to the Trip Reduction Ordinance, the *BlueCommute Program* provides supporting marketing and training services. The program was in effect several years ago, but the strategies need rejuvenation to appeal to a broader audience. Under this plan, TMPO will invest in updating this program.

*Mobility 2035* also includes public information campaigns to educate visitors and residents on the convenient multi-modal options available to them to reduce their environmental footprint. Finally, it proposes a collaboration between TMPO and the Region's localities to develop parking management programs.

### **Transportation System Management**

Transportation System Management (TSM) refers to a group of strategies that work together to improve safety and traffic operations, and maximize the performance of the existing roads infrastructure. Investments to manage vehicle traffic have the potential to moderate vehicle speeds, reduce congestion, promote safety, and in some cases reduce emissions. Chapter 5 of *Mobility 2035* describes the Transportation System Management strategies that the Region will use to maximize efficiency. Highlights include improvements to signal timing, traffic monitoring stations, roadway rehabilitation, and real-time travel information for both motorists and transit users.

## Section 3.3: Accommodating the Region's Housing Needs

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*California Government Code 65080(b)(2)(B)(ii): Identify areas within the Region sufficient to house all the population of the Region, including all economic segments of the population, over the course of the planning period of the Regional Transportation Plan taking into account net migration into the Region, population growth, household formation and employment growth.*

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*California Government Code 65080(b)(2)(B)(iii): Identify areas within the Region sufficient to house an eight-year projection of the regional housing need for the Region pursuant to Section 65584.*

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Local governments play a vital role in the supply and affordability of housing. California Housing Element law mandates that local governments plan to meet the existing and projected housing needs of all economic segments of the community. California jurisdictions must adopt housing element updates that demonstrate accommodation of an eight-year projection of housing need, called the Regional Housing Needs Assessment (RHNA). For Lake Tahoe, the projection of housing need is set by the Sacramento Area Council of Governments (SACOG), in consultation with the TMPO. The RHNA requirements apply only to the portions of the Lake Tahoe Region that are in California.

The passage of SB 375 strengthened the linkage between Regional Transportation Plans and the Regional Housing Needs Assessment. SB 375 requires that the land use plan in the Sustainable Communities Strategy accommodate the regional housing needs requirements; i.e., it should not prevent local jurisdictions from meeting their housing requirements. SACOG approved the 2013-2021 RHNA for the California side of the Tahoe Basin in December 2011.

The regional housing needs requirements for Tahoe's California jurisdictions are shown in Figure 3-6. The Sustainable Communities Strategy must allow local

**Figure 3-6 Allocation of New Housing by Jurisdiction**

Jurisdiction	Total Housing Units RHNA Requirement	Total Housing Units Lake Tahoe SCS allocation <sup>2</sup>	Very Low + Low Income RHNA Requirement	Very Low + Low Income Lake Tahoe SCS allocation
Placer County (Tahoe portion)	328	562	154	n/a
El Dorado County (Tahoe portion)	480	654	225	n/a
City of South Lake Tahoe	336	605	92	n/a
Total	1,144	1,821	471	1,474 <sup>3</sup>

jurisdictions to provide enough housing to meet the total housing allocation (column 1), as well as the allocation for “low” and “very low” income households (column 3)<sup>4</sup>. Columns 2 and 4 in the table show that the Lake Tahoe SCS is expected to provide more than enough total housing units, as well as housing units that are available to be constructed as affordable to households defined as “low” or “very low” income. To meet the “low or very low” requirement, the draft *Regional Plan* update includes 1,474 “bonus units,” or permissions to build multi-family, affordable, or moderate-income housing in town centers over the life of the plan. All jurisdictions have an equal opportunity to utilize the bonus units.

In an effort to incentivize the construction of affordable housing the TRPA Regional Plan proposes to set aside a certain number bonus units specifically for use in affordable housing projects. As described above, under “Forecast Distribution of Development,” other bonus

units may be used for affordable housing as well. Although a sufficient quantity of bonus units are available to be constructed as affordable housing, market viability can have a significant impact on the likelihood that units are actually constructed as affordable. Planners, developers, local jurisdictions and affordable housing advocates must maintain an on-going dialogue to hone new and existing development policies, and monitor the effectiveness of incentives to support a diversity of housing types.

### Section 3.4: Meeting GHG, Air Quality, and Water Quality Goals

This section presents analysis showing that the proposed transportation and land use changes will allow the Region to reach its major environmental goals—both local goals for air and water quality, and GHG emissions reduction goals as established under SB 375.

The *Bi-State Compact* requires that the goal of transportation planning shall be to reduce dependency on the automobile and, to the extent feasible, reduce air pollution caused by motor vehicles. Since adoption of the Compact, TRPA has monitored compliance with several environmental threshold standards and Total Maximum Daily Load (TMDL) water quality targets. This section reports performance with respect to these threshold standards. To these long-standing environmental goals, SB 375 added the goal of reducing per-capita GHG emissions. This goal is entirely consistent with the Region’s own goals.

<sup>2</sup> The SCS overall allocation is based on the ratio of development rights remaining in each jurisdiction times the number of allocations that will be available over the 8-year period (under the TRPA Regional Plan staff proposal this would be 130 allocations x 8 years = 1,040 allocations), plus bonus units. Total development rights by jurisdiction is taken from the TRPA PARCEL\_APO database. City of South Lake Tahoe=1,218 (28% of total); El Dorado County=1,412 (38%); Placer=1,051 (27%), Nevada Counties=410 (7%). Total development rights= 4091. Bonus units available for each jurisdiction for the purposes of this table are calculated as the total number of bonus units available over the entire life of the plan, divided evenly between the five jurisdictions (295 units per jurisdiction). Each jurisdiction has an equal opportunity to obtain bonus units, however, and is not limited to 295 units.

<sup>3</sup> 874 remaining bonus units from the 1987 plan plus 600 new bonus units.

<sup>4</sup> Defined as households with household incomes less than 80% or 50%, respectively, of the area median income (AMI)

**Figure 3-7 Total Daily California VMT and Greenhouse Gas Emissions per Capita**

	2005	2020	2035
<b>Population Forecasts for the California portion of the Tahoe Region</b>	<b>41,213</b>	<b>43,934</b>	<b>45,468</b>
<b>SCS Forecast</b>			
VMT per capita	23.04	21.06	22.39
Total Daily VMT	949,750	925,150	1,017,955
Total Daily CO <sub>2</sub> equivalents (short tons) <sup>5</sup>	460	431	471
CO <sub>2</sub> per capita (lbs)	22.3	19.6	20.7
% Reduction in CO <sub>2</sub> per capita from 2005 values		12.1%	7.2%

### REDUCING GREENHOUSE GAS EMISSIONS FROM TRANSPORTATION

Global climate change is a major threat to the future of the Lake Tahoe Region, where the quality of life and health of the recreational economy depends heavily on the health of the lake, forests, and snowpack. Local and regional governments have an important part to play in reducing and mitigating this threat. Under California Senate Bill 375, regions in the state are required to create a transportation and land use plan that will lead to reduction in CO<sub>2</sub> emissions from cars and light trucks in California counties.

In comparison to the approximately 2 million miles driven daily Region-wide, currently, drivers to, from, and within the California portions of the Lake Tahoe Region drive approximately 950,000 miles per day, generating approximately 103,000 metric tons of CO<sub>2</sub> emissions per year. Based on its authority under SB 375, the California Air Resources Board (ARB) set a requirement that the Tahoe Region create a plan to reduce CO<sub>2</sub> emissions from cars and light trucks by 7 percent per capita by 2020, and 5 percent per capita by 2035, as compared to the 2005 base year.

In order to determine whether or not the Tahoe Region will meet these targets, the TMPO has conducted an analysis of the impacts to Lake Tahoe baseline emissions (California side only) of the anticipated land use pattern<sup>6</sup>

<sup>5</sup> EMFAC2011

<sup>6</sup> The land use pattern modeled is TRPA's currently proposed Alternative 3.

combined with the set of transportation strategies outlined in *Mobility 2035*. For more details on the modeling methodologies, please see the Appendix.

The results of the analysis are shown in Figure 3-7. This figure shows that investments in sustainable transportation systems and land use patterns spelled out in this plan are sufficient to reduce forecasted GHG on the California side of the Basin by the targeted amount. Despite a gradual increase in total vehicle miles traveled as a result of moderate population growth and economic recovery, per capita, GHG would be reduced from 2005 values by 12.1 percent by 2020 and by 7.2 percent by 2035.<sup>7</sup>

### TRPA AIR QUALITY AND WATER QUALITY THRESHOLD STANDARDS

Three of the TRPA air quality threshold indicators are directly associated with vehicle travel: US 50 Traffic Volumes, Vehicle Miles Traveled (VMT), and Atmospheric Nutrient Loading. Both VMT and Atmospheric Nutrient Loading also relate to water quality. The trends for traffic volumes and VMT are listed here, while information on atmospheric nutrient loading is provided under the "Clean Water Act Compliance, Total Maximum Daily Loads" heading, later in this section.

<sup>7</sup> The greenhouse gas reductions per capita are greater in 2020 than in 2035 because the Tahoe Region is expected to reach build-out around 2030. At that time, the population will remain the same but visitor vehicle miles traveled will continue to increase slightly as new commercial floor area is constructed.

## In Focus: Reducing Emissions through New Technology

In addition to reducing trips, changing the region's vehicle fleet mix to cleaner technology will help reduce GHG emissions. Improvements to fuel technology in the United States, and particularly California, are anticipated as a result of federal and state fuel economy standards. In addition, there are local measures that can be taken to improve fuel efficiency. As part of the Regional Plan Update draft, the TRPA staff proposal includes a new policy to incentivize rentals of low-emission vehicles through its Rental Car Mitigation Program. Purchase of low-emission vehicles by residents could also be encouraged through a public information campaign.

### ***Example: Nevada's Electric Vehicle Infrastructure Readiness Task Force***

In response to growing interest in electric vehicles, the State of Nevada has developed a program to position the state at the forefront of the new electric vehicle economy. The Electric Vehicle Infrastructure Readiness Task Force is a statewide initiative, co-chaired by the Nevada Department of Transportation (NDOT) and the Nevada Department of Energy. The task force is working to update codes/standards, test drive vehicles, analyze fleet vehicle adoption, and consider other issues related to the transition from gasoline to electricity. The task force hopes to not only build out local electric vehicle support infrastructure within specific state regions, but also "electrify" the tourist corridors on Interstate 15 and Interstate 80. One approach being explored is to establish electric vehicle car share pods in more urbanized areas, so that tourists arriving in larger cities via public transit can use electric shared vehicles for shorter local trips.

As shown in the table, the investments in sustainable transportation systems and land use patterns spelled out in this plan are sufficient to reduce forecasted GHG on the California side of the basin by the targeted amount.



**VEHICLE MILES TRAVELED (VMT)**

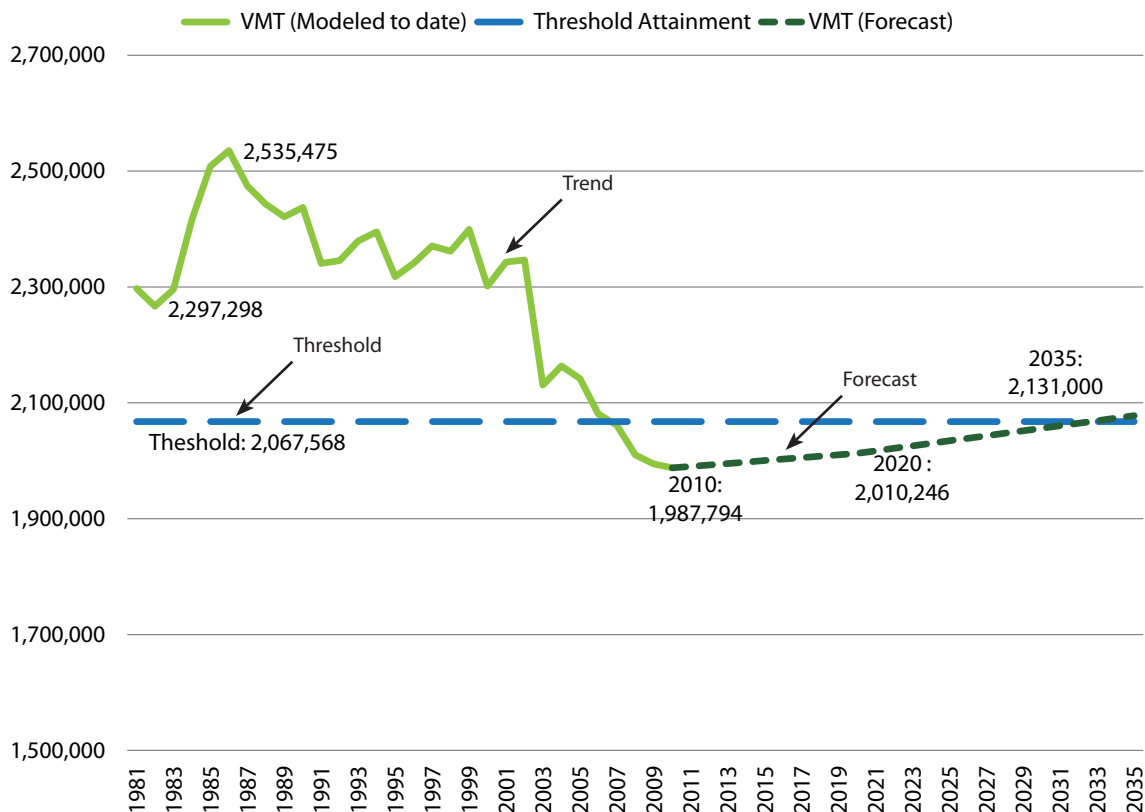
TRPA adopted the Vehicle Miles Traveled Threshold standard in 1982 as an air quality threshold, although the indicator relates to water quality as well. The indicator states that there shall be a 10 percent reduction in vehicle miles traveled below the 1981 peak summer day levels. In 1981, peak summer day VMT was determined to be 2.3 million miles. Therefore the attainment level for this indicator is 2.07 million miles.<sup>8</sup>

<sup>8</sup> Vehicle Miles Traveled is a modeled value that is calculated approximately every five years using travel demand software programs. As the original 1981 VMT value was based on an early traffic modeling program, it is not directly comparable to the VMT results of TRPA's most recent TransCAD modeling software. To provide a valid comparison to the threshold standard using traffic counts, the 1981 value has been updated here to correlate with the current TransCAD output. The 1981 value was updated by developing a ratio between cumulative traffic counts from 20 count stations around the basin in 2010 and the traffic counts from those same stations in 1981. This ratio was then applied to the 2010 VMT to obtain a 1981 VMT value.

As discussed in Chapter 1, Regional Trends and Performance Measures, as a result of the decrease in traffic volumes, modeled vehicle miles traveled by passenger vehicles per weekday in the Region are shown to have decreased from a peak of 2.54 million miles per day in 1985 to 2 million in 2010, bringing the Region into compliance with the TRPA threshold standard.

However, as illustrated in Figure 3-8, total VMT are forecast to increase gradually over the coming decades, driven by a recovery in the visitor economy and moderate population growth, approaching the threshold standard by 2035. Continued investment in improved transportation choices will be required to keep the Region below the threshold standard for VMT as the economy improves.

**Figure 3-8 Daily Vehicle Miles Traveled, 1981 - 2009**



Source: Draft 2011 TRPA Threshold Evaluation

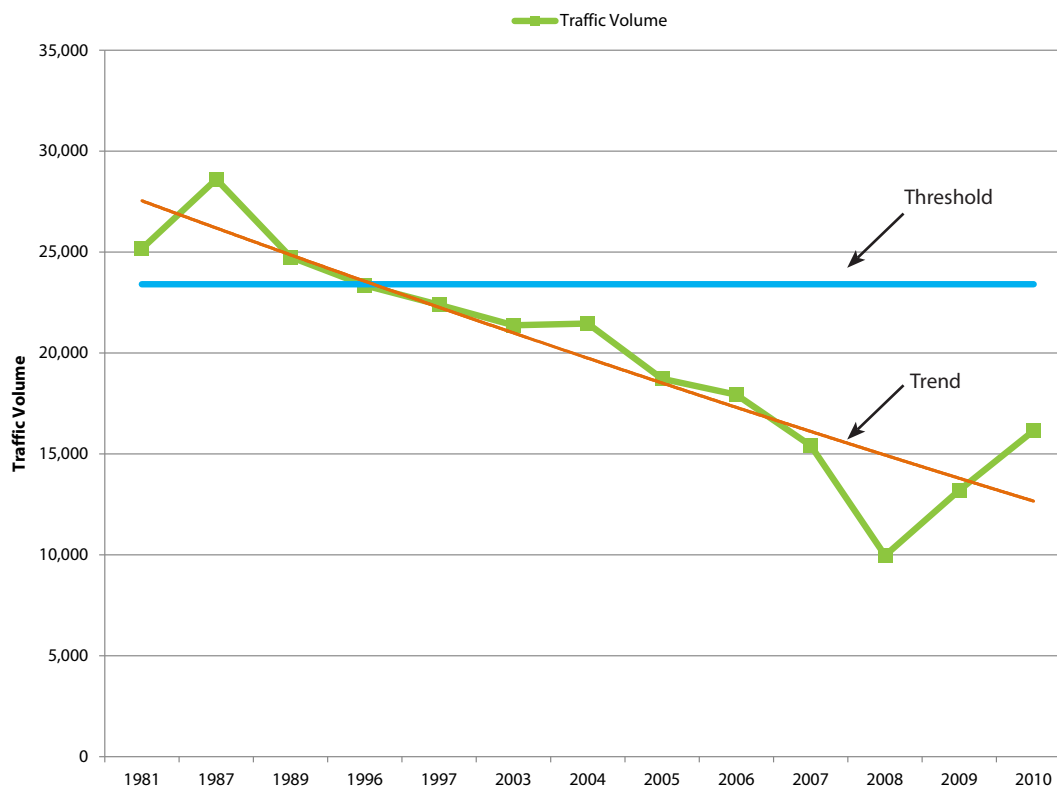
### TRAFFIC VOLUME ON US HIGHWAY 50

TRPA established threshold standards for traffic volume to reduce the level of carbon monoxide (CO) in the Region. Although this indicator was originally developed to specifically target CO reductions, it remains an important indicator for other air quality related thresholds because a number of these thresholds are affected by vehicle traffic.

The indicator for the TRPA traffic volume program states that there shall be a 7 percent reduction in the daily traffic volume on the US 50 corridor from the 1981 values. This equates to a directional daily traffic count of less than 23,411 vehicles. TRPA evaluates this indicator by measuring the traffic volume on Saturday of the Presidents' Day Holiday weekend between 4:00 p.m. and 12 a.m. (midnight) at a site immediately west of the intersection of Park Avenue in the City of South Lake Tahoe.

Traffic volumes have decreased by about 12,000 vehicles between 1981 and 2009. The Region has not exceeded the threshold standard since 1989. The short-term trend (2005-2009) shows a continual decrease (apart from a jump in 2009), from approximately 10,000 to 13,000 daily vehicle trips. Figure 3-9 shows the trend since 1981.

**Figure 3-9 US Highway 50 Traffic Volumes 1981 - 2009**



Source: Caltrans Traffic Counts, TRPA Draft 2011 Threshold Evaluation Report

Note: Forecast values are not shown because the Transportation Model does not generate data at this level of specificity.

### CLEAN WATER ACT COMPLIANCE: LAKE TAHOE TOTAL MAXIMUM DAILY LOADS

Section 303(d) of the Clean Water Act requires states to compile a list of impaired water bodies that do not meet water quality standards. The Clean Water Act also requires states to establish Total Maximum Daily Loads (TMDLs) for the primary pollutants for such waters. Lake Tahoe is an impaired water body; the primary pollutants causing its degradation are phosphorus, nitrogen, and sediment.

The Tahoe TMDL establishes strategies for reducing these pollutant loads so that Lake Tahoe can meet a deep water transparency standard (Secchi depth) of 97.4 feet (29.7 meters). There are two sets of strategies that affect transportation projects: reducing roadway runoff from the urban uplands and reducing atmospheric nitrogen from vehicle emissions.

Reducing roadway runoff is the responsibility of local jurisdictions and state departments of transportation. Each of these entities in the Tahoe Region is in the process of developing TMDL Load Reduction Plans to meet their assigned waste load reduction allocations. The Regional Transportation Plan will provide a supportive role to local jurisdictions and departments of transportation as they develop and implement these plans, and will help to coordinate funding sources and other local projects to facilitate completion of these water quality improvements.

The TMDL relies on the TMPO and TRPA's air quality and transportation plans to manage the load of nitrogen to the atmosphere from mobile sources. The TMDL anticipates that these plans will result in a Basin-wide nitrogen load reduction of at least 1 percent within 15 years<sup>9</sup>. Based on the proposed RTP strategies to reduce vehicle miles traveled and the anticipated improvements in vehicle emissions technology documented in California's EMFAC2011 model, the TMPO expects the reduction to dramatically exceed the 1 percent target.

<sup>9</sup> Nevada Division of Environmental Protection Final Total Maximum Daily Load Report, approved by the US EPA on August 7, 2011; and the California Final Total Maximum Daily Load Report, approved by the US EPA on August 16, 2011.

### FEDERAL CLEAN AIR ACT AND CALIFORNIA CLEAN AIR ACT COMPLIANCE

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*California Government Code 65080(b)(2)(B)(viii): Allow the Regional Transportation Plan to comply with Section 176 of the federal Clean Air Act.*

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Under the federal Clean Air Act, TRPA and the U.S. Department of Transportation must determine that the Regional Transportation Plan conforms to the State Implementation Plan for air quality. Conformity means that transportation activities will not create or worsen air quality violations, or delay the attainment of air quality standards. The conformity analysis, which for *Mobility 2035* focuses only on carbon monoxide, is included in the Appendix and in the Environmental Impact Report/ Environmental Impact Statement.

The analysis of *Mobility 2035's* impact on California air quality indicators is also addressed in the environmental impact report in accordance with the California Environmental Quality Act.





## Section 3.5: Protecting Resource Areas

*California Government Code 65080(b)(2)(B)(v): Gather and consider the best practically available scientific information regarding resource areas and farmland in the Region as defined in subdivisions (a) and (b) of Section 65080.01.*

While it is home to over 50,000 full-time residents and a destination for millions of visitors, the Lake Tahoe Basin is also a precious natural environment. Protecting the health of Lake Tahoe and the surrounding wilderness areas is a fundamental responsibility of the Region's public agencies as well as each citizen and visitor. Beginning with the *Bi-State Compact*, an understanding of this responsibility has guided public policy in the Region.

In accordance with the requirements of SB 375, TRPA has identified protected parkland, open space, and natural resource areas (SB 375 also requires that the Region identify farmland and mineral resource areas, however, the Tahoe Region does not have these

types of land uses). Parkland, open space, and natural resource areas were identified using the best available information from TRPA resource databases. Currently, approximately 85 percent of the Region's land area is in public ownership and is managed by the U.S. Forest Service, the California Tahoe Conservancy, California or Nevada State Parks, or other public land management agency, and has protection as public and open space or natural resource area.

Figure 3-10 shows the distribution of parks, recreation areas, and protected natural resource areas.

### PROTECTING THE REGION'S NATURAL HABITATS AND RARE, THREATENED, ENDANGERED, AND CEQA SENSITIVE SPECIES

Natural habitat and rare, threatened, and endangered species are protected in the Lake Tahoe Region by the federal Endangered Species Act, the California Environmental Species Act, and the TRPA *Code of Ordinances*. Figure 3-11 identifies protected and buffer areas for wildlife species which are of concern when planning new transportation or development projects.

Figure 3-10 Parks and Protected Natural Resource Areas

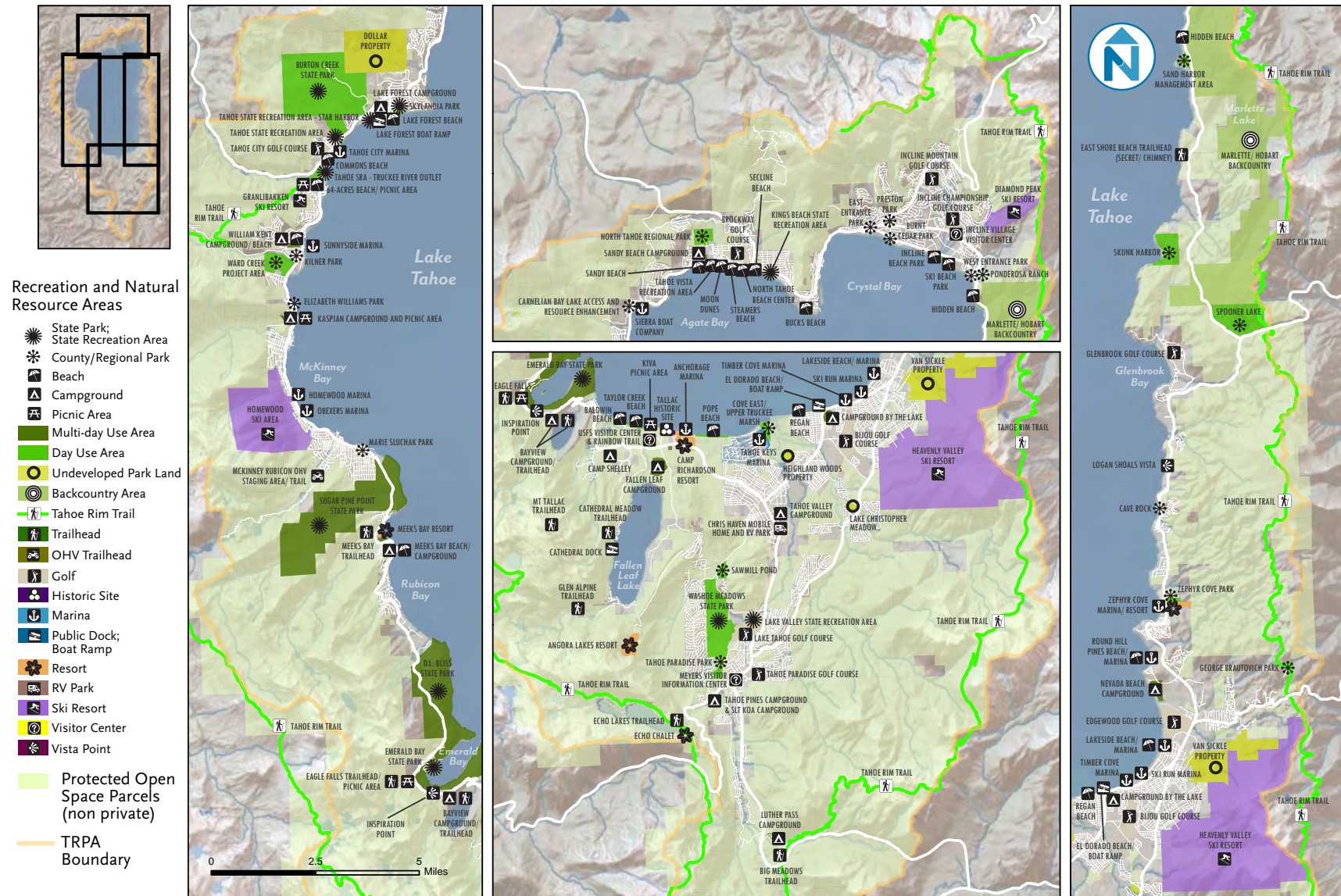
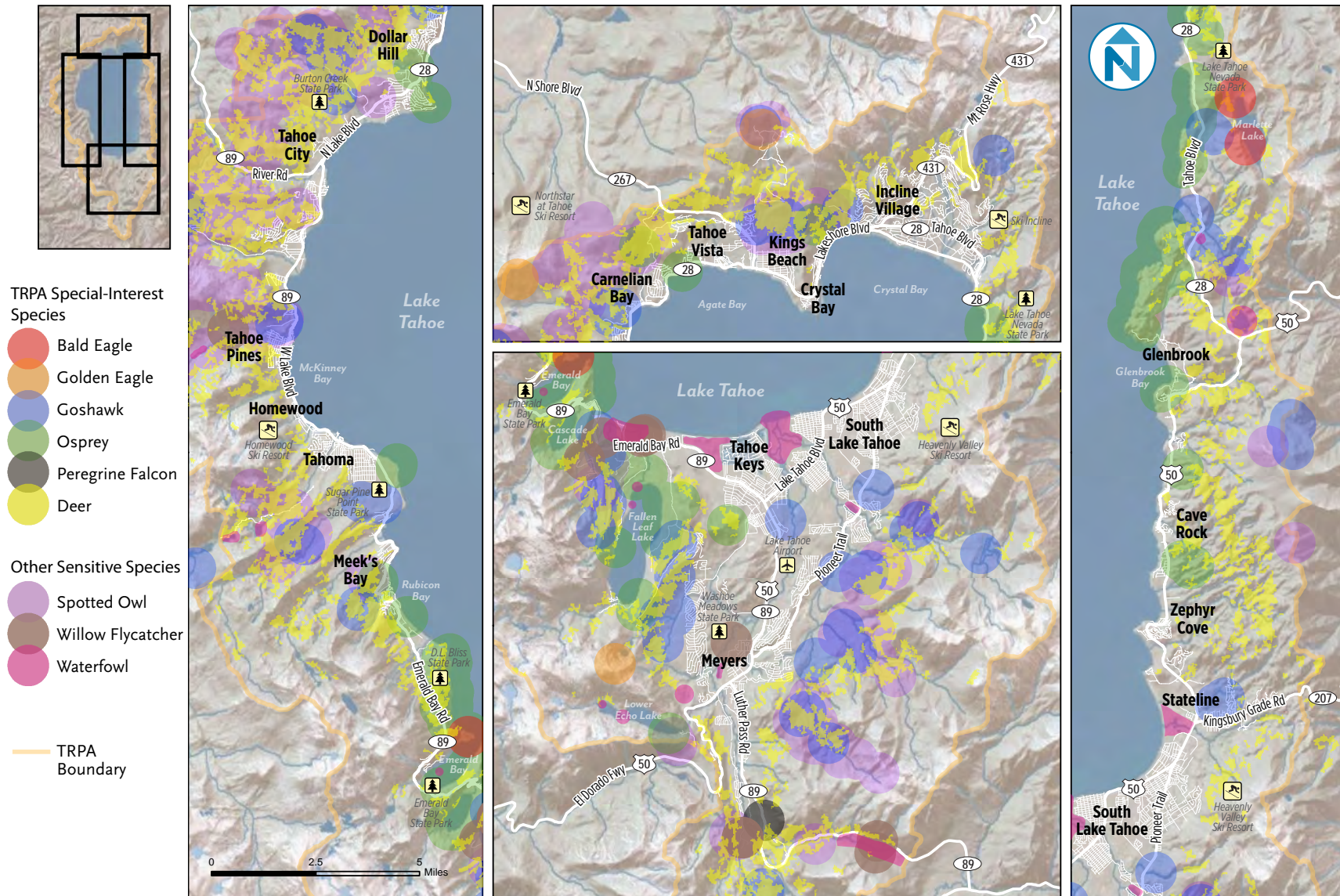


Figure 3-11 Protected Areas for Endangered, Threatened, or Sensitive Wildlife



Sensitive plant communities, while not depicted here, are provided protection through other designations, such as prohibitions on development in stream environment zones. The following chapters of the TRPA Code of Ordinances identify protections specific to Lake Tahoe:

Chapter 30 – Land Coverage

Chapter 61 – Vegetation Protection and Forest Health

Chapter 62 – Wildlife Resources

Chapter 63 – Fish Resources

When considering natural habitats and endangered species, project and plan proponents work closely with the U.S. Forest Service and TRPA to identify protected habitats and ensure that projects do not encroach upon them.

### CONSIDERING AREAS SUBJECT TO FLOODING

The TRPA Code of Ordinances also sets rules with regards to development in the 100-year flood zone. Section 35.4 of the TRPA Code regulates development within the 100-year flood zone, shown in Figure 3-12.

## Section 3.6: *Mobility 2035* Mitigation Strategies

*23 CFR part 450.322(f)(7): A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan.*

*Mobility 2035* is a comprehensive transportation planning document that contains a strong link to regional land use policy through its Sustainable Communities Strategy, and in itself provides important mitigations for existing and proposed development in the Lake Tahoe Region. Through the process of developing the RTP/SCS, the TRPA and the TMPO identified multiple activities to protect environmental functions of the Region. These include specific mitigations identified through a detailed Environmental Impact Report/Environmental

Impact Statement (EIR/EIS) for the RTP/SCS<sup>10</sup>, conducting large-scale restoration projects that can be used to mitigate cumulative impacts of transportation and land use projects, and new public-private partnerships to retire unused development. Each of these concepts is described in greater detail below.

### ENVIRONMENTAL MITIGATION IDENTIFIED IN THE EIR/EIS

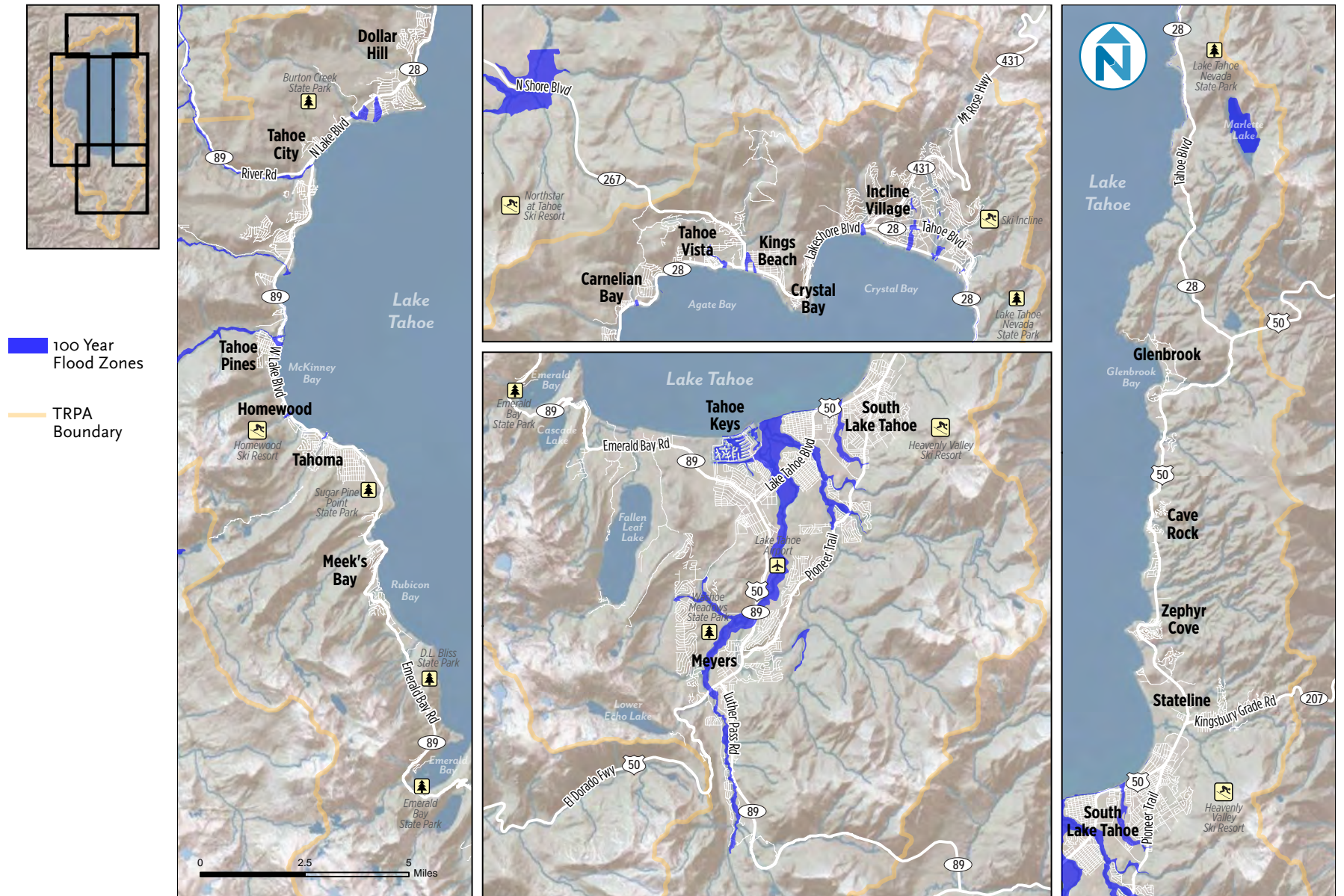
The main impacts tied to the RTP/SCS identified in the environmental document were construction-related impacts and impacts of new development on traveler delay and vehicle miles traveled. In mitigating the RTP/SCS, the TMPO will coordinate with the TRPA on development of several mitigation programs. These include programs that would be applied on a project-by-project basis, as needed, including a program to develop best construction practices, and a program to monitor and forecast travel delay and VMT in four-year intervals, addressing potential exceedences of TRPA standards through the implementation of non-motorized improvements, roadway system management, and the phased release of land use allocations.

### RESTORATION TO MITIGATE CUMULATIVE IMPACTS

*Mobility 2035* identifies a program of transportation projects, that, when implemented, have the potential to create significant benefits to the Region by providing a connected, coordinated, seamless transportation system that supports bicycling, walking, transit use, goods movement and efficient roadway management for drivers and other roadway users. By studying the set of financially constrained projects, the TMPO and partner implementing agencies, such as the Tahoe Transportation District, local jurisdictions, and state departments of transportation, have the opportunity to explore large-scale restoration projects that can serve to mitigate the impacts of more than one project at a time. Examples of locations where these types of mitigation activities could take place are in sensitive

<sup>10</sup> See the *Mobility 2035 Regional Transportation Plan/Sustainable Communities Strategy Environmental Impact Report/Environmental Impact Statement*, [www.tahoempo.org](http://www.tahoempo.org).

Figure 3-12 100-Year Flood Zone



areas, such as stream environment zones, areas of scenic disturbance, or high quality habitat areas as identified by the TRPA GIS database. Mitigation projects could include purchase and restoration of aging development that was placed in a stream environment zone, improvements to a scenic corridor, or improving nesting habitat for special-interest species. The TRPA and the TMPO coordinate to share the significant mapping resources available for the Tahoe Region, allowing the TMPO to identify targeted areas for this type of mitigation.

Also, the TRPA, through its Environmental Improvement Program (EIP), has identified the areas where environmental restoration would have the most benefit for the Region. Implementing agencies such as Caltrans, NDOT, and local jurisdictions have been completing projects on the EIP, and work is continuing on remaining projects. These projects also serve as important mitigation for impacts to the Region caused by development, and future mitigations can tie back to these projects and identified areas.

### DEVELOPMENT RIGHTS TRANSFER AND RETIREMENT PROGRAM

As mentioned earlier in this chapter, the possibility for public and private entities to work together to find sources of funding to retire unused development is another opportunity for mitigation and restoration of sensitive areas. Much of the early commercial and motel development at Lake Tahoe occurred in environmentally sensitive areas. Now many of these units are underused and outdated, and the focus of the Regional Plan is to shift development to town centers, where environmental impacts are reduced through sharing of resources, such as parking, and business owners can benefit from the close proximity of other land uses. Identifying sources of funding that can be used to retire, or, in some cases transfer this development could lead to significant opportunities for restoration and environmental protection.

The identification of these three potential types of mitigation is an important step in carrying out a coordinated, proactive mitigation strategy for *Mobility 2035* and the transportation system that it envisions.

Policies to target environmental restoration through transportation projects highlight areas that would most benefit from restoration and ensure that future projects carry this restoration through future environmental analyses and mitigation programs.

## Section 3.7: Public Participation in the Sustainable Communities Strategy

*California Government Code 65080(b)(2)(E): Each metropolitan planning organization shall adopt a public participation plan, for development of the sustainable communities strategy.*

In July 2010, the TMPO updated its Public Participation Plan to include new guidance for additional outreach related to the Sustainable Communities Strategy. Additional outreach includes workshops and hearings throughout the Region to provide the public, elected officials, and other stakeholders with a “clear understanding of the issues and policy choices.”<sup>11</sup>

As part of the update of both the *Regional Transportation Plan* and the *Regional Plan*, and in accordance with its Public Participation Plan, TRPA and TMPO have conducted a robust, on-going public process for soliciting public input on the land use and transportation policies highlighted in this chapter. Beginning in 2005, TRPA and TMPO engaged the public in a collaborative visioning process that included place-based planning workshops in local communities, a planning forum made up of community members and agency partners, and extensive civic outreach to gather public input about the aspirations for the future of the Tahoe Region. This process continued with stakeholder meetings to give input on specific goals, policies, and implementation measures proposed for the *Regional Plan*.

At the beginning of November 2011, the TMPO conducted public workshops to receive direct input on the specific policies, projects, and programs proposed in this plan. Focus groups have also been conducted to

<sup>11</sup> California Government Code 65080(b)(2)(E)(iii).

include the viewpoints of groups less likely to participate in the public process, and online information and input tools allow the public to provide input on project and policy priorities.

More details on public outreach can be found in Chapter 7, *Public Participation*.

## Conclusion

For decades, planning in the Tahoe Basin has focused on preserving and restoring the ecology of the Region. The multimodal transportation system and sustainable pattern of land use outlined in this plan renew and reinforce those commitments, while also reducing the Region's impact on the global climate. The remaining chapters of this document detail the supporting transportation investments and outline how they will be funded and implemented.

### IN FOCUS: ADAPTING TO CLIMATE CHANGE

In the midst of diligent activity to reduce greenhouse gas (GHG) emissions and lower the threat of global climate change, the earth's atmosphere and oceans are already responding to the actions of the past. Although work to reduce greenhouse gases can slow or reverse this process, climate change models project continued increases in temperatures, which are expected to result in increased risk of drought, flooding, forest fires, and other impacts in the coming decades. Therefore, in addition to mitigating emissions, adaptation will also be necessary to reduce the vulnerability of natural and human systems.



#### **Example: Tahoe Basin Sustainability Planning Guidebook**

The Tahoe Basin Sustainability Planning Guidebook, developed by a working group of Tahoe Basin environmental partner agencies, defines a process for developing a collaborative sustainability action plan that identifies climate vulnerabilities, opportunities to build system resiliency, and opportunities to reduce GHG emissions.

The Sustainability Planning Guidebook encompasses both climate change adaptation and mitigation strategies for the Tahoe Region. Many climate adaptation strategies also serve as mitigation strategies. Examples of some of these types of strategies suitable for Lake Tahoe include:

- Incentivize reduction of per capita water use.
- Maximize riparian soil water retention via connection of floodplains and stream flow through stream environment zones.
- Incentivize the transfer of development out of sensitive areas, particularly those prone to flooding.

*Adapted from "Tahoe Basin Sustainability Planning Guidebook," USACE Climate Change Project*







## 4. Existing and Planned Transportation System



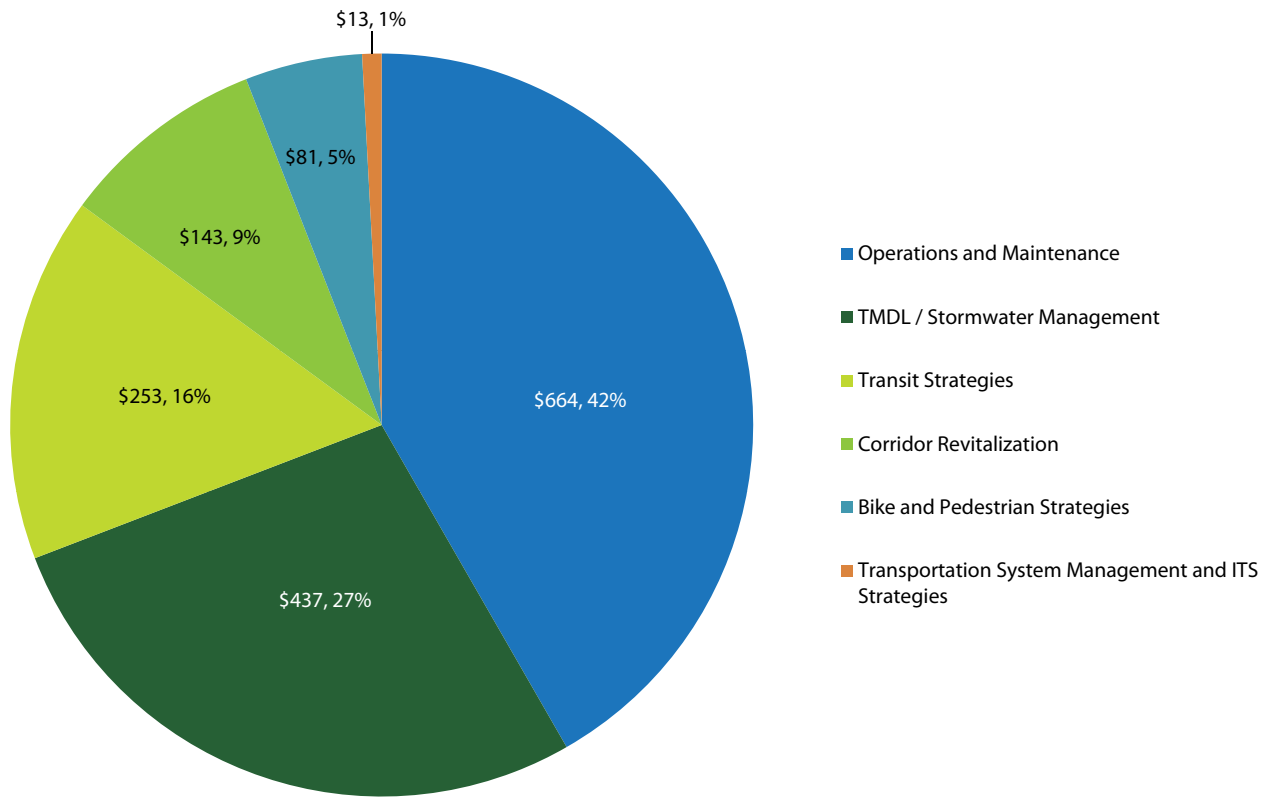
### Introduction

The Lake Tahoe Region's transportation system is made up of regional roadways and local streets, sidewalks and bike paths, bus systems, water transit, and one airport. Together these facilities link the Tahoe Region's communities, connect it to neighboring Regions, frame its public spaces, and shape the daily lives of residents, workers, and visitors.

This chapter provides an overview of the Region's existing transportation system and describes planned investments. A full list of proposed projects and projected costs is provided in Chapter 6, *Implementation and Funding Strategy*. These investments aim to help build transportation networks that are efficient, sustainable, and support environmental goals and economic vitality for the Region. While these transportation investments are summarized in Chapter 3 (See Figure 3-5), this chapter provides more detail on each planned investment.

Figure 4-1 illustrates the breakdown of forecast expenditures by project type. Operations and maintenance of the existing system and stormwater management take up the bulk of the funding. The focus of future transportation investments, however, is on bicycle, pedestrian, and transit investments. Bicycle, pedestrian, and transit investments make up over 65 percent of the remaining investment plan. Corridor and gateway revitalizations make up 9 percent of the expenditures, and Transportation System Management represents approximately 1 percent of expenditures.

**Figure 4-1 Major Project Expenditures by Project Category – Tier 1**



Dollars shown in millions, projected for year of expenditure

The projects have been selected with attention to the following criteria:

- The projects would improve the Region’s transportation system as defined by its goals and policies and measured by its transportation system performance measures. Categories of system performance measures include environmental impact, system usage and mode share, access and mobility, and safety. The specific measures are detailed in Chapter 1, *Regional Trends and Performance Measures*.
- The projects can be funded within the next 23 years using revenue that is ‘reasonably foreseeable,’ as defined by MAP-21, the federal transportation funding law. The details of this requirement, along with the Region’s funding strategy for planned investments, are described in Chapter 6, *Implementation and Funding Strategy*.
- The projects respond to community needs, as expressed through participation in the public outreach process for this plan. The public outreach process for this plan and the public input received are summarized in Chapter 7, *Public Participation*.

## THE SUSTAINABILITY VISION: COMPLETE STREETS

The public rights-of-way (streets, roads, and paths) at Lake Tahoe serve many different purposes for residents and visitors. They provide:

- Access and mobility for people and goods
- Emergency service access
- Tourist facilities, and a means of access to the Region's abundant natural and recreational areas
- Places of commerce and social exchange
- Recreational facilities
- Public gathering spaces
- Gateways to the communities through which they pass
- Economic, social, and/or cultural assets

Recognizing the diverse roles of the public rights-of-way, the investments in this plan aim to help develop *complete streets*. Complete streets are built and managed to be safe and comfortable for all types of users. They accommodate the needs of all modes (including passenger vehicles, delivery trucks, transit, bicycles, and pedestrians), and all types of users (including children, elderly, and people with disabilities). The elements needed to create a complete street depend upon the context, including the role that the street plays in the transportation network and surrounding land uses. In many cases, achieving complete streets requires investments that shift the focus away from auto travel to make space for other modes and activities.

Consistent with the intent to reduce dependency on the private automobile called for in the *Bi-State Compact*, and the extremely limited potential for growth, there is minimal new roadway construction planned for the Tahoe Region. The planned road work includes corridor revitalization projects which incorporate complete streets concepts, treating stormwater runoff or adding operational improvements to the existing roadway system.

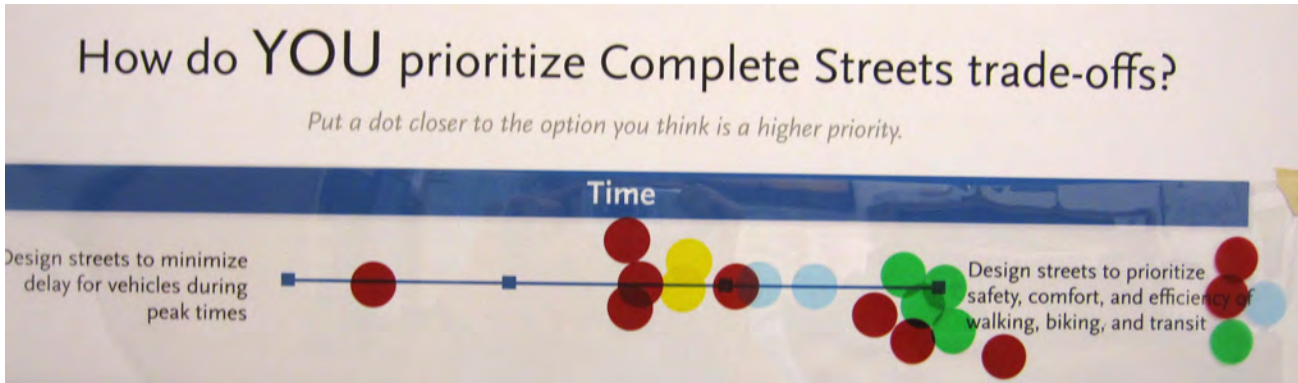


### Trout Creek to Ski Run Boulevard

Proposed in the 2008 Regional Transportation Plan, this stormwater control project on US 50 in South Lake Tahoe, currently under construction, contains Complete Streets elements such as bicycle lanes and sidewalks.

In most Tahoe communities, the state highway is the “main street” running through the center of each locality. Therefore, there are often multiple projects planned for the same stretch of roadway that include bicycle facilities, stormwater treatment, transit, and technology enhancements. A primary role of the Tahoe Metropolitan Planning Organization (TMPO) is to help coordinate projects and funding that can transform identified corridors into complete streets. Many of the planned “major projects” below have already integrated multiple project goals and can be considered complete streets projects. Additional projects on the larger project list may become part of integrated projects in the future.

The complete streets vision is also expressed through the transportation performance measures detailed in Chapter 1, *Regional Trends & Performance Measures*. For example, complete streets projects aim to provide attractive transportation alternatives to reduce Vehicle Miles Traveled (VMT) and greenhouse gas (GHG) emissions, and promote mode shift toward non-auto modes. They also help ensure that more of the Region's dwelling units, recreation sites, and commercial core areas are served by transit and have access to high-quality bicycle facilities. Finally, by improving pedestrian and bicycle facilities and calming traffic, complete streets projects can reduce collisions.



Feedback from Mobility 2035 workshop participants, November 2011

## Streets and Roads/ Corridor Revitalization

### EXISTING FACILITIES

There are 110 miles of state and federal highways in the Tahoe Region. These routes, managed by Caltrans and NDOT, form the backbone of the Region’s transportation system. The most important of these are the three major roads that ring Lake Tahoe: US Highway 50; Nevada State Route 28; and California State Route 89. These three roads connect community centers around Lake Tahoe to each other, and serve as the principal links to outside regions in both states. As mentioned above, in addition to their important role as regional connectors, these roads serve as the ‘main streets’ of the Region’s largest community areas. Intersecting and supplementing these regional roadways are 619 miles of local streets. These local routes include a range of facility types from urban-style arterial streets and roadways in South Lake Tahoe, California and Stateline, Nevada with sidewalks and bicycle facilities, to rural county roads outside of urban centers.

The Tahoe Region presents a unique set of challenges and opportunities for planning improvements to local and regional streets and roadways. Important challenges include:

- **Seasonal peaks.** As a major tourist destination, the Tahoe Region has more pronounced seasonal peak and weekend peak travel patterns than other

regions.<sup>1</sup> Roadways can be congested during these peak times, and at other times they provide far more vehicle capacity than is necessary to meet the needs of permanent residents.

- **Weather.** The Region’s high elevation and high precipitation result in regular accumulation of snow that is both a boon to the Region’s resort economy and a challenge for travelers. Caltrans, NDOT, and most local public works departments in the Region work to ensure safe and efficient use of the roadway network, and have basic equipment and routines for plowing state highways and local streets and roadways. However, during and after major snow storms many of the facilities dedicated to bicyclists, pedestrians, and transit riders are left unplowed, become iced-over, or are otherwise impassable, making it more difficult for travelers to rely on these travel choices during the winter.
- **Managing stormwater runoff.** Because of the threat to regional water quality posed by stormwater runoff, street and roadway projects are subject to stringent drainage and treatment standards. Projects and programs that promise to reduce impervious surface and/or reduce vehicle travel on streets and roadways within the Tahoe Basin can be expected to have measurable water quality benefits.

<sup>1</sup> Traffic volumes on US 50 in South Lake Tahoe peak in July with approximately 124 percent of the annual average.

## In Focus: Street and Road Maintenance

Keeping the Region's transportation system in a state of good repair is an important goal and a major challenge for all transportation agencies in the Region. TRPA, Caltrans, NDOT and the Region's localities share this responsibility. A large proportion of transportation funding goes toward maintenance of existing roads.

The Region's weather patterns make maintenance especially important: Snow and ice break down roadway surfaces and lead to increased maintenance costs. Roadways must be re-striped frequently and cracks and potholes repaired. These high costs have led to a deferred maintenance burden for county and city public works departments, which makes it difficult to set aside funding for new transportation initiatives. Not all jurisdictions have quantified a deferred maintenance need, however. Douglas County reported a deferred maintenance need of approximately 90 percent of the total need (i.e. only 10 percent of needed maintenance is funded)<sup>1</sup>. The City of South Lake Tahoe reports a deferred maintenance need of \$34 million for their local roadways.<sup>2</sup>



One benefit of the integrated nature of Tahoe Region transportation projects is that roadway maintenance may sometimes be addressed through other projects. For example, both Caltrans and NDOT are currently in the process of retrofitting many miles of state roadways with water quality improvements. The incremental cost of adding roadway re-surfacing to these projects is lower than it would be as a stand-alone project. Where re-surfacing can be combined with other projects, needed maintenance is completed and the road is upgraded with higher quality, more state-of-the-art materials.

Road maintenance is an important component in how well the transportation system functions. Many jurisdictions have developed a performance measure for road maintenance. These measures use varying factors, including the amount of money spent on maintenance (as a percent of budget, an absolute amount, or a cost per capita); or the percentage of road miles needing rehabilitation.

The TRPA tracks miles of roadway treated for stormwater runoff, however neither the TRPA nor the TMPO formally report on other road maintenance indicators. Individual jurisdictions have a variety of methods for monitoring maintenance needs over time.

<sup>1</sup> Jeff Foltz, Douglas County Public Works Department

<sup>2</sup> City of South Lake Tahoe Pavement Management System Database, via Jim Marino, Capital Improvements Project Manager, City of South Lake Tahoe.

## PLANNED CORRIDOR REVITALIZATION PROJECTS

The Region has identified a group of corridor revitalization projects that aim to improve the roadway network. All of these include complete streets elements and benefit users of all modes of travel. While the Region has no major unmet needs for new highway facilities, several of the projects below focus on improving the performance of the existing state highways, particularly as they pass through populated areas.

Projects that are specifically designed to improve bicycle and pedestrian facilities, stormwater runoff, or transit, and that are not incorporated into one of the projects listed below are detailed in the next sections. Projects focused on improving management of the roadway network, including Transportation Demand Management (TDM) programs and Intelligent Transportation Systems (ITS) investments are described in Chapter 5, *Transportation Management Programs*.



### ***US 50 South Shore Community Revitalization Project***

Location: Stateline, Nevada and South Lake Tahoe, California

Lead Agency: Tahoe Transportation District (TTD)

Under the current "proposed action" for this project, US Hwy 50 would be realigned around the Stateline casino corridor area to the east, between Lake Parkway in Nevada and a location southwest of Pioneer Trail in California. The new US Hwy 50 alignment would include two travel lanes in each direction with left-turn pockets at intersections.

Between Pioneer Trail and Lake Parkway within the casino corridor, US Hwy 50 would become a local street and would be converted to two lanes, one way in each direction, with a landscaped median and turn pockets at major driveways and intersections. Expanded sidewalks, bicycle lanes, and traffic signals would be installed to improve the flow of traffic, improve pedestrian safety, and encourage the use of non-auto transportation modes along the roadway.

Because the proposed project may affect housing availability for low-income, minority, and other underserved community groups, social justice issues must be carefully considered as part of this project. While in many ways this project has the opportunity to benefit these underserved communities by providing safer streetscapes, improved travel times, and upgraded housing, the displacement of residents and the re-location of highway lane miles in close proximity to the remaining residences must be carefully studied and mitigated to a less than significant level. As such, the Tahoe Transportation District is adhering to the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. This will ensure equitable treatment of residents who may be displaced from their homes and help improve the overall housing conditions of these residents through appropriate compensation. In addition, outreach to residents in the area, including non-English speakers, to learn about their concerns is being conducted during the environmental analysis phase of the project.



***State Route 89/Fanny Bridge Community Revitalization Project***

Location: Tahoe City, California

Lead Agency: Placer County

Fanny Bridge is a two-lane bridge over the Truckee River just south of the intersection of State Routes 89 and 28 in Tahoe City. Large numbers of pedestrians frequent this area to patronize local businesses, begin cycling and rafting trips, and view wildlife. These visitors also gather on the bridge to view the mouth of the river. The bridge suffers from traffic congestion during peak times and is in need of a seismic retrofit. This project will invest in improved bicycle and pedestrian access and will provide the needed seismic retrofit. The project will provide a more inviting western gateway to Lake Tahoe, and will relieve vehicle congestion at this crossing, either by widening Fanny Bridge, or by creating a new alignment for State Route 89 through the 64-acre US Forest Service parcel located west of the existing State Route 89 alignment.



Kings Beach Computer Simulation Rendering

***Kings Beach Commercial Core Improvement Project***

Location: Kings Beach, California

Lead Agency: Placer County

Kings Beach is the largest commercially developed area on the North Shore of Lake Tahoe. The area has developed without consistent frontage improvements along the highway. State Route 28, the major community thoroughfare, is a four-lane highway connecting North Shore, California with North Shore, Nevada and is in close proximity to the waters of Lake Tahoe—much of it within 200 feet of the lake shore. Currently, there are minimal water quality treatment facilities or stormwater drainage controls along this portion of state highway. Additionally, few features exist for safe pedestrian and bicycle mobility.

The Kings Beach Commercial Core Improvement Project will convert the existing four-lane highway to one lane in each direction with a center turn lane and provide bicycle lanes, sidewalks, and on-street parking. The project will also improve and construct water quality treatment facilities to meet pollutant reduction control standards. In addition, it will convert two existing intersections into roundabouts.



### ***Incline Gateway***

Location: Incline Village, Nevada

Lead Agency: Nevada Department of Transportation (NDOT)

In 2007, residents of Incline Village identified the intersection of State Routes 28 and 431 as a problem area due to multiple traffic accidents and high seasonal traffic volumes. To slow traffic speeds, minimize idling vehicles, and present a visually appealing entrance to the Tahoe Region, NDOT replaced the former intersection with a roundabout. Construction was completed in late 2012.

Figure 4-2 shows a map of planned roadway and stormwater management projects.

## **Water Quality Management**

### **EXISTING FACILITIES**

Lake Tahoe's amazing water clarity is one of the Region's greatest assets; however it is also one of the most threatened resources at Lake Tahoe, with lake clarity declining approximately 30 percent over the past 40 years. Long-term water quality monitoring and research has shown that fine sediment and nutrients in stormwater runoff coming from developed areas in the Lake Tahoe Region cause most of the lake's clarity loss. In an undisturbed watershed, stormwater is captured by vegetation, and absorbed and filtered through the soil. Development, such as roads, driveways, and rooftops alters the watershed by creating impervious surfaces that prevent stormwater from filtering into the ground. Instead, stormwater runs over the surface, collecting pollutants such as sediment, nutrients, oil, and grease, entering the nearest storm drain or stream, and ultimately discharging into Lake Tahoe. Installing stormwater treatments on roadways is critical for reducing the water quality impacts of roadway runoff.

Over 300 miles of local roadways and state highways in the Lake Tahoe Basin have been retrofitted to treat stormwater runoff to some extent. In fact, almost all of the stormwater projects listed in the 2008 RTP have been completed. These existing treatments typically include sediment cans and drop inlets, rock riprap, and vegetation for source control on cut and fill slopes, and detention basins. Many of these treatments, however, were designed without consideration of fine sediment removal. Local jurisdictions and state departments of transportation are required to implement stormwater load reduction plans (SLRPs) or their equivalent in order to meet the targets set by the Lake Tahoe Total Maximum Daily Load (TMDL). Some existing facilities will have to be retrofitted to address fine sediment removal and meet necessary load reductions. New projects may need to include advanced treatments that can achieve fine sediment reduction when infiltration is not feasible. These advanced treatments may consist of a system that filters the stormwater using materials such as perlite, zeolite, sand, or granulated activated carbon. Advanced treatment also includes the creation of treatment wetlands. TMDL science also shows the importance and need to increase maintenance of stormwater facilities to ensure maximum pollutant removal efficiency over the long term.



**PLANNED WATER QUALITY MANAGEMENT PROJECTS**

Given the role that roadways play in delivering fine sediment to the Lake, stormwater improvement projects on regional roadways are an important component of the plan. These projects often represent opportunities for incorporating complete streets elements, such as transit, bicycle, and pedestrian improvements. Many of them already incorporate these elements.

***US 50 Water Quality Improvement Project Phase II (“Y” to Trout Creek)***

Location: South Lake Tahoe, California

Lead Agency: Caltrans

This project, which has programmed funding and a completed environmental document, will reconstruct drainage systems and construct stormwater improvements along the major highway through the urban core of South Lake Tahoe. The project also includes curb-adjacent sidewalks, bus pads for transit shelters, lighting conduits, and bike lanes. Signal synchronization may also be included in this project.

***Placer County State Route 89 Water Quality Improvement Project***

Location: Placer County, California

Lead Agency: Caltrans

This project is in Placer County on State Route 89 from the El Dorado county line to Tahoe City. The main project goals are to reconstruct drainage systems and construct stormwater improvements. The project will also include shoulder widening and a signed bike lane through the community of Homewood. This project has programmed funding and is preparing for construction bids at the time of publication of this document.



**Completed Projects:**  
**State Highway Water Quality Projects**  
 Over 30 miles of state highway have been retrofitted with water quality improvements since 2008.

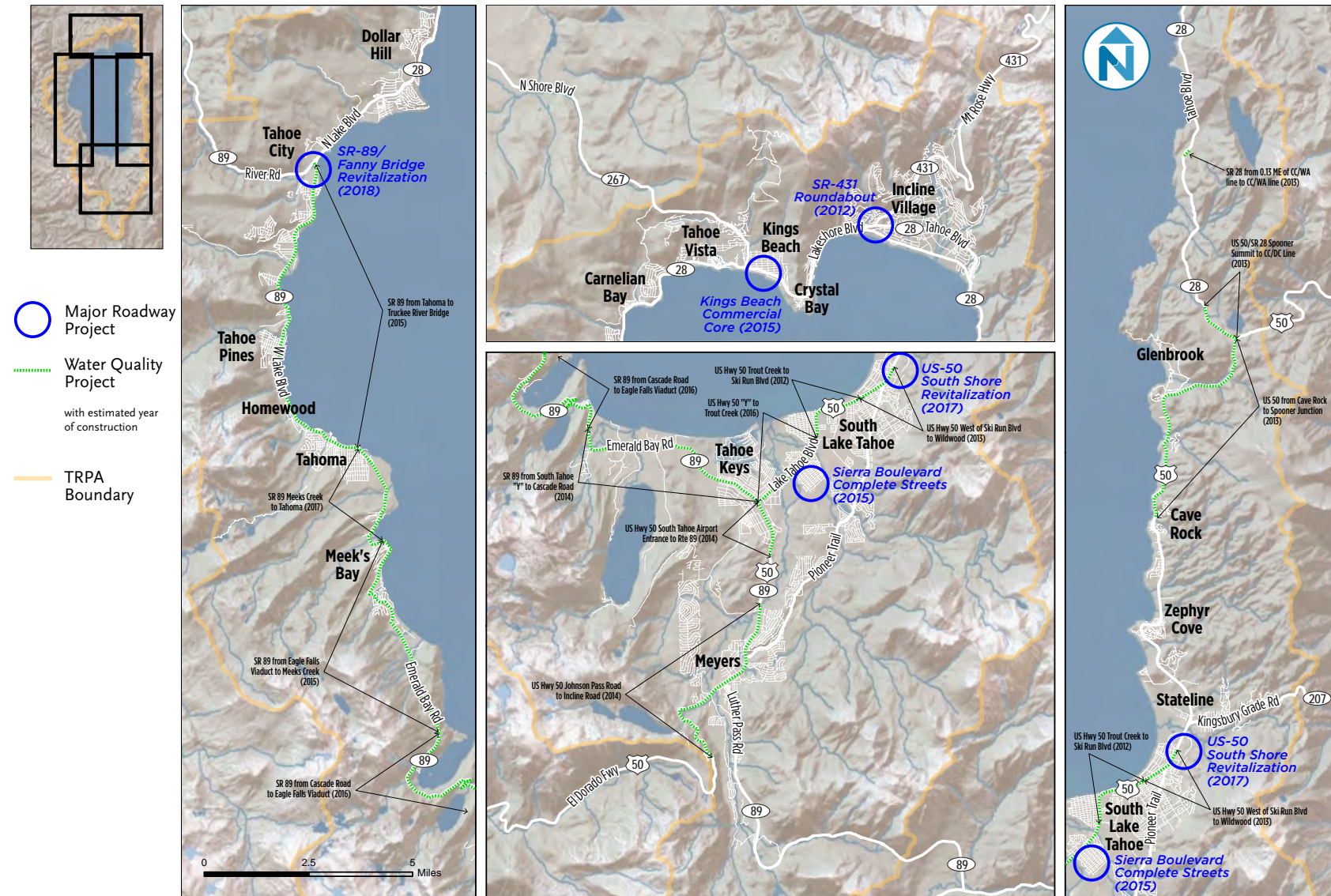
***NDOT Water Quality Improvements***

Location: Washoe County, Carson City, Nevada

Lead Agency: Nevada Department of Transportation

NDOT will conduct a variety of erosion control and water quality improvements along State Route 28, State Route 207 (Kingsbury Grade), and US Hwy 50 in the Tahoe Basin.

Figure 4-2 Roadway and Stormwater Management: Planned Projects



## Bicycle and Pedestrian Facilities

### EXISTING FACILITIES

In a vital and sustainable community, walking and bicycling are safe, convenient, and enjoyable ways to travel. In the Tahoe Region, walking and bicycling are not only important means to get from place to place, they are also a way to have fun and to experience the natural beauty of the Region. The attraction of recreational hiking and cycling are also important contributors to the Region’s tourism sector.

A wide range of pedestrian conditions currently exist in the Tahoe Region. The major regional roadways, which were built as rural highways and designed to facilitate vehicle throughput, generally lack pedestrian facilities. Sidewalks and marked or signalized pedestrian crossings do exist on the regional roads to varying degrees in the Region’s largest communities (for example, along US 50 in Stateline; and along SR 28 in Tahoe City and Incline Village).

Currently, most of the Region’s larger communities have nearly completed networks of bicycle paths, lanes, and routes. Critical gaps in these more urban networks have been identified by local jurisdictions as high priority projects. At the regional level, there are major gaps in the bicycle network. The East Shore has virtually no bicycle network, and while the West Shore has an excellent, nearly continuous 10-mile separated path connecting parks and beaches to Tahoe City and beyond, the steep terrain near Emerald Bay has thus far been an obstacle in connecting the facility to the South Shore.




**Completed Projects:**  
**North Shore Water Quality Improvements**  
 Caltrans completed over 8 miles of water quality improvements on California’s State Route 28 on Tahoe’s North Shore. The project also included bike lanes and wide shoulders from end to end.

### PLANNED BICYCLE AND PEDESTRIAN PROJECTS

The *Lake Tahoe Region Bicycle and Pedestrian Plan*, which is incorporated into this RTP by reference, outlines a program of investments to create an integrated network for pedestrians and bicyclists. These facilities include bicycle lanes, bicycle routes, sidewalks, crossings at roadways, and paved shared-use paths.

The planned shared-use path projects would fill most of the remaining gaps around Lake Tahoe, allowing pedestrians and cyclists to travel almost anywhere around the Lake on facilities separated from vehicle traffic. South Lake Tahoe will focus on completing the sidewalk network and parallel shared-use pathways for year-round usage along Lake Tahoe Boulevard (US 50), while providing a larger network of shared-use paths throughout the city for summer use. In Kings Beach and Tahoe City, investments focus mainly on providing sidewalks or shared-use paths along main through roads. Incline Village, which already has an extensive network of paths and lanes, is working on extending the sidewalk along SR 28 and adding bicycle lanes to connector roads.

***Nevada Stateline to Stateline Bikeway***

Location: East Shore of Lake Tahoe, Nevada

Lead Agencies: Tahoe Transportation District and a working group of partner agencies

The vision for the Nevada Stateline-to-Stateline Bikeway Project is to complete the Nevada portion of a premier separated bikeway circling Lake Tahoe. The bikeway will provide connections from North and South Shore communities to some of the most picturesque of Lake Tahoe's beaches and recreation areas. Currently these areas are difficult to access by bicycle or by foot, as there are extremely limited bicycle and pedestrian facilities on the East Shore. The bikeway is envisioned to eventually connect Stateline, Nevada with Crystal Bay, Nevada. In 2011, a feasibility study for the full corridor was completed. Design work is moving forward for the first two phases of the bikeway, called "demonstration projects." The South Shore Demonstration Project will connect Stateline with Round Hill Pines Beach, and the North Shore Demonstration Project will connect Incline Village with Sand Harbor.

***South Tahoe Greenway***

Location: South Lake Tahoe, California

Lead Agencies: California Tahoe Conservancy (CTC)

The CTC is developing a shared-use path that will represent the backbone of the bicycle and pedestrian network in South Lake Tahoe, connecting residents and visitors to community and recreation destinations and providing a high-quality alternative to private automobile use. The Greenway project includes 3.5 miles of continuous separated pathway between the Sierra Tract in South Lake Tahoe and Stateline, Nevada. The project will incorporate a segment of existing trail to create a continuous 4 mile route. The project contains elements critical to successful trail projects: it travels through diverse landscapes and will provide convenient transportation connections and a high-quality recreational experience.

In 2011, the CTC completed environmental review and moved into designing this phase of the Greenway.

**Lakeside Trail**

The completed Lakeside Trail in Tahoe City will connect the popular Truckee River Trail to Dollar Hill. In 2010 and 2011, new phases were constructed connecting Commons Beach to the Tahoe City Marina.

### ***Sawmill Bicycle Path and Lake Tahoe Boulevard Enhancement Project***

Location: Meyers, California

Lead Agency: El Dorado County

These two bicycle facilities are intended to provide a critical link in the regional bicycle path network and to stabilize soil, restore stream environment zones, and improve stormwater quality within the project areas. The two paths will connect Meyers and the Tahoe Paradise neighborhood with the South Tahoe “Y.” The Sawmill bicycle path will be a shared-use path from US 50 to Lake Tahoe Boulevard along Sawmill Boulevard that connects to existing paths in Meyers. The Lake Tahoe Boulevard Enhancement Project would install a shared-use path along Lake Tahoe Boulevard between Clear View Drive and the South Tahoe “Y.”

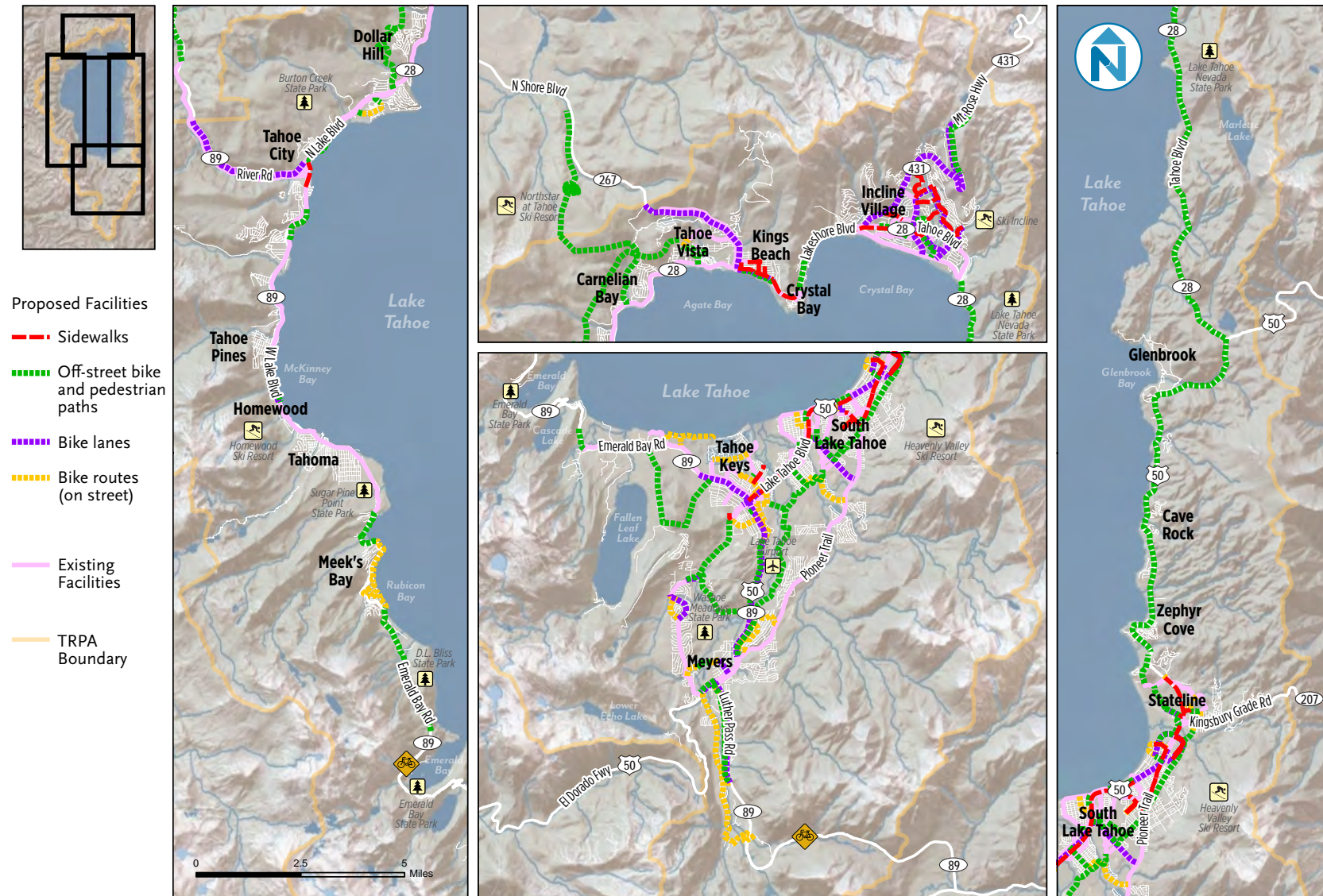
Figure 4-3 shows existing and planned bicycle and pedestrian projects.



#### **Completed Projects: Sawmill Bike Path**

Sawmill Bike Path Phase I was completed in 2008, a 1 mile segment connecting Meyers with Sawmill Blvd. Phase 2 of this project will provide a path along Sawmill Blvd, connecting the existing path to Lake Tahoe Blvd, and is anticipated to be complete by 2013.

Figure 4-3 Existing and Planned Bicycle and Pedestrian Facilities (includes Tier 1 and Tier 2 projects)



## Transit Facilities and Services

### EXISTING FACILITIES AND SERVICES

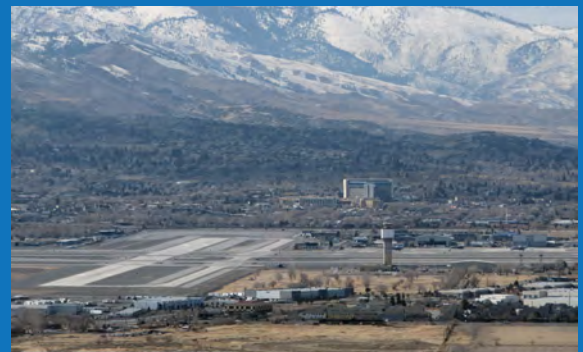
Transit services, including bus, rail, and ferry, provide transportation choices for residents, workers, and visitors while providing vital mobility to those without access to a private vehicle. By providing residents and visitors with a safe and convenient alternative to auto transportation, transit also contributes to reducing pollution and roadway congestion. Finally, well-designed transit facilities can also help to create a sense of place and anchor pedestrian and transit-oriented communities. The Tahoe Region's major existing transit services include:

- The **Tahoe Area Regional Transit (TART)** bus system serves the North and West Shores with service to Tahoma, Tahoe City, and Incline Village; and a shuttle between Truckee and Tahoe City.
- The **BlueGO** bus system serves the South Shore, including El Dorado County and Douglas County with fixed-route, door-to-door, and flex-route service, as well as seasonal ski shuttles and the Nifty 50 Trolley.
- **Squaw Creek Valley Shuttles** serves skiers and employees at the Squaw Creek Valley Resort.
- **Summer and winter water shuttles.** Water shuttle services operate on the North and South Shores in the summer months. Lake Tahoe Cruises operates a waterborne skier shuttle in the winter.



#### Complete Project: Transit Shelters

A major unmet need identified through public outreach for the 2008 RTP was for additional transit shelters throughout the Region. Since 2008, twelve new transit shelters have been installed at high ridership stops, five on the North Shore and seven on the South Shore.



#### Completed Project:

##### North Lake Tahoe Airport Express Shuttle

In 2008, North Shore partners launched the North Lake Tahoe Express, serving North Lake Tahoe communities and the Reno-Tahoe Airport. This service is funded by a wide range of groups, including Placer and Washoe Counties, hotels and resorts, convention and visitors' bureaus, and the Reno-Tahoe Airport.

A major investment listed in the 2008 RTP is the *Tahoe City Transit Center* south of the intersection of State Routes 28 and 89. This project is scheduled to be completed in 2012. Covering about 2.5 acres on a tract of public land west of SR 89, the center will serve as a hub for Placer County's TART buses. The center is adjacent to hiking and bike paths and improves access to transit as well as pedestrian and bicycle mobility in and around Tahoe City. Parking is provided for commuters and visitors at the transit center.

Rail service to the Tahoe Region is limited to one daily Amtrak California Zephyr train in each direction in Truckee. Travel between the San Francisco Bay Area and South Lake Tahoe by rail is possible using the Amtrak Capitol Corridor rail service to Sacramento, with connections via Thruway Motorcoach service to both Truckee and South Lake Tahoe. Greyhound intercity bus service is provided along I-80 with a stop in Truckee. There is no bus service provided from Truckee to the South Shore or to points on the North Shore.

There are several private airport shuttles from the Reno-Tahoe International Airport to Lake Tahoe including the North Lake Tahoe Express (North Shore), the South Tahoe Express, and the Resort at Squaw Creek Airport Shuttle.

## Planned Transit Projects

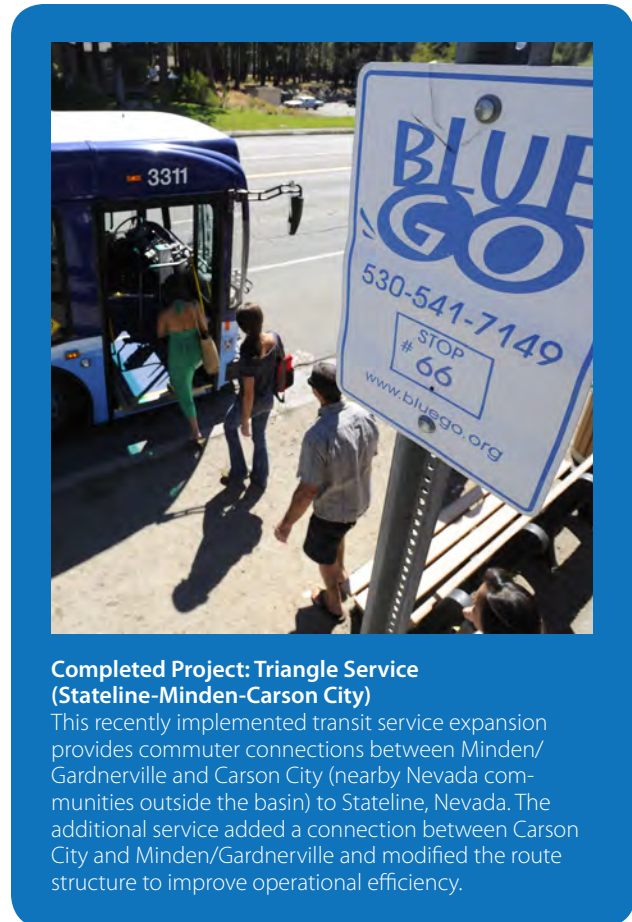
The Region's transportation agencies are planning future capital investments and service changes to enhance transit service in the Region. These include investment in waterborne transit facilities and service, operational enhancements for BlueGO and TART, establishment of a new transit service along the East Shore of Lake Tahoe, and enhanced vanpool service for commuters. Major projects are described in detail below.

### **Lake Tahoe Waterborne Transit**

Location: Multiple

Lead Agency: Tahoe Transportation District

Lake Tahoe's early history included steamboat service connecting rail travelers arriving in Tahoe City with their summer destinations on the South Shore. To reduce auto traffic and provide an efficient and attractive way to travel across the Lake for both residents and tourists, the Tahoe Transportation District (TTD) is examining the potential for re-establishing a regular *Lake Tahoe Waterborne Transit* service between several sites on the North and South shores. The TTD is currently in the process of reviewing several service alternatives, including one which would provide the cross-lake service via a bus.



### **Completed Project: Triangle Service (Stateline-Minden-Carson City)**

This recently implemented transit service expansion provides commuter connections between Minden/Gardnerville and Carson City (nearby Nevada communities outside the basin) to Stateline, Nevada. The additional service added a connection between Carson City and Minden/Gardnerville and modified the route structure to improve operational efficiency.

### **Other Proposed Inter-Regional Services**

Additional proposed inter-regional services include new bus connections between Reno, Truckee, and North Lake Tahoe communities, a South Shore vanpool, a Carson Valley - South Shore vanpool, and a shuttle from Sacramento to South Lake Tahoe. This shuttle could serve the Sacramento Airport and South Shore ski resorts before continuing on to South Lake Tahoe and Stateline. This service could be combined with the existing Amtrak Thruway Connector service to save on costs.

### **Operational Enhancement Strategies**

Both BlueGO and TART have planned operational expansions to meet the needs of their rider populations and improve service as whole. Specific improvements are listed in the Appendix. The costs listed correspond with the costs of the projects in Chapter 6, *Implementation and Funding Strategy*.



## Equitable Access to Transit Service

TRPA monitors transit service changes to ensure that specific communities of concern have equitable access. These include minority populations in the area, such as Latino residents, as well as those more likely to depend on transit, such as seniors and households without access to a motor vehicle. In the Lake Tahoe Region, the proportion of these groups that live in the town centers, the areas best served by transit, is quite high. Figure 4-4 below shows the percentage of disadvantaged populations served by the existing and proposed transit system, compared to the population as a whole. Figure 4-5 shows a map of existing and planned transit services in the Lake Tahoe Region.

**Figure 4-4 Percentage of Disadvantaged Populations served by Transit\***

	Total Population Age 18+	Hispanic/Latino	Percent	Total Population (All Ages)	Seniors	Percent
Total	45,746	8,056	18%	56,117	6,932	12%
Served by transit	21,929	5,429	25%	27,320	2,969	11%

\* Defined as living within a ¼ radius of a transit route that operates year-round

Figure 4-5 Existing and Planned Transit Services

- TRANSIT SERVICES**
- ..... Proposed Transit Services
  - Triangle Service
  - Other Transit Services
  - - - Proposed Waterborne Transit
- 
- TRPA Boundary



## Goods Movement

The movement of goods in and out of the Tahoe Basin is essential to the economic well-being of the Region. A robust and well-managed goods movement system that utilizes multiple modes can help the Region meet its greenhouse gas reduction targets and serve an important role during emergencies or major snowstorms.

Trucks using federal and state highways account for the vast majority of goods movement to and from the Region. The Tahoe Region is considered the final destination for goods. No freight rail serves the Region—the closest freight rail depot is in Truckee, which is served by the Burlington Northern and Santa Fe (BNSF) Railway.

The Reno-Tahoe International Airport (RTIA) also presents an option for moving goods in and out of the Lake Tahoe Region, with freight comprising about 15 percent of the total landed weight at RTIA.

There are no projects currently planned to specifically enhance the movement of goods. However, because most of the Region's goods are delivered by truck, projects that improve roadway access will benefit truckers moving goods. While complete streets projects are focused on pedestrians and non-motorized travel, they can also be designed to accommodate over-sized vehicles such as delivery trucks.

The US Hwy 50 South Shore Community Revitalization Project and State Route 89/Fanny Bridge Community Revitalization Project would redirect truck traffic out of the heart of the Stateline and Tahoe City town center areas, allowing drivers to avoid high levels of pedestrian and bicycle traffic there. These projects are described more fully in the section on corridor revitalization projects earlier in this chapter.



## Aviation and Airport Access

### EXISTING FACILITIES

Passenger air service to the Tahoe Region is currently provided largely through the Reno-Tahoe International Airport, followed by Sacramento International Airport. In 2008, 10,500 passengers passed through RTIA daily, on 140 commercial flights. In 2010, the number of flights decreased by 11.4 percent, with only 124 commercial flights arriving and departing daily. As already noted, about 15 percent of the total landed weight at RTIA is freight, with several carriers, including DHL, FedEx, and UPS, providing roughly 10 flights per day. In addition, a small number of chartered flights use the airport (five to six a month).

The South Lake Tahoe Airport also has the capacity to provide air passenger service directly to the Tahoe Region, although no scheduled air passenger service is currently provided. Private operators have periodically offered air passenger service to the Lake Tahoe Airport, and the City of South Lake Tahoe is currently investigating the possibility for bringing passenger service back to Lake Tahoe. Meanwhile, a small number of general aviation planes use the South Lake Tahoe Airport. Special events such as the Celebrity Golf tournament in July bring higher levels of air travel through the airport, but since 2008 the number of flights has dropped slightly and several hangars are empty.

As mentioned previously in this chapter, there are several private airport shuttles from North and South Lake Tahoe to the RTIA, which contribute to making air travel to the Region attractive, and help reduce traffic congestion and auto emissions.

Both the Reno-Tahoe airport and the South Lake Tahoe Airport offer viable options for visitors to the Tahoe Region, especially those traveling from a great distance for a short time. The majority of visitors from out of state or outside the US fly into the Tahoe Region. Of those visiting the North Shore in winter, 81 percent of international and 73 percent of out of state visitors came by plane; in the summer, these numbers increased to 84 percent and 85 percent, respectively.<sup>2</sup>

<sup>2</sup> TRPA IIRT Study, p. 75-76

### PLANNED AVIATION PROJECTS

Funding for Lake Tahoe Airport improvements is largely generated through the Airport Capital Improvement Program, which leverages funding from the Federal Aviation Administration (FAA) with local matches from the City's general fund. Current plans at Lake Tahoe Airport include annual improvements averaging approximately \$1.5 million for runway, apron, and taxiway rehabilitation projects, new and expanded buildings, and an estimated \$800,000 for annual operating costs. The City of South Lake Tahoe also recently initiated a project that will reduce impervious coverage and provide for water quality improvements at the airport.





## 5. Transportation Management Programs



### Overview

Chapter 4, *Existing & Planned Transportation System*, discussed the Lake Tahoe Region's transportation networks, and the plan to invest in them to move the Region toward its goals for strengthening the community, the economy, and the environment. Alongside those physical facilities, TMPO, TRPA and communities throughout the Region have programs in place that help to manage the transportation system, making it safer, more efficient, and more sustainable. TMPO and TRPA are also planning enhancements to some of these programs as well as new programs to improve the system even more. While less visible than the networks themselves, these programs are also important for reaching the Region's goals.

This section describes those existing and proposed programs for managing transportation in the Region. The programs fall under the categories of Transportation Demand Management (incentives to use non-auto modes of transportation); Transportation System Management (programs that aim to make travel more efficient); and Transportation Security (plans for managing the transportation system during a disaster). Figure 3-5 in Chapter 3 identifies town center areas, where these strategies would primarily be deployed, or have the greatest impact.

***Transportation Management Associations***

The Tahoe Basin has two Transportation Management Associations (TMAs): The Truckee North Tahoe TMA, serving the North Lake Tahoe-Truckee Resort Triangle, and the South Shore TMA, serving the greater South Shore area. The TMAs are community-based, non-profit organizations designed to foster public outreach, receive community input on transportation and air quality issues, and encourage and facilitate the public-private partnerships necessary to implement transportation projects. The TMPO works closely with the TMAs on all of the programs listed in this chapter.

**TRANSPORTATION DEMAND MANAGEMENT**

Transportation Demand Management (TDM) programs make it easier for travelers to shift some trips from driving alone to transit, bicycling, walking, and carpooling. TDM can include employer programs such as flexible work schedules; “Guaranteed Ride Home” programs to give employees the security to carpool or ride transit; information and marketing efforts; and financial incentives such as subsidized transit passes.

TRPA has codified an *Employer Trip Reduction Ordinance* to encourage TDM by employers in the Region. This ordinance allows for close collaboration between TRPA and the business community to promote transportation options, reducing congestion and improving air quality in the Region. To support this ordinance, the TMPO is in the process of building a marketing and education effort called *BlueCommute*. These efforts are further



enhanced by the work of the North and South Shore Transportation Management Associations. Also, as part of the *Regional Transportation Plan* and *Regional Plan* updates, TMPO and TRPA are working with local jurisdictions to encourage and support parking management programs tailored to community needs.

### ***The Employer Trip Reduction Ordinance***

The Employer Trip Reduction Ordinance, which is part of the TRPA *Code of Ordinances*, requires employers to invest in TDM programs.

All businesses are required to provide information to employees about transportation options and alternatives to single-occupant vehicle commuting. Large businesses (those with more than 100 employees) must meet additional requirements. They must have an employee transportation coordinator on staff, provide preferential carpool and vanpool parking, and prepare a Trip Reduction Plan that includes TDM measures in the ordinance.<sup>1</sup> These measures can include the following:

- **Promote Rideshare:** Encouraging employees to share the ride to work, through vanpool programs or priority parking, can remove cars from the road.
- **Offer a Shuttle Program:** A number of large employers in the Tahoe Region currently operate employee shuttles or contribute to existing transit services to provide direct transportation from major transportation hubs to the work site.
- **Transit Pass Subsidy:** Employers can make transit more attractive and affordable for their employees by offering reduced-cost or free transit passes.
- **Flex Schedules:** When employees are able to stagger their work hours, congestion is reduced during peak commute hours. Compressed work weeks (four 10-hour days, for example) can also reduce the total number of trips.

- **On-site Services:** Employers can help to reduce the need for mid-day trips made by employees by ensuring that important services, such as banking (ATM, direct deposit), on-site childcare, a cafeteria, a gym, and postal services are available at or near the work site.
- **Other Measures:** The TRPA trip reduction ordinance gives credit for additional measures, including, but not limited to: Guaranteed Ride Home Program; secure bicycle parking facilities; showers and lockers to promote bicycle commuting; and shelters at transit stops.

As part of *Mobility 2035* and the *Regional Plan* update, TRPA and TMPO will take expanded steps to improve communication with employers and increase understanding of this existing ordinance, ensuring that all large businesses do their part to reduce vehicle trips and promote sustainability.

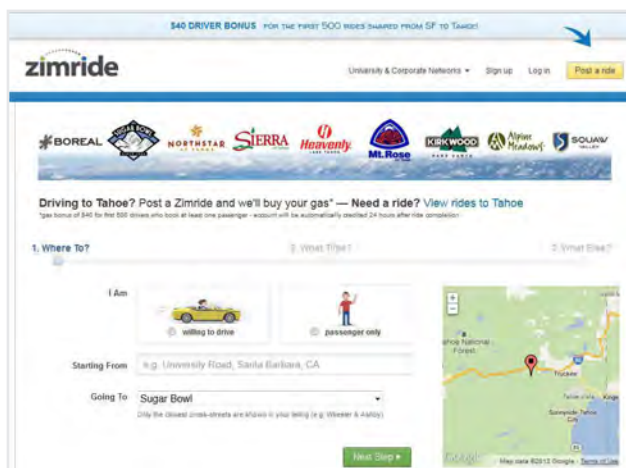
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<sup>1</sup> Each of these transportation measures is assigned a specific number of “credits,” and each business with at least 100 employees must record at least 15 credits, while each business with at least 200 employees must record at least 22 credits. A complete list of transportation control measures along with the credits for each can be found in the TRPA Code of Ordinances Section 65.4, Employer Trip Reduction Program.

### **BlueCommute/BlueVisitor Program**

The BlueCommute Program was conceived of in concert with the Employer Trip Reduction Program to provide support, marketing, and education to assist employers in implementing TDM programs, and to assist all Tahoe residents in shifting their commute mode. While BlueCommute was active for several years, once employers had TDM measures in place, the need for the program lessened. Now, advances in technology and new opportunities available to both commuters and visitors to the Region call for a rejuvenation and expansion of the program. As part of this RTP update, the TMPO plans to work with the TMAs to re-introduce a BlueCommute/BlueVisitor program with a focus on educating and disseminating information on commute and travel options to both residents and visitors. This program may include:

- *Actively promoting ridematching and ridesharing programs*, particularly inter-regional ridesharing opportunities offered by businesses such as Zimride or Avego, which assist drivers with unused capacity in their vehicles to find other riders to share the ride for a fee.
- *Marketing* to promote non-auto commute modes to all residents and outreach to businesses about how to promote non-auto commuting to their employees.
- *Technical assistance* to employers in developing TDM programs.



- *Public Service Announcements* and advertising about transit, biking, and walking opportunities for visitors once they have arrived in Lake Tahoe.
- *Travel training programs*, which educate residents and visitors on how to ride public transit, use bicycle and pedestrian trails in the Tahoe Region, and how to telecommute or rideshare in a car or van.

### **Enhanced Usability of Transit**

Transit services can offer passenger amenities that make riding the bus more competitive with the auto for comfort and convenience. Some ways that the TMPO and regional providers are planning to make transit more attractive are:

- **Trip Planning Tools.** Planning a ride on transit can be made simpler with on-line trip planning tools, such as Google Transit or, in the Bay Area, 511. These tools allow riders to type their origin, destination, and time of arrival or departure into a search tool. The search tool quickly returns route and transit schedule information from which a rider can choose their best option. The Truckee-North Tahoe Transit Management Association currently uses Google Transit for north shore routes.
- **Real-time Information on Transit Service.** People are more willing to ride transit if they can be confident in knowing when the bus will arrive. For residents and visitors traveling within the Region, real-time arrival information at transit stops, online, and/or via web-enabled mobile devices can increase ridership. Avego and NextBus are currently deployed systems that use Global Positioning Systems (GPS) to let passengers know, via signage at stops or through any web-enabled device, exactly where their bus is. The Tahoe Transportation District is currently in the process of employing Avego on BlueGO to provide real-time travel information to riders via phone and changeable message signs at transit shelters. Real-time travel information by phone should be available shortly, with changeable message signs following within a few years.



## IN FOCUS: WORKING TOGETHER TO DEVELOP PARKING MANAGEMENT STRATEGIES

The price and availability of parking have a powerful impact on how the transportation system functions. Parking shapes each individual's choice of travel mode, and the amount and design of parking plays an important role in the look and feel of a place. Parking regulations, such as minimum parking requirements, can also shape where and how development occurs.

Currently, land use regulations in the Tahoe Region work to ensure that some town center destinations have more than enough parking available to meet the demand for free parking at all times of day, through the use of minimum parking requirements in zoning codes. These policies subsidize the use of private autos for most trips, and ensure that a large share of the Region's developed land is dedicated to parking lots, instead of buildings or open space. By contrast, some peer communities have had success restoring balance to travel choices and stimulating local economic development by implementing parking policies that work to ensure that the supply of parking is determined by market choices. When parking subsidies are removed, transit, walking, and biking become more competitive.



As part of this *Regional Transportation Plan* and the update of the TRPA *Regional Plan*, particularly the update of the community plans, TMPO and TRPA will work closely with communities in the Region to investigate and develop parking management policies that work toward environmental improvement and land use goals. There are multiple strategies that Basin communities may want to consider:

- Shared parking between uses
- Reduction of minimum parking standards
- Creation of maximum parking standards
- In-lieu payment by developers to meet parking requirements
- On-street parking
- Parking along major regional travel routes
- Handicapped-disabled parking
- Creation of bicycle parking standards
- Market-rate parking charges (including parking charges based on congestion levels).

- **Create one branded payment method.** North Shore transit services have deployed smart payment cards for transit. In the future, the Region will implement a fare payment system that allows passengers to use one card to pay their fare on any public transit system, regardless of who is providing it.
- **Improved transit coordination between local and regional providers.** Over time, transit in the Tahoe Region can knit together schedules and transfer points. This could include improvements to existing intra-regional transit, such as door-to-door packages that take “transfer anxiety” out of the equation with a single ticket for the entire trip, providing clear information about any transfers, coordinated transfer times, and a guarantee of not being stranded if one portion of the trip is delayed.

## Transportation System Management and Intelligent Transportation Systems

Even as Lake Tahoe’s communities invest to increase the attractiveness of transit, walking, and cycling in the Region, private vehicles will remain an extremely important part of the transportation system. Managing vehicle traffic has the potential to moderate vehicle speeds, reduce congestion, and promote safety.

The term ‘Transportation Systems Management’ (TSM) refers to a group of strategies that work together to improve traffic operations and maximize the performance of the existing roads infrastructure in moving



people and goods. An important component of TSM is called Intelligent Transportation Systems (ITS)<sup>2</sup>, which focuses on using information technology to accomplish these goals.

*Mobility 2035* proposes several investments in Transportation System Management, falling under the following categories:

- **Signal timing.** When traffic signals are synchronized or timed correctly, or when they can respond to the presence of varying numbers of cars, traffic can move more smoothly. One such project is signal synchronization on US 50 from the “Y” to Stateline.
- **Monitoring.** Traffic monitoring stations can provide information needed to adjust signal timing and other traffic control tools. Monitoring stations are proposed for various locations in the Tahoe Basin.
- **Traffic Management.** Traffic in the Lake Tahoe area is highly variable depending on the season, the weather, and the time of year. While technical tools, such as signals and cameras, can help manage the flow of traffic, sometimes the most effective, and cost-effective, traffic management is done by people on the scene. A variety of traffic management programs have been established in response to this episodic traffic congestion during both winter and summer, such as chain controls, cone controls, and flaggers to manage intersection traffic. The Truckee/North Tahoe area has used traffic management very effectively to control traffic leaving ski resorts and special events.
- **Rehabilitation.** Roads are designed for traffic to move at specific average speeds. When roadways are in bad condition, traffic moves erratically and more slowly than it could if the roads were in good repair. Maintenance and rehabilitation of roads can return traffic to more efficient movement. An Emergency Roadway Repair program, as well as rehabilitation projects in both California and Nevada, are proposed in *Mobility 2035*. These types of projects are considered capital improvement projects by the state departments of transportation.

<sup>2</sup> The RTP is consistent with the regional ITS architecture (Tahoe Basin Strategic Plan, 2003).

## IN FOCUS: MARKETING GREEN TOURISM

One promising strategy for reducing vehicle emissions while supporting prosperity in the Region is to promote Lake Tahoe as a ‘green’ tourist destination: one that focuses on protecting the environment, provides outdoor activities for active people, and where visitors can enjoy themselves without having to rely on a car for every trip.

To do so, the Region’s businesses and public agencies will work together to both provide and educate visitors about non-auto transportation options. Currently, the Lake Tahoe Visitor’s Bureau hosts a web site with extensive information on activities in both the North and South Shore, and connects potential visitors with sites offering bus transit to skiing as well as information on local transit. In the future, this information, as well as tips on renting bicycles and low-emission vehicles, joining carpools, and the walkability of the downtowns, may be featured on all Tahoe-related sites to promote non-auto transportation as the way to get to and around the Tahoe Region. Once visitors arrive, this information might be provided through an outreach campaign in partnership with hotels and restaurants. As transportation options develop, planning agencies, transportation management associations, and the business community will work together to develop this strategy.



- **Information on Driving Conditions.** Keeping motorists informed of traffic and weather conditions can let motorists know what to expect, and provide them with choices of routes or trip timing. Changeable Message Signs are proposed as a way to provide this real-time information to drivers traveling to, from, and within Lake Tahoe.

## Transportation Security

The possibility of large-scale security incidents or natural disasters creates the need to plan for a wide-scale evacuation in almost every area of California, including Lake Tahoe. Effective coordination and communication among different operating agencies in a Region is essential to safely evacuating or stabilizing a community. Such coordination is needed to allow law enforcement and safety responses to occur in an expeditious manner, while at the same time permitting the transportation system to handle the public response to the incident. Regional public safety agencies must be prepared to provide clear and concise information to the public about the situation and what actions they should take.

The immediate organizational response to security incidents and disasters will be the responsibility of law enforcement and public safety agencies. At the state level, California has developed the Standardized Emergency Management System (SEMS) as the framework for emergency procedures to be used in response to disasters by the state and all levels of government. Nevada has the Division of Emergency Management (DEM) to assist and coordinate during large scale events. Each county and the City of South Lake Tahoe have an Operational Area Emergency Operations Plan.

In 2006, the Emergency Management Community Council (EMCC) was established for the South Lake Tahoe area. The EMCC consists of numerous emergency responders, including El Dorado, Douglas, and Alpine counties. Their emergency guide can be viewed and downloaded here:

<http://southtahoemergencyguide.com>

Information regarding the California Standardized Emergency Management System can be viewed here: [http://cms.calema.ca.gov/prep\\_SEMS.aspx](http://cms.calema.ca.gov/prep_SEMS.aspx); and

Nevada's Division of Emergency Management can be viewed here: <http://dem.state.nv.us/index.shtml>.

As the TMPO's strength lies in technical analysis and transportation planning, it provides support to ongoing local, state, and federal initiatives to address transportation system security, with a focus on better communication technologies to be used for coordinated responses. In the planning stages, the TMPO can assist in obtaining funding for new strategies, technologies, and projects that can help prevent events.



## 6. Funding and Implementation Strategy



### Introduction

*Mobility 2035* presents an ambitious set of transportation capital projects as well as new and expanded demand management and system management programs. These investments will contribute to a more sustainable and prosperous Tahoe Region. This chapter presents a plan for putting these ideas into action.

To successfully implement the plan, the Tahoe Region will need to secure funding from a variety of sources. Funding needs include both capital funds to build facilities, as well as ongoing operations and maintenance funds. Finding the necessary funding to pay for ambitious programs will be a challenge, relying on both traditional funding sources and creative new approaches to revenue generation. This chapter represents the financial investment strategy that regional partners will use as a guide in raising the federal, state, and regional transportation funding needed to implement the transportation projects proposed in this plan.

Putting the plan into action will also depend on close collaboration between the regional agencies, local jurisdictions, and the private sector. This chapter also identifies the important next steps for moving programs toward implementation.

## Overview: Tier 1 (Fiscally Constrained) & Tier 2 (Fiscally Unconstrained) Project Scenarios

The federal transportation bill Moving Ahead for Progress in the 21st Century (MAP-21) (in effect until September 30, 2014) requires<sup>1</sup> that the Regional Transportation Plan (RTP) be “fiscally constrained,” meaning that the costs of proposed projects over the 23-year plan must be within the “reasonably foreseeable” revenues of the same period. Under California state law, the Region’s strategy for meeting greenhouse gas reduction targets (outlined in Chapter 3, *Sustainable Communities Strategy*) must also be fiscally constrained. Developing this constrained program of investments has many advantages; it allows for a realistic approach to planning while helping the Region to identify funding gaps and creating a plan for reducing these gaps.

In addition to addressing projected available funds and projected costs of constrained projects, the RTP can also “include recommendations for additional financing strategies” to inform an “unconstrained” list of projects, should additional funding be available in either the short or long term. In accordance with the Regional Transportation Plan Guidelines from the State of California, this chapter presents Tier 1 and Tier 2 transportation investment scenarios, representing ‘constrained’ and ‘unconstrained’ scenarios, respectively.

## Funding Sources

### FEDERAL FUNDING

This plan accounts for almost \$300 million in federal funds that may be available over the life of the plan. Major federal sources of funds include the Congestion Mitigation & Air Quality Program (CMAQ), Federal Highways programs, Federal Transit Administration grants, and others.

The Region received funding from the Federal Highway Administration (FHWA), in accordance with the SAFETEA-LU Technical Corrections Act of 2008 (Public

Law No. 110-244). This funding has been provided to the Tahoe Region specifically to carry out the transportation planning process, environmental review, and preliminary engineering and design to complete environmental documentation for transportation projects. As a partner to delivering transportation improvements, the Central Federal Lands Highway Division of FHWA maintains oversight of the funds, and coordinates with TMPO by reviewing the delivery plan, procurement processes, and project progress. The TMPO Federal Transportation Improvement Program (FTIP) is used to program and monitor federal funding for transportation projects for a four-year term. Federal legislation requires projects to be included in the RTP and the FTIP in order to be eligible for federal transportation funding<sup>2</sup>. This RTP is consistent with the current FTIP and includes additional projects for programming in future FTIPs. Once a project has federal funding secured and is scheduled to use that funding within a four-year time frame, the project progresses from *Mobility 2035* to the FTIP. While projects may be shown in *Mobility 2035* when their funding is not yet certain, projects on the FTIP must have a guarantee of funding.

The recent passage of a new federal transportation bill, entitled Moving Ahead for Progress in the 21st Century (MAP-21), provided a two year authorization of federal transportation programs. MAP-21 was signed by the President of the United States on July 6, 2012 and is effective October 1, 2012 through September 30, 2014. The most significant changes from the previous authorizing bill, SAFETEA-LU, are program consolidation, performance based planning and funding allocations. While Tahoe-specific funding language was not carried forward in MAP-21, two programs provide opportunities for the Lake Tahoe Region. They are the Federal Lands Access Program and Federal Lands Transportation Program. These new programs replace the Federal Lands Highway program going forward and look to improve connections to public lands from urban areas and circulation improvements within federally-managed recreation areas. TMPO will work with FHWA, Caltrans and NDOT to implement the new provisions of MAP-21 and any subsequent bill as of October 1, 2014.

<sup>1</sup> 23 CFR 450.322(f)(10)(i)

<sup>2</sup> 23 CFR 450.322(a) and 23 CFR 450.324(a)

## STATE FUNDING

Over \$360 million in State of California and Nevada funds will be pursued over the life of the plan. Expected California and Nevada revenue sources include State Transit Assistance and Local Transportation Fund, the State Transit Improvement Program (STIP), California State Highway Operation and Protection Program (SHOPP), and Nevada State Funds. The first four years of the constrained scenario funding forecast (Figure 6-2) are consistent with the four-year State Transportation Improvement Program (STIP) fund estimate.

At the state level, transportation revenues are also linked to gasoline taxes, which have been outstripped by inflation and rising construction costs. Although overall state budget concerns linger in both California and Nevada, the passage of Proposition 22 in November 2010 ensures that the State of California may not reallocate local transportation funds for other purposes.

## LOCAL FUNDING

Local jurisdictions and agencies will pursue over \$930 million in local revenue to pay for transportation investment strategies, including stormwater retrofits and operation and maintenance of the existing system. Forecasted local revenue sources include: transit farebox revenues, hotel occupancy taxes (TOT), rental car mitigation funds, air quality impact mitigation funds, Regional Surface Transportation Program (RSTP) funds, and others.

In addition to the local funding sources included in this 'constrained' funding scenario, there are additional local, regional, and super-regional revenue sources (revenue sources that draw from an area encompassing a region greater than the Lake Tahoe Basin) that Tahoe's transportation partners are considering. Diversifying the Region's revenue strategy with additional local and regional revenue sources could add stability to transportation funding in the Basin. Because the Region is still exploring additional local funding strategies, they are discussed in more detail in the Tier 2 scenario, and in the Appendix.



### **ENVIRONMENTAL IMPROVEMENT PROGRAM**

The Environmental Improvement Program (EIP) is a restoration program unique to the Lake Tahoe Region. It was conceived in association with the 1997 Presidential Forum at Lake Tahoe, when President Clinton and others convened to focus efforts on protecting the Lake for future generations. The EIP is designed to help restore Lake Tahoe's clarity and environment and encompasses hundreds of capital improvement, research, and operation and maintenance projects in the Tahoe Basin. Projects cover the areas of watershed protection, air quality and transportation, forest stewardship, and recreation and scenic resources. Many of the projects are geared toward helping meet the local commitment to the Lake Tahoe Total Maximum Daily Load program (TMDL).

*Mobility 2035* lists environmental improvement projects and associated revenue sources related to roadway stormwater treatment and transportation. In 1997, the Lake Tahoe Presidential Forum helped renew and increase federal, state, and local commitments to the EIP. Through 2010, approximately \$1.5 billion has been invested by the federal government, the states of California and Nevada, local governments, and the private sector to implement the EIP. Moving forward, the EIP will need additional resources to continue critical restoration projects, including TMDL projects; this funding will be sought through public-private partnerships. Given the scarce resources available, the program will prioritize projects to ensure those that receive funding deliver the most environmental gain.

Currently, local jurisdictions have developed or are in the process of developing stormwater load reduction programs. While some reasonably foreseeable funding has been identified for these projects, many of the projects do not have identified funding sources. *Mobility 2035's* Tier 2 scenario explores possible funding sources for these projects.

### **TRANSPORTATION PLAN STRATEGY PACKAGES/ALTERNATIVES**

As part of its effort to analyze a range of transportation alternatives, TMPO has grouped transportation investments into three groups, identified here as strategies A, B, and C. The three transportation strategy alternatives include subsets of transportation projects from the Tier 1 (constrained) and Tier 2 (unconstrained) lists. Each of these sets of transportation investments also relates to one of the five land use alternatives considered for the Regional Plan Update process. The strategy packages are as follows.

#### **TRANSPORTATION STRATEGY A**

Transportation Strategy A represents the status quo of projects in the Basin, assuming no additional revenues. This strategy includes operation and maintenance of the existing system and the construction of projects on the Tier 1 project list that are already significantly in progress. This strategy package aligns with land use Alternatives 1 (No Project) and 5 (Similar Rate of Development and Regulatory Structure to the 1987 Regional Plan) in the Regional Plan Update process.

#### **TRANSPORTATION STRATEGY B**

Transportation Strategy B represents an optimistic scenario that assumes additional revenue in the future. It includes almost all of the projects on the Tier 1 project list and all projects on the Tier 2 list, including "intercept parking lots with transit shuttles." This strategy does not include waterborne transit. This strategy package aligns with land use Alternative 2 (Low Development, Increased Regulation) in the Regional Plan Update process.

#### **TRANSPORTATION STRATEGY C**

Transportation Strategy C represents the Tier 1 project list. This includes the corridor revitalization projects, transit projects, bicycle and pedestrian projects, and Stormwater/TMDL projects. This strategy aligns with land use Alternatives 3 (Low Development, Highly Incentivized Redevelopment) and 4 (Reduced Development, Incentivized Redevelopment) in the Regional Plan Update process. Land use Alternative 3 is also the land use scenario presented in the Sustainable Communities Strategy.

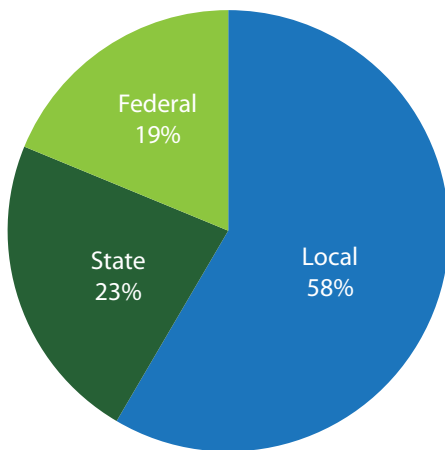


## Tier 1 Revenue Forecast (Financially Constrained Scenario)

A baseline forecast has been developed from funding sources that are “reasonably foreseeable” in the future. The forecasts are intended to reflect what has been historically available given variability in federal, state, and local funding priorities and resources, and what is likely to be available if regional partners work concertedly to secure funds. These forecasts also include inflation factors from flat to 2.5 percent, depending on the revenue source.

As shown in Figure 6-2, under the baseline revenue forecast an estimated \$1.6 billion will be pursued over the 23-year forecast period. Just over one billion is estimated to be available over the first ten-year period of the plan (2013-2023). This is similar to the amount that was estimated to be available during the first ten years of the 2008 RTP.

**Figure 6-1 Reasonably Foreseeable Forecast Revenue Percentages by Source (2013 – 2035)**



**Figure 6-2 Tier 1, Constrained Scenario Funding Forecast 2013-2035**

	Assumptions	2013-2023	2024-2035	Total
<b>LOCAL SOURCES</b>				
Farebox Revenues	2% Annual increase	\$11,963,624	\$16,395,186	\$28,358,810
Washoe County Regional Transportation Commission	2% Annual increase	\$1,946,994	\$2,668,200	\$4,615,194
TRPA Rental Car Mitigation Fund	Flat thru 2022/1% increase thereafter	\$1,132,725	\$1,319,041	\$2,451,766
TRPA Air Quality Mitigation Fund	Flat thru 2022/1% increase thereafter	\$2,757,326	\$3,210,863	\$5,968,189
TRPA Water Quality Mitigation Fund	Flat thru 2022/1% increase thereafter	\$5,150,266	\$5,997,404	\$11,147,670
Regional Surface Transportation Program	2% Annual increase	\$6,649,716	\$9,112,902	\$15,762,619
Local Funds	2% Annual Increase	\$69,541,622	\$75,590,292	\$145,131,914
Private Funds	Tahoe Fund/Project Mitigation/South Tahoe Transit Partners	\$16,500,000	\$14,700,000	\$31,200,000
Ferry Partnership (public/private)	\$4.6M starting 2015, 20% match thru 2016	\$50,181,568	\$55,200,000	\$105,381,568
O&M (bike trail, ped facilities, roadway, stormwater)	2% Annual increase	\$183,235,482	\$251,109,522	\$434,345,004
Environmental Stormwater/TMDL	Stormwater/TMDL/Washoe Cty SNPLMA/Tahoe Bond	\$145,963,846	\$0	\$145,963,846
<b>Total Local</b>		<b>\$495,023,170</b>	<b>\$435,303,410</b>	<b>\$930,326,580</b>
<b>STATE SOURCES</b>				
State Transit Assistance and Local Transportation Fund	1.5% Annual increase	\$20,309,288	\$6,140,962	\$26,450,251
Regional Improvement Program (STIP)	Allocation every two years 2% increase	\$16,098,504	\$18,108,156	\$34,206,660
California Proposition 1B (thru 2014)	Discretionary grant	\$1,462,683	\$0	\$1,462,683
California Tahoe Conservancy	2% Annual increase	\$5,194,548	\$0	\$5,194,548
CA Safe Routes to School (SR2S)	Existing allocation	\$425,000	\$0	\$425,000
Nevada Bond Sales (Question #1)	\$5M expires 2013	\$4,577,027	\$0	\$4,577,027
Emergency Road Repair	2% Annual increase	\$1,216,872	\$1,667,625	\$2,884,496
California SHOPP & Nevada State	\$266M Caltrans/NDOT \$10.5M	\$287,284,143	\$0	\$287,284,143
<b>Total State</b>		<b>\$336,568,066</b>	<b>\$25,916,743</b>	<b>\$362,484,809</b>

	Assumptions	2013-2023	2024-2035	Total
<b>FEDERAL SOURCES</b>				
Federal Lands Highway Program	Existing allocation	\$14,500,000	\$0	\$14,500,000
Federal Lands Transportation Program	Annual through USFS 2% increase	\$2,433,743	\$3,335,250	\$5,768,993
Federal Lands Access Program	Tahoe set-aside plus discretionary awards 2% increase	\$11,603,571	\$16,144,797	\$27,748,369
Congestion Mitigation & Air Quality Program	Flat rate thru 2016/2% increase thereafter	\$4,302,884	\$0	\$4,302,884
Demo Section 115	Existing allocation	\$1,655,000	\$0	\$1,655,000
Highway Bridge Program - California	Flat rate thru 2017	\$10,000,000	\$0	\$10,000,000
Highway Safety Improvement Program	2% Annual increase	\$1,825,307	\$2,651,437	\$4,476,744
Transportation Enhancements (CA/NV)	Existing SAFETEA-LU allocation	\$784,000	\$0	\$784,000
Transportation Alternatives (TE, SRTS)	2% Annual increase	\$3,283,737	\$4,610,227	\$7,893,964
Tahoe Restoration Act	Stormwater Management -10 years	\$72,000,000	\$0	\$72,000,000
FTA 5308 Clean Fuels and Grant Program	\$1M expires March 31, 2014	\$1,000,000	\$0	\$1,000,000
FTA 5309 Fixed Guideway Capital Investment	Flat rate thru 2016	\$2,600,000	\$0	\$2,600,000
FTA 5309 Fixed Guideway Capital Investment - New Starts	Waterborne allocation	\$35,123,313	\$0	\$35,123,313
FTA 5311 Rural Area Formula Grants	Flat rate thru 2014/2.5% increase thereafter	\$24,589,814	\$35,583,840	\$60,173,655
FTA 5339 Bus and Bus Facilities	Flat rate thru 2016/2.5% increase thereafter	\$2,347,223	\$3,361,708	\$5,708,932
FTA 5310 Enhancement Mobility of Seniors and individuals with Disabilities	Flat rate thru 2016/2.5% increase thereafter	\$1,760,417	\$2,521,281	\$4,281,699
Scenic Byways Program	\$2,000,000 existing allocation	\$2,000,000	\$0	\$2,000,000
Public Lands Highway	\$2,526,442 existing allocation	\$2,526,442	\$0	\$2,526,442
Federal Aviation Administration Airport Improvement Program	CSLT annual assumptions	\$13,237,626	\$8,956,605	\$22,194,231
Transportation Investment Generating Economic Recovery	Discretionary grant award	\$7,000,000	\$0	\$7,000,000
Southern Nevada Public Lands Management Act	Placer Cty \$7M	\$7,000,000	\$0	\$7,000,000
<b>Total Federal</b>		<b>\$221,573,078</b>	<b>\$77,165,146</b>	<b>\$298,738,224</b>
<b>Total Local/State/Federal</b>		<b>\$1,053,164,314</b>	<b>\$538,385,298</b>	<b>\$1,591,549,613</b>

## Tier 1 Project List (Financially Constrained Scenario)

Federal law requires that long-range transportation plans and Transportation Improvement Programs (TIPs) be *fiscally constrained*. To meet these requirements, this section presents the transportation projects and programs proposed in this plan (Figures 6-3 and 6-4), along with their estimated cost.

The Tier 1 project list is based on extensive discussions with the local jurisdictions, state departments of transportation, and regional planning and implementation partners. The list reflects high priority projects that are currently in development, or are needed to meet the vision and goals of transportation planning for the Region. Project implementers provided the projects, cost estimates, and expected timing for each project listed. Due to revenue constraints, in some cases TMPO pushed project timelines further out than was indicated by local partners. The timelines shown are for planning purposes only and in no way limit projects once funding becomes available.

Some of the projects on the list may be wholly or partially funded by non-transportation dollars. Water quality and TMDL projects in particular may fall into this category.

As stated in the federal transportation bill<sup>3</sup>, costs of future transportation projects must use “year of expenditure dollars” rather than “constant dollars.” This means that they must account for inflation to better reflect the time-based value of money, and the potential change in costs at the time of implementation. In order to reflect this provision, the TMPO has adjusted projected costs for future projects assuming a two percent annual adjustment for inflation. This inflation adjustment does not assume any additions to project development costs due to regulatory changes. If costs do change in this regard, *Mobility 2035* will be amended to capture these changes.

## PROJECT PRIORITIZATION

The projects included on the Tier 1 project list have been selected as priority projects based on their potential to most expeditiously and effectively achieve the Vision, Goals and Policies presented in Chapter 2. Priority projects are those that help the Region meet TRPA environmental threshold standards, reduce greenhouse gas impacts, improve mobility, and serve the needs of traditionally under-represented groups. Priority projects for each project category are most often identified through more detailed studies or plans, such as short-range transit studies, or the Lake Tahoe Region Bicycle and Pedestrian Plan.

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<sup>3</sup> Title 23 CFR Part 450.322(f) (10) (iv)

Figure 6-3 Tier 1 Constrained Scenario Project List: Cost and Implementation Steps

No.	Trans Alt A	Trans Alt B	Trans Alt C	Project Strategies	Cost 2013 Dollars	Project Objective	Location	Implementing Agency	Est. Year Complete	Est. Cost in Year of Expenditure Dollars
<b>Corridor Revitalization</b>										
1	A	B	C	Kings Beach Commercial Core Improvement Project	\$35,000,000	Bike/Ped/WQ	Placer	Placer	2015	\$36,414,000
2	A	B	C	State Route 89/Fanny Bridge Community Revitalization Project	\$20,000,000	Bridge/ Intersection	Placer	Placer	2018	\$22,081,616
3		B	C	US 50 South Shore Community Revitalization Project	\$75,000,000	Bike/Ped/WQ	El Do/Douglas	TTD	2017	\$81,182,412
4		B	C	Sierra Boulevard Complete Streets Project from US HWY 50 to Barbara Avenue (includes US 50 and Sierra Boulevard intersection improvements)	\$3,155,000	Safety/Bike/Ped/WQ	CSLT	CSLT	2015	\$3,282,462
<b>Corridor Revitalization Total</b>					<b>\$133,155,000</b>					<b>\$142,960,490</b>
<b>Transit Strategies</b>										
5	A		C	Lake Tahoe Waterborne Transit Project	\$42,200,000	Transit Capital	NV/CA	TTD	2015	\$43,904,880
6	A		C	Lake Tahoe Waterborne Transit Operations	\$4,600,000	Transit Operations	NV/CA	TTD	2015-2023	\$41,400,000
									2024-2035	\$55,200,000
7		B	C	BlueGo Service Operational Enhancements	\$749,500	Transit Operations	El Do/Douglas	TTD	2016-2023	\$7,009,091
									2024-2035	\$12,748,825
8		B	C	BlueGo Transit Capital Enhancements	\$9,940,000	Transit Capital	El Do/Douglas	TTD	2016	\$2,122,416
									2018	\$3,312,242
									2022	\$5,903,757
9		B	C	TART Service Operational Enhancements	\$734,867	Transit Operations	Placer	Placer	2016-2023	\$6,872,248
									2024-2035	\$12,499,921
10		B	C	TART Transit Capital Enhancements	\$1,896,300	Transit Capital	Placer	Placer	2016	\$2,012,369
11		B	C	East Shore Service Operational Enhancement	\$518,000	Transit Operations	Various locations	Various	2016-2023	\$4,845,927
									2024-2035	\$8,811,062
12		B	C	East Shore Transit Capital Enhancement	\$5,200,000	Transit Capital	Various locations	TTD	2016	\$5,518,282
13		B	C	Inter-Regional Service Operational Enhancement (cost shown is annual subsidy required, not total cost)	\$560,512	Transit Operations	Various locations	Various	2016-2023	\$5,241,734
									2024-2035	\$9,534,182
14		B	C	Inter-Regional Transit Capital Enhancement	\$3,793,751	Transit Capital	Various locations	Various	2016	\$4,025,959
15	A		C	City of South Lake Tahoe (TVL) Aviation Capital	\$17,850,000	AIP Capital	CSLT	CSLT	2024	\$22,194,231
<b>Transit Strategies Total</b>					<b>\$88,042,930</b>					<b>\$253,157,127</b>

No.	Trans Alt A	Trans Alt B	Trans Alt C	Project Strategies	Cost 2013 Dollars	Project Objective	Location	Implementing Agency	Est. Year Complete	Est. Cost in Year of Expenditure Dollars
<b>Bike and Pedestrian Strategies</b>										
16		B	C	Pioneer Trail Pedestrian Upgrades Project from Lake Tahoe Blvd/US Hwy 50 to Larch Avenue	\$1,500,000	Sidewalk	CSLT	CSLT	2014	\$1,530,000
17		B	C	Harrison Avenue from Lakeview Ave to Los Angeles Ave	\$1,200,000	C-I/Shared Use	CSLT	CSLT	2014	\$1,224,000
18	A	B	C	Nevada Stateline to Stateline Bikeway from Incline Village to Sand Harbor	\$10,000,000	C-I/Shared Use or Class II/ Bike Lane	Washoe	Washoe/NDOT/TTD	2023	\$12,189,944
19	A	B	C	Sawmill Road from Echo View Estates to US Hwy 50	\$1,500,000	C-I/Shared Use	EI Do	EI Do	2014	\$1,530,000
20		B	C	Lake Tahoe Blvd from D Street to Boulder Mountain Drive	\$2,700,000	C-I /Shared Use and Class II/Bike Lane	EI Do	EI Do	2014	\$2,754,000
21		B	C	Dollar Creek Shared-Use Trail	\$2,500,000	C-I /Shared Use	Placer	Placer	2015	\$2,601,000
22	A	B	C	South Tahoe Greenway from Sierra Tract to Stateline Phase I	\$5,000,000	C-I /Shared Use	CSLT	CTC	2015	\$5,202,000
23	A	B	C	Nevada Stateline to Stateline South Demo from Stateline to Round Hill Pines Beach	\$9,000,000	C-I/ Shared Use	Douglas	TTD	2014	\$9,180,000
24	A	B	C	US Hwy 50-El Dorado Beach Trail from El Dorado Beach to Ski Run Boulevard	\$2,950,000	C-I/ Shared Use	CSLT	CSLT	2015	\$3,069,180
25		B	C	Homewood Multi-Use Trail from Fawn Street to Cherry Street	\$1,950,000	C-I/ Shared Use	Placer	TCPUD	2014	\$1,989,000
26		B	C	West Shore Bike Trail Extension - from Meeks Bay to Sugar Pine Point State Park	\$2,000,000	C-I/ Shared Use	Placer	TCPUD/TTD	2015	\$2,080,800
27		B	C	US Hwy 50 from Existing Linear Park Trail to Park Avenue	\$374,000	C-I/ Shared Use	CSLT	CSLT	2023	\$455,904
28		B	C	South Lake Tahoe Bicycle Bridges Repair	\$230,000	C-I/ Shared Use	CSLT	CSLT	2013	\$230,000
29		B	C	US Hwy 50 - From Kingsbury Grade to Lake Parkway	\$130,000	Sidewalk	Douglas	Douglas	2015	\$135,252
30		B	C	Third Street - Safe Routes to School Improvements	\$300,000	C-III /Bike Route/Sidewalk	CSLT	CSLT	2016	\$318,362
31		B	C	Tahoe Island Drive Safe Routes to School Project	\$560,000	C-III Bike Route/Sidewalk	CSLT	CSLT	2016	\$594,276
32		B	C	Washington Avenue Safe Routes to School Project	\$180,000	C-III Bike Route/Sidewalk	CSLT	CSLT	2024	\$223,807
33		B	C	Blackwood Avenue Safe Routes to School Project	\$210,000	Sidewalk	CSLT	CSLT	2024	\$261,109
34		B	C	Spruce Avenue Safe Routes to School Project	\$300,000	Sidewalk	CSLT	CSLT	2024	\$373,012
35		B	C	Nevada Stateline to Stateline from Crystal Bay to Incline	\$20,000,000	C-1/Shared Use	Washoe	TTD	2022	\$23,901,851
36	A	B	C	Washoe County Master Plan Bike/Ped Improvements	\$690,000	C-I, C-II, C-III, Sidewalk	Washoe	Washoe	2015	\$717,876
37	A	B	C	Lake Parkway Sidewalk	\$580,000	Sidewalk	Douglas	NDOT	2013	\$580,000
38		B	C	Park Ave (West) - from Pine Blvd to US Hwy 50/End of Linear Park Path	\$121,000	C-I/ Shared Use	CSLT	CSLT	2025	\$153,457
39		B	C	US Hwy 50 - City of South Lake Tahoe City Limits to Sawmill Blvd	\$2,900,000	C-I/ Shared Use	EI Do	EI Do	2024	\$3,605,785
40		B	C	Al Tahoe Trail - from Lake Tahoe Blvd/US Hwy 50 to Al Tahoe Bike Trail	\$793,000	C-I /Shared Use	CSLT	CSLT	2016	\$841,538
41		B	C	West Shore Trail Improvements - from SR 28/89 to Tahoma	\$700,000	C-I/ Shared Use	EI Do/ TCPUD	EI Do/TCPUD	2020	\$804,080
42		B	C	Truckee River Trail Widening - from Tahoe City to Squaw Valley	\$1,875,000	C-I/ Shared Use	Placer	TCPUD	2024	\$2,331,327
43		B	C	Sunnyside to Sequoia Trail - from Sunnyside Resort to Lower Sequoia/SR 89	\$975,000	C-I/ Shared Use	Placer	TCPUD	2018	\$1,076,479
44		B	C	National Avenue East Side - from Toyon Road to Existing Forest Service Path	\$480,000	C-I/ Shared Use	Placer	Placer	2017	\$519,567
45		B	C	Venice Drive - from Tahoe Keys to 15th Street	\$35,000	C-III /Bike Route	CSLT	CSLT	2019	\$39,416
46		B	C	Class I Path Reconstruction	\$700,000	Class I	CSLT	CSLT	2014	\$714,000
<b>Bike and Pedestrian Strategies Total</b>					<b>\$72,433,000</b>					<b>\$81,227,024</b>

No.	Trans Alt A	Trans Alt B	Trans Alt C	Project Strategies	Cost 2013 Dollars	Project Objective	Location	Implementing Agency	Est. Year Complete	Est. Cost in Year of Expenditure Dollars
<b>Stormwater Strategies-Caltrans (Capital)</b>										
47	A	B	C	ED 50 EA 1A731 Near South Lake Tahoe, from Johnson Pass Road to Incline Road. PPNO 3233A	\$21,672,000	Erosion Control/WQ	El Do	Caltrans	2014	\$22,105,440
48	A	B	C	ED 50 EA 1A732 In and near South Lake Tahoe, from South Tahoe Airport entrance Road to SR 89. PPNO 3233B	\$18,761,000	Erosion Control/WQ	El Do	Caltrans	2014	\$19,136,220
49	A	B	C	ED 89 EA 1A842 In and near South Lake Tahoe, from US Hwy 50 to Cascade Road. Stormwater + bike lanes from "Y" to SLT City Limits. PPNO 3453B	\$30,023,000	Erosion Control/WQ	El Do	Caltrans	2014	\$30,623,460
50	A	B	C	ED 89 EA 1A843 Near South Lake Tahoe, from Cascade Road to north of Eagle Falls Sidehill Viaduct. PPNO 3453C	\$21,553,000	Erosion Control/WQ	El Do	Caltrans	2016	\$22,872,216
51	A	B	C	ED 89 EA 1A844 Near South Lake Tahoe, from North of Eagle Falls Sidehill Viaducts to Meeks Creek. PPNO 3453D	\$31,072,000	Erosion Control/WQ	El Do	Caltrans	2015	\$32,327,309
52	A	B	C	ED 89 EA 1A845 Near Tahoma from Meeks Creek Bridge to Wilson. PPNO 3453E	\$18,879,000	Erosion Control/WQ	El Do	Caltrans	2017	\$20,435,237
53	A	B	C	PLA 89 EA 2A920 Near Tahoe City from 0.2 mile south of the El Dorado/Placer County Line to the Truckee River Bridge. (PM27.2/27.4 and 0.0/T8.5). PPNO 3454	\$68,962,000	Erosion Control/WQ	Placer	Caltrans	2015	\$71,748,065
54	A	B	C	ED 50 EA 3C380 In South Lake Tahoe, north of SR 89 to Trout Creek Bridge. Stormwater + bike lanes and pedestrian improvements. PPNO 3258	\$39,290,000	Erosion Control/WQ	El Do	Caltrans	2016	\$41,694,862
55	A	B	C	ED 50 EA 1A734 In South Lake, west of Ski Run Blvd to Nevada Stateline. PPNO 3233D	\$7,640,000	Erosion Control/WQ	El Do	Caltrans	2013	\$7,640,000
56	A	B	C	ED 50 EA 1F110 In South Lake Tahoe, from Herbert Avenue to Takela Drive. Stormwater runoff treatment. Financial Contribution Only (FCO).	\$4,375,000	Erosion Control/WQ	El Do	Caltrans	2013	\$4,375,000
57	A	B	C	PLA 89 EA 3F440 In Tahoe City, from Route 89/28 junction to 0.5 mile north of Alpine Meadows Road. Install drainage facilities. PPN O5286	\$4,000,000	Erosion Control/WQ	Placer	Caltrans	2014	\$4,080,000
<b>Stormwater Strategies- Caltrans Total</b>					<b>\$266,227,000</b>					<b>\$277,037,809</b>
<b>Stormwater Strategies-NDOT (Capital)</b>										
58	A	B	C	DO20090015-12 US 50 Spooner Summit Storm Drain project from Spooner Summit to CC/DO county line. DO 13.00 to 14.00 to conduct NEPA study for the construction of drop inlet replacement, placement of new drop inlets, slope flattening, grading, concrete curb and gutters, channel work	\$45,000	Erosion Control/WQ	Carson	NDOT	2013	\$45,000
59	A	B	C	CC199808-12 SR 28 from the 0.13 ME of the CC/WA county line to the CC/WA county line. CC 3.82 to 3.95	\$729,000	Erosion Control/WQ	Carson	NDOT	2013	\$729,000
60	A	B	C	WA20090176-12 SR28 Tahoe Blvd at the intersection of Mt. Rose Highway (SR431). WA8.13 Construct a roundabout	\$2,000,000	Erosion Control/WQ	Washoe	NDOT	2013	\$2,000,000
61	A	B	C	DO2011001-13 US 50 from Cave Rock to SR 28 Spooner Junction. Final design and construction of slope stability, water quality and erosion control improvements	\$7,425,000	Erosion Control/WQ	Douglas	NDOT	2013	\$7,425,000
62	A	B	C	New TMDL and Retrofit Projects (\$1M per year, starts 2016)	\$1,000,000	TMDL	Various location	NDOT	2023	\$7,000,000
<b>Stormwater Strategies- NDOT Total</b>					<b>\$11,199,000</b>					<b>\$17,199,000</b>

No.	Trans Alt A	Trans Alt B	Trans Alt C	Project Strategies	Cost 2013 Dollars	Project Objective	Location	Implementing Agency	Est. Year Complete	Est. Cost in Year of Expenditure Dollars
<b>Local Roadway TMDL Strategies</b>										
63	A	B	C	CSLT Short-Term TMDL	\$25,850,000	Erosion Control/WQ	CSLT	CSLT	2015	\$26,894,340
64		B	C	CSLT Long-Term TMDL Implementation	\$1,000,000	Erosion Control/WQ	CSLT	CSLT	2016-2023	\$7,000,000
65	A	B	C	El Dorado Short-Term TMDL	\$17,609,076	Erosion Control/WQ	El Do	El Do	2015	\$18,320,483
66		B	C	El Dorado Long-Term TMDL Implementation	\$1,200,000	Erosion Control/WQ	El Do	El Do	2016-2023	\$8,400,000
67	A	B	C	Placer Short-Term TMDL	\$32,289,655	Erosion Control/WQ	Placer	Placer	2015	\$33,594,157
68		B	C	Placer Long-Term TMDL Implementation	\$5,065,000	Erosion Control/WQ	Placer	Placer	2016-2023	\$35,455,000
69	A	B	C	Stormwater Washoe Central Incline Village Phase I	\$2,500,000	Erosion Control/WQ	Washoe	Washoe	2013	\$2,500,000
70	A	B	C	Stormwater Washoe Central Incline Village Phase II	\$3,000,000	Erosion Control/WQ	Washoe	Washoe	2013	\$3,000,000
71	A	B	C	Stormwater Washoe West Incline Village Phase I	\$3,000,000	Erosion Control/WQ	Washoe	Washoe	2014	\$3,060,000
72	A	B	C	Douglas Short-Term TMDL	\$2,750,000	Erosion Control/WQ	Douglas	Douglas	2015	\$2,861,100
73		B	C	Douglas Long-Term TMDL	\$250,000	Erosion Control/WQ	Douglas	Douglas	2023	\$1,750,000
<b>Local Roadway TMDL Strategies Total</b>					<b>\$94,513,731</b>					<b>\$142,835,080</b>
<b>Transportation System Management and ITS Strategies</b>										
74	A	B	C	US 50 Signal Synchronization & Adaptive Signals / Enhancements	\$5,000,000	Signal Coordination	CSLT	Caltrans	2016	\$5,306,040
75	A	B	C	Tahoe City Traffic Management Program	\$25,000	Traffic Control	Placer	Placer	2013-2023 2024-2035	\$310,302 \$425,244
76		B	C	NDOT Complete Streets Project	\$100,000	Complete Streets	NV	NDOT	2018	\$110,408
77	A	B	C	Meyers Corridor Operations Study	\$700,000	Complete Streets	El Do	El Do	2016	\$742,846
78	A	B	C	Changeable Message Signs in Nevada	\$500,000	ITS	NV	NDOT	2018	\$552,040
79	A	B	C	Sierra Traffic Operation System (ITS at Various Locations in CA)	\$1,700,000	ITS	El Do	El Do	2018	\$1,876,937
80	A	B	C	Traffic Monitoring Stations in Nevada	\$200,000	ITS	NV	NDOT	2018	\$220,816
81	A	B	C	Intersection Detection Equipment (CSLT Various Locations)	\$150,000	ITS	CSLT	CSLT	2016	\$159,181
82		B	C	SR 28 Circulation Improvements at Sand Harbor Entrance	\$100,000	Lane Configuration	Washoe County	TTD	2019	\$112,616
83		B	C	East Shore Parking Improvements	\$2,000,000	Parking Management	Washoe County	TTD	2020	\$2,297,371
84	A	B	C	East Lake Tahoe Basin Aquatic Species Inspection Station	\$1,300,000	AIS Capital	Douglas	TRPA	2013	\$1,300,000
<b>Transportation System Management and ITS Strategies Total</b>					<b>\$11,775,000</b>					<b>\$13,413,803</b>



No.	Trans Alt A	Trans Alt B	Trans Alt C	Project Strategies	Cost 2013 Dollars	Project Objective	Location	Implementing Agency	Est. Year Complete	Est. Cost in Year of Expenditure Dollars
<b>Operations and Maintenance</b>										
85	A	B	C	Bike and Pedestrian Facilities O&M - Placer, TCPUD, ELDO, CSLT, Douglas, Washoe (existing)	\$502,272	Operations and Maintenance	Various locations	Various	2013-2023	\$6,234,245
									2024-2035	\$8,543,533
86	A	B	C	Transit O&M - BlueGo, TART, Washoe, Placer, Douglas (existing)	\$7,207,119	Operations and Maintenance	Various locations	Various	2013-2023	\$89,455,408
									2024-2035	\$122,591,456
87	A	B	C	Streets and Roads O&M - Placer, ELDO, CSLT, Douglas, NDOT, Caltrans, Washoe (existing, does not reflect future TMDL implementation)	\$12,745,042	Operations and Maintenance	Various locations	Various	2013-2023	\$158,192,605
									2024-2035	\$216,790,268
88	A	B	C	Stormwater Treatment Facilities O&M - Placer, ELDO, CSLT, NDOT, Washoe (existing)	\$1,810,601	Operations and Maintenance	Various locations	Various	2013-2023	\$22,473,342
									2024-2035	\$30,797,912
89	A	B	C	Safety and Rehabilitation Projects (Minor Projects-NV)	\$1,800,000	Roadway/ Rehabilitation	NV	NDOT	2030	\$2,520,435
90	A	B	C	Minor SHOPP Projects-CA	\$2,800,000	Roadway/ Rehabilitation	CA	Caltrans	2030	\$3,920,676
91	A	B	C	Emergency Roadway Repair Program	\$100,000	Roadway/ Rehabilitation	CA/NV	Caltrans/NDOT	2013-2023	\$1,241,209
									2024-2030	\$942,847
<b>Operations and Maintenance Total</b>					<b>\$26,965,034</b>					<b>\$663,703,935</b>
<b>Program Total</b>					<b>\$704,310,695</b>					<b>\$1,591,534,267</b>

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**Figure 6-4 Tier 1 Scenario Program List: Cost and Implementation Steps**

Program	Annual Cost (2013 Dollars)				Total Cost <sup>1</sup>	Next Steps
BlueCommute/BlueVisitor (including public information campaign)	\$40,000	TDM	TMPO	2013-2016	\$164,864	TMPO will dedicate additional staff time to this effort beginning in 2013.
Dynamic Ridesharing	\$40,000	TDM	TMPO	2013-2016	\$164,864	TMPO will dedicate additional staff time to this effort beginning in 2013.
Improve implementation of Employer Trip Reduction Program	\$20,000	TDM	TMPO	2013-2016	\$82,432	TMPO will dedicate additional staff time to this effort beginning in 2013.
Real-time Information on Transit Service	\$40,000	Transit	TMPO	2013-2016	\$164,864	This is included in BlueGO's planned operations budget.
Create one branded payment method	\$40,000	Transit	TMPO	2013-2016	\$164,864	TMPO to work with TMAs to implement
Develop parking management strategies	NA	TDM	TMPO	2013-2016	NA	TMPO will begin collaboration with localities to develop appropriate parking management strategies beginning in 2013.
<b>Programs Total</b>	<b>\$180,000</b>				<b>\$741,888</b>	

<sup>1</sup> Costs are staff costs to be incorporated into existing budgets, and not shown on the revenue scenario.

## Tier 2 Revenue Sources

The projects shown in Figures 6-3 and 6-4 have identified funding streams that are assumed to be obtainable by local partners over the course of *Mobility 2035*.

The TMPO has also identified additional projects or programs that may be implemented, should additional funding become available. These additional projects and programs, which do not have identified funding sources, are considered the Tier 2 projects, or the “unconstrained” scenario.

This section lists additional potential new or expanded revenue sources that the Region could pursue. Those that seem most likely are included in the TMPO’s Tier 2 revenue list. The purpose of this section is not to match specific funding to specific projects, but rather to identify potential new revenue sources, with particular attention paid to innovative revenue sources that not only provide funding for priority projects, but do so in a way that furthers the Region’s sustainability goals.

### POTENTIAL FUNDING SOURCES

In the current economic and political environment, state and federal funding sources will likely be highly variable for the foreseeable future. Therefore Lake Tahoe partners are considering new sources of locally-generated funding, even looking beyond traditional boundaries to new inter-regional funding partnerships in order to avoid delays to implementation of critically-important projects and programs. In fact, one key element of a sustainable transportation system is reliable funding, including stable sources of local revenue.

As federal and state funding becomes scarce, many communities are making the necessary choices to control their own destiny through various local ballot measures tied to a supported multi-year transportation investment program. There are a few unique challenges that the Tahoe Region faces when considering new sources of local funds, particularly those that must be decided through the ballot. One challenge is that the planning Region contains a complex combination of jurisdictions, cutting through five counties in two states. South Lake Tahoe is the only incorporated city in the Region. Also, local populations are relatively

small in comparison to the size of the visitor base that the Region serves. This makes passing local or regional funding measures complicated—not only is it difficult to obtain the concurrence of multiple jurisdictions, but the funding mechanism may be perceived to be an undue burden on the relatively limited population base.

Nevertheless, Tahoe partners must find ways to turn the challenges of Tahoe’s multi-jurisdictional nature into opportunities for building strong support for a transportation investment strategy that will not only improve mobility and environmental threshold attainment, but will also lead to economic development opportunities for the Region. In this way, a revenue generation and transportation investment strategy can help create its own stability, by creating jobs and an attractive, exciting place to visit for the long term.

In the future, as regional partners consider additional funding sources, they must look for ways to tie together packages of funding that clearly demonstrate the benefits to all stakeholders, that leverage each other, and that equitably share the burden for funding the Tahoe Region’s transportation vision. Potential funding options are briefly discussed below, with particular emphasis on strategies that could be applied locally or at a regional or super-regional level. Additional details on strategies that require further study are included in the Appendix.

### THE TRANS-SIERRA TRANSPORTATION COALITION

The Trans-Sierra Transportation Coalition is a developing concept that hinges on the idea that the Lake Tahoe Region affects and benefits populations far beyond its traditional planning boundaries. By acting as a larger partnership, local counties and communities, including those that border Lake Tahoe and the states of California and Nevada, can develop a package of transportation investments that benefit the larger Region as a whole. In so doing, this group could generate support among voters, regional jurisdictions, and state and federal legislative bodies for a comprehensive funding package. The funding package would support a full suite of road, rail, transit, aviation, and bicycle and pedestrian improvements throughout the Region.

This umbrella concept, led by the Tahoe Transportation District (TTD), has already generated initial support among Nevada jurisdictions and local transportation management associations. As the TTD continues to pursue this idea, multiple options for different funding opportunities may become more feasible.

### **IMPLEMENTING LAKE TAHOE TRANSPORTATION MANDATES**

Between the level of visitation to public lands in Lake Tahoe and the federal and state mandate to reduce the dependency on the private automobile (Public Law 96-551 and CA Govt. Code § 66801), it is clear that standard formula distribution of state and federal transportation funding based primarily on residential population is not sufficient to fund the federal and state share of Transportation EIP improvements. In addition to new local funding sources under consideration it is necessary to improve federal and state funding participation in order to represent the over 85% public land ownership in the Lake Tahoe Region. TMPO will continue to work with federal and state partners to fine-tune existing funding formulas to utilize a blended population number that includes second homeowners, full-time residents, and visitors. This adjustment could accelerate sustainable transportation investments identified in *Mobility 2035* (Tier 1 & 2 projects).

### **PURSUE INCREASED FLEXIBILITY IN THE USE OF TRANSPORTATION FUNDS**

Funding programs are divided into many silos and their use can be highly restricted. This makes project planning and development complex and time consuming. The Tahoe Region's legislative platform could actively advocate for greater flexibility in the use of existing transportation funding at Lake Tahoe, as well as for new funding programs that may be on the horizon.

### **OTHER STRATEGIES**

The TMPO and its partners will continue to research additional funding strategies. Other promising strategies that require additional research for application at Lake Tahoe include:

- General Obligation Bonds
- Vehicle License Impact Fee
- Sales Tax
- Redevelopment Agency Tax Increment Funding (Nevada)
- Business Improvement Districts
- Strategic Parking Management
- Parking In-Lieu Fees
- Universal Transit Pass Program
- Public-Private Partnerships
- See the Appendix for more details on these funding strategies.

### **Tier 2 Project List (Unconstrained Scenario)**

The TMPO has identified a set of projects that local partners will implement if some of the additional funding listed above becomes available (Tier 2 projects). These projects are listed in Figure 6-5. All of the projects on the Tier 2 unconstrained project list are included in Transportation Strategy Package B.

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Figure 6-5 Tier 2 Project List (Unconstrained)

No.	Strategies	Cost 2013 Dollars	Project Objective	Location	Implementing Agency	Est. Year Construction Complete	Est. Cost in Year of Expenditure Dollars
<b>Transit Strategies</b>							
1	Stateline Transit Center to Zephyr Cove/Kingsbury Elementary School via US 50 East	\$80,600	Transit Operations	Douglas	TTD	2017-2023	\$669,958
						2024-2035	\$1,370,988
2	Meyers Circulator/South Y Transit Station to Meyers via LTCC & Lake Tahoe Airport	\$233,800	Transit Operations	El Dorado	TTD	2017-2023	\$1,943,376
						2024-2035	\$3,976,885
3	South Lake Tahoe City Circulator/South Y Transit Station to Kelly Ridge	\$167,900	Transit Operations	City of South Lake Tahoe	TTD	2017-2023	\$1,395,607
						2024-2035	\$2,855,941
4	Intercept Parking Lots with Shuttles to Town Centers (Operations Only)	\$23,000,000	Transit Operations	Basin-wide	TTD	2024-2035	\$396,822,382
5	TART Service Operational Enhancements (West Shore and North Shore Neighborhood Shuttles)	\$600,000	Transit Operations	North/West Shore	Placer	2024-2035	\$10,351,888
6	Inter-Regional Transit Capital Enhancement	\$200,000	Transit Capital	Various Locations	Various	2016	\$212,242
7	Lake Lapper Operational	\$240,000	Transit Operations	Basin-wide	TTD	2020-2023	\$1,200,187
						2024-2035	\$4,082,345
8	Lake Lapper Capital	\$30,000	Transit Capital	Basin-wide	TTD	2020	\$34,461
<b>Transit Strategies Total</b>		<b>\$24,552,300</b>					<b>\$424,916,259</b>
<b>Bike and Pedestrian Strategies</b>							
9	NSR 207/Kingsbury Grade From - Basin Bndy/US Hwy 50	\$20,000,000	C-II /Bike Lane	Douglas	NDOT	2030	\$28,004,828
10	Round Hill Bike Path Connector 2 - From Round Hill Bike Path to McFaul Way	\$3,131	C-III /Bike Route	Douglas	Douglas	2023	\$3,817
11	South Ave - From Melba to Third Street	\$4,051	C-III /Bike Route	CSLT	CSLT	2023	\$4,938
12	South Tahoe Greenway from Sierra Tract to Stateline Phase II	\$3,000,000	C-I /Shared Use	CSLT	CTC	2018	\$3,312,242
13	South Tahoe Greenway "Y" Connector	\$3,000,000	C-I /Shared Use	CSLT	CTC	2018	\$3,312,242
14	Blitzen Rd - From SR 89 Near Meyers to Santa Claus Drive	\$2,000,000	C-I /Bike Route	El Dorado County	El Dorado	2023	\$2,587,213
15	US Hwy 50 - from H Street (South) to CSLT City Limits	\$884,390	C-I/ Shared Use	CSLT	CSLT	2023	\$1,099,628
16	State Route 28 (North Side) - from Preston Field to Northwood Blvd	\$591,559	C-I/ Shared Use	Washoe	Washoe/NDOT	2018	\$653,129
17	Nevada Stateline to Stateline Bikeway - from Sand Harbor to Carson County Line	\$11,400,000	C-I /Shared Use or Class II/Bike Lane	Washoe	Washoe/NDOT/TTD	2023	\$13,896,536
18	North Tahoe Bike Trail Phase II (Cedar Flats to North Tahoe Regional Park)	\$13,500,000	C-I /Shared Use	Placer	Placer	2021	\$15,817,402
19	Brockway Vista Multi-Use Trail	\$3,000,000	C-I /Shared Use	Placer	Placer	2017	\$3,247,296
20	Lake Forest Road Bike Trails - From SR 28	\$242,783	C-I /Shared Use	Placer	Placer	2015	\$252,591
21	Bijou Neighborhood Bicycle Route Improvements	\$153,928	C-II & C-III/Bike Lane	CSLT	CSLT	2015	\$160,147
22	Pope/Baldwin Path Reconstruction and Expansion - From 15th St to Spring Creek/Fallen Leaf Lake	\$2,000,000	C-I/ Shared Use	El Do	USFS	2019	\$2,252,325
23	Nevada Stateline to Stateline Bikeway - from Washoe County Line to Douglas County Line	\$11,400,000	C-I /Shared Use	Washoe/Douglas	TTD	2023	\$13,896,536
24	South Tahoe Greenway - from Meyers to Sierra Tract	\$14,187,000	C-I /Shared Use	El Do	CTC	2021	\$16,622,332
25	Lakeside Trail Phase 2C - from Mackinaw to Commons Beach	\$3,000,000	C-I/ Shared Use	Placer	TCPUD	2020	\$3,446,057
<b>Bike and Pedestrian Strategies Total</b>		<b>\$88,366,842</b>					<b>\$108,569,261</b>

No.	Strategies	Cost 2013 Dollars	Project Objective	Location	Implementing Agency	Est. Year Construction Complete	Est. Cost in Year of Expenditure Dollars
<b>TMDL Strategies- Caltrans</b>							
26	TMDL Projects - amount unknown to be determined	\$0	Erosion Control/WQ	El Dorado/Placer	Caltrans	2013-2035	\$0
<b>TMDL Strategies- Caltrans Total</b>		<b>\$0</b>					<b>\$0</b>
<b>TMDL Strategies- NDOT</b>							
27	Tahoe Mobile BMP Project	\$2,550,000	Erosion Control/WQ	Douglas/Washoe	NDOT	2031	\$2,550,000
28	Long-Term TMDL Strategies	\$144,150,000	Erosion Control/WQ	Douglas/Washoe	NDOT	2031	\$144,150,000
<b>TMDL Strategies- NDOT Total</b>		<b>\$146,700,000</b>					<b>\$146,700,000</b>
<b>Local Roadway TMDL Strategies</b>							
29	Long-Term TMDL CSLT	\$1,000,000	Erosion Control/WQ	CSLT	CSLT	2014-2035	\$11,000,000
30	Long-Term TMDL EL Dorado	\$1,200,000	Erosion Control/WQ	El Dorado	El Dorado	2014-2035	\$13,200,000
31	Long-Term TMDL Placer	\$5,650,000	Erosion Control/WQ	Placer	Placer	2014-2035	\$62,150,000
32	Long-Term Washoe TMDL	\$500,000	Erosion Control/WQ	Washoe	Washoe	2014-2035	\$5,500,000
33	Stormwater Washoe WC6	\$3,300,000	Erosion Control/WQ	Washoe	Washoe	2015	\$3,433,320
34	Stormwater Washoe WC7	\$1,700,000	Erosion Control/WQ	Washoe	Washoe	2016	\$1,804,054
35	Long-Term TMDL Douglas	\$250,000	Erosion Control/WQ	Douglas	Douglas	2035	\$2,750,000
<b>Local TMDL Strategies Total</b>		<b>\$13,600,000</b>					<b>\$99,837,374</b>
<b>Transportation System Management and ITS Strategies</b>							
36	Caltrans Complete Streets Project	\$100,000	Complete Streets	El Dorado	Caltrans	2020	\$114,869
37	South Lake Tahoe Basin Aquatic Invasive Species Inspection Station	\$1,300,000	AIS Capital	El Do	TRPA	2013	\$1,300,000
38	North East Lake Tahoe Basin Aquatic Invasive Species Inspection Station	\$1,300,000	AIS Capital	Washoe	TRPA	2013	\$1,300,000
39	North West Lake Tahoe Basin Aquatic Invasive Species Inspection Station	\$1,300,000	AIS Capital	Placer	TRPA	2013	\$1,300,000
<b>Transportation System Management and ITS Strategies Total</b>		<b>\$4,000,000</b>					<b>\$4,014,869</b>
<b>Program Total</b>		<b>\$277,219,142</b>					<b>\$784,037,762</b>





## 7. Public Participation



### Introduction

A successful regional transportation strategy is based on meaningful public participation. When developing the Regional Transportation Plan, the Tahoe Metropolitan Planning Organization (TMPO) and Tahoe Regional Planning Agency (TRPA) ensure that public input is the foundation of the plan's direction and focus. The TMPO and TRPA involve the public in identifying and addressing transportation issues with the goal of creating a strong working relationship and developing plans that are responsive to the public's needs.

To ensure input from a large number and broad range of residents and visitors of the Tahoe Basin, the TMPO and TRPA followed the guidelines of the Region's *Public Participation Plan*, developed in accordance with the federal transportation bill<sup>1</sup> and California Government Code 65080. Public comment gathered for *Mobility 2035* includes input on project priorities, project selection criteria, transportation strategies, funding alternatives, meeting greenhouse gas emissions targets, and other elements of the plan.

<sup>1</sup> 23 CFR 450.316

This chapter describes the public input process for *Mobility 2035*, including foundational documents, workshops, hearings, focus groups, opportunities for input over the internet, and feedback received. Overall, feedback received highlighted the need for increased investments in transit, walking, and bicycling, and maintenance of existing facilities. There was support for walkable communities, stormwater improvements, and waterborne transit, and mixed feedback for parking strategies that could include paid parking. These areas of interest are reflected in the proposed projects and transportation management strategies described in Chapter 4, *Existing and Planned Transportation System*, Chapter 5, *Transportation Management Programs*, and Chapter 6, *Funding and Implementation Strategy*.

## TMPO Public Participation Plan

Both federal and state legislation require that each metropolitan planning organization develop and adopt a Public Participation Plan (PPP) for the development of the Regional Transportation Plan. The Public Participation Plan must include:

- Outreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, including, but not limited to, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations
- Consultation with congestion management agencies, transportation agencies, and transportation commissions
- Workshops throughout the Region to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices



- Public hearings on the draft Regional Transportation Plan
- A process for enabling members of the public to provide a single request to receive notices, information, and updates

In accordance with federal and state requirements, during 2007 and 2008 the TMPO worked with the public and stakeholders to develop a Public Participation Plan. The development of this plan helped the TMPO identify the best ways for reaching out and connecting with the public, including using social media, posting flyers on transit and at bus stops, and meeting with stakeholder groups at their regularly scheduled meetings. The PPP was adopted in July 2008; during the following two years, the plan was further updated and re-released in 2010 to incorporate new requirements in California's SB 375. The full PPP document can be found in the Appendix.

## Engaging the Community

Over the last decade, the TMPO and TRPA have elicited input from people throughout the Tahoe Region and beyond on transportation needs and improvements.

### PREVIOUS OUTREACH

Prior to the development of *Mobility 2035*, the TRPA and TMPO engaged the public in a collaborative visioning process that included:

**The Pathway Collaboration.** In 2004 the Tahoe Regional Planning Agency began a comprehensive update of its Regional Plan. As part of this update, the Pathway Forum was developed to provide an opportunity for the public and partner agencies to help shape desired conditions for the Lake Tahoe Region, and was carried out in collaboration with key state and federal agencies at Lake Tahoe.

**Place-Based Planning.** From May to July of 2006, 16 Place-Based Planning Workshops were held, with the purpose of encouraging community members to develop their vision of the Tahoe Basin's future around specific geographic areas. Local vision summaries evolved from these workshops. Representation in the



process was organized around four "Working Groups" of citizen advisors representing Placer County, Washoe County, the South Lake Tahoe Partnership (El Dorado County, Douglas County and the City of South Lake Tahoe), and Public Lands.

**Transportation Roundtables.** In March 2008, more than 85 people attended two Transportation Roundtables to discuss draft elements of the Regional Transportation Plan update and to provide input. Major priorities included improving and adding sidewalks and bike paths, providing better trail connections and maintaining access to these facilities in the winter. Additionally, relocation of transit facilities and services and overall enhancements to the transit system were identified as priorities.

**Unmet Transit Needs Workshops.** Four Unmet Transit Needs Workshops were held between November 2009 and November 2011 to allow the public to provide comments on existing or desired public transportation services within the Tahoe Basin.

As a result of these long-term and extensive outreach processes, the Transportation Vision, cited in Chapter 2, *Goals & Policies*, was developed.



### PUBLIC PARTICIPATION FOR MOBILITY 2035

Building on the momentum from past plans, the TMPO continued its process of collaborating with the public throughout the development of *Mobility 2035*.

#### **Including Everyone**

A major goal of the public outreach effort is to include the viewpoints of a wide range of people and groups, particularly those who are less likely to participate in planning processes. The TMPO and TRPA have proactively taken steps to ensure that opportunities for public input were widely publicized online, in the media, and through flyers distributed throughout the area. Groups contacted include citizen advocates for transportation, businesses, housing agencies and advocates, environmental organizations, the Washoe Tribe, and a large number of public planning and transportation agencies at the federal, state, and local level. Where groups were not represented at large public events, the TMPO took additional steps to outreach to those groups

in their own communities, particularly through one-on-one surveys. Steps continue to be taken to ensure that diverse and underserved populations, as well as interested groups or members of the public, have ample opportunity to understand and provide meaningful input into the development of *Mobility 2035*. Listed below are the elements of the public outreach process.

**Technical Advisory Committee (TAC).** The TMPO convened a technical advisory committee consisting of the Tahoe Transportation Commission (TTC), as well as representatives from interested agencies inside and outside of the Tahoe Region that do not sit on the TTC board. The primary role of the TAC was to review early drafts of *Mobility 2035* and to provide input on technical questions related to content. The technical advisory committee included representatives from federal, state, and local agencies, including transit agencies, California and Nevada State Departments of Transportation, and the Washoe Tribe. For a complete list of Technical Advisory Committee members, please see the Appendix.

**Public Workshops.** The TMPO held four public workshops to elicit input from the general public. Two, on November 1, 2011 in Kings Beach and November 3, 2011 in South Lake Tahoe, were held to get early input before the draft RTP was released. Approximately 80 people attended these two workshops. Two later “open-houses” were held May 21, 2012 in Incline Village, and May 22, 2012 in Stateline, Nevada, after the draft RTP was released. Approximately 60 people attended these two events.

These workshops provided the public with information about proposed projects which had resulted from previous public input, and created a forum for conversation about additional projects to include in *Mobility 2035*, including capital projects for roads, bicycle, and pedestrian improvements as well as stormwater projects. Attendees provided their priorities for projects, as well as their opinions on policies related to parking, transportation demand management, pedestrian and transit-oriented development, integration of land use and transportation strategies, and the concept of “complete streets.”

Staff used a variety of visualization techniques to engage the public. In addition to traditional, paper-based input methods, staff used map-based computer technology at the workshops through an online crowd-sourcing tool, Crowdbrite, to capture input from attendees. Using Crowdbrite, participants could add new projects, comment on projects, and comment on the comments of others. Internet links to the materials online after the meeting encouraged both attendees

and those participating remotely to continue to provide input throughout the month of November. The TMPO also developed an online tool for prioritizing the expenditure of transportation funding, raising awareness of scarce transportation funding in relation to the long list of desired transportation enhancements.

TRPA staff, local officials, and representatives of the business community manned the stations and also gave a short presentation.

The TMPO also provided child-care and child-oriented activities designed to increase understanding of transportation and how it affects everyone’s lives.

The greatest number of ideas and comments submitted by workshop participants related to transit service, followed by increased bicycle and pedestrian amenities. Recurring themes were:

#### *Planning Suggestions*

- Focus planning efforts on walkable communities and complete streets.
- Design streets to prioritize safety, comfort, and efficiency of walking, biking, and transit.
- Parking is an issue that needs place-based strategies consistent with local goals and values.

#### *Implementation Suggestions*

- Focus on non-auto modes to complete the connected mobility system: seasonal ferry, water taxi, bike sharing, trams, and improved transit service and convenience.



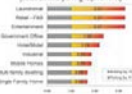
# Parking Management

**TRPA Will Work with Local Communities to Develop Parking Management Strategies**  
 How to managing parking – where it is, how much must be provided, who will pay for it – is one of the largest challenges facing planners today. The TRPA will work with communities in the Tahoe Basin to help develop parking management strategies to help ensure that supply and demand for parking match, while land in the town center areas is used in ways that meet community goals.

### Why is Parking Management Important?

- Typical parking requirements for new development in the Tahoe Basin often require more land area devoted to parking than the actual use itself. All this excess parking can encourage more vehicle trips.
- One of the most cost-effective ways to reduce vehicle trips is to implement parking policies and programs that create low-traffic development, making land to be used for other uses, such as water quality treatment and bicycle/pedestrian circulation.

### Parking Consumes More Land Than Building Area For Many Uses



**Parking management strategies might include:**

- Off-street Parking Regulations:**
  - **Minimize or Reduce Parking Minimums and Standards in Core Areas:** Review, update, and eliminate unnecessary parking minimums.
  - **Implement Parking Maximums:** When zoning, building, and other codes are updated, consider parking maximums to encourage compact, transit-oriented development.
- Manage Parking Demand Using Price Incentives:**
  - **Demand Responsive Pricing:** To reduce parking or generate revenue, consider parking rates that vary by time of day, day of week, and season.
  - **Parking Cash-Out:** Allow users to opt-out of parking requirements that pay for their membership parking to be used for other purposes like transit, car-sharing, and car-pooling.
- Shared Parking:**
  - **Shared Parking:** Encourage shared parking between different users.
  - **Establish a "Park Share" Program:** Provide an online platform for public, private, and shared parking spaces.

**TELL US WHAT YOU THINK BELOW...**

Which one of these parking management strategies are appropriate for your community? Use Post-its to share your ideas on parking strategies.

**Parking Management**

**Goals:**

1. Identify parking management strategies opportunities for public participation. Key city number.
2. Assess current parking management.
3. Develop parking management strategies.

**Objectives:**

1. Identify parking management strategies.
2. Develop parking management strategies.
3. Implement parking management strategies.

**Legend:**

- New Plan
- Plan
- Shared
- Other

- Accelerate construction of bike trails, walking paths, and needed sidewalk connections.
- Decrease the cost of transit to the user, or provide free shuttles.
- Work towards additional dedicated funding sources at the state and regional level for transportation improvements.
- The most popular project type for North Shore participants was roadway stormwater control; for South Shore participants, the most popular project was the US 50 Corridor Revitalization and Complete Streets.

Further details on the workshops and input received can be found in the Appendix.

**Community Surveys.** A key element of outreach for *Mobility 2035* is the inclusion of populations who have not traditionally attended workshops in the Region. The TMPO contacted this community by conducting a brief survey using pictures to highlight proposed projects. Surveyors went door-to-door in underserved communities, and spoke with people at transit stops and the grocery store. Over 200 surveys were collected in Spanish and English. Important themes from these surveys included:

- Biggest priorities were to improve existing bus services, invest in roadway and sidewalk maintenance, and invest in community revitalization projects.
- Provide more information to the public on how major projects like State Route 89/Fanny Bridge Corridor Revitalization Project may disrupt transit service and traffic.
- Provide information about travel times on Waterborne Transit. There were some concerns expressed about investing in new, large-scale transit programs like Waterborne Transit when existing transit services still need improvements in on-time performance and increased frequencies.
- Community needs to see how their comments were incorporated into *Mobility 2035*.

**Design Cloud Tahoe Major Capital Projects**

SR-89/ Fanny Bridge Community

SR 25 through Kings Beach

Nevada Stateline to Stateline Bike

Labrum Park

Sawmill Bike Path Phase 2

US 50 South Shore Community Revitalization

High interest

"Create Walkable Main Streets Like Tahoe City"

THREE PROJECTS GENERATED THE MOST VOTES AND HIGHEST LEVELS OF DISCUSSION

crowdbrite

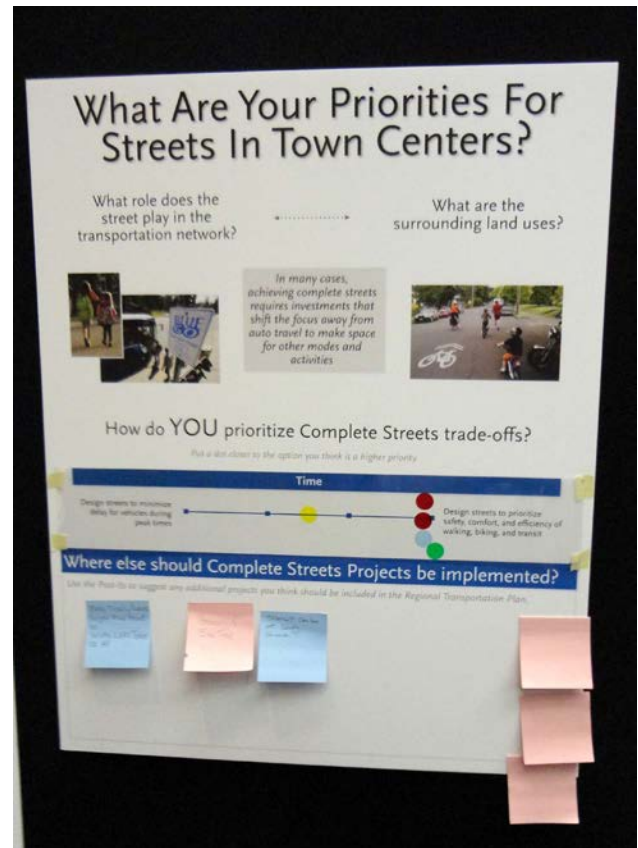
**Lake Tahoe Regional Transportation Plan**

Corridor & Roadway Projects

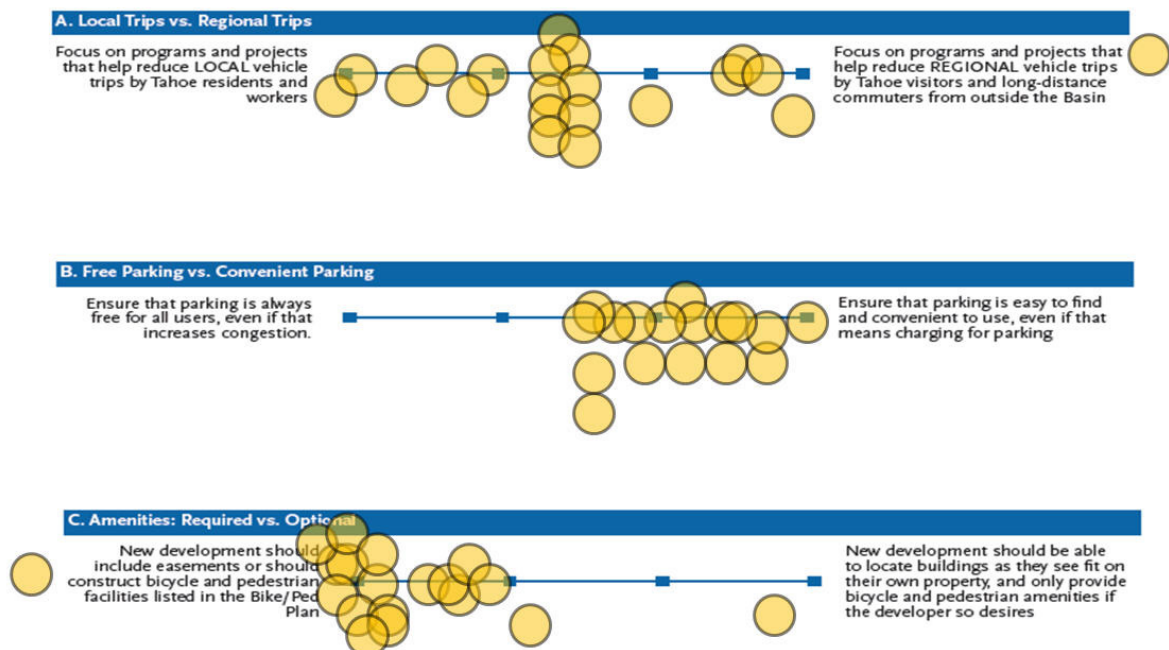
Bicycle & Pedestrian Projects

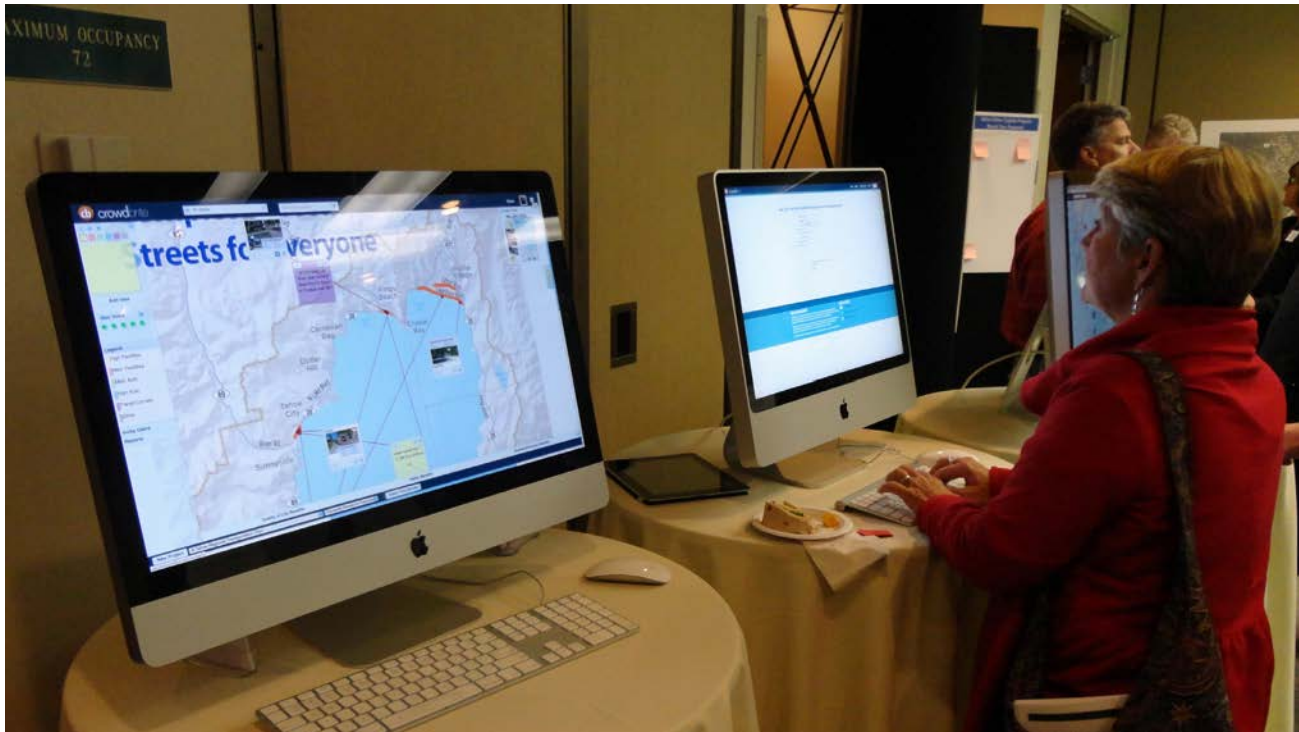
**Informational Meetings and Public Hearings.** Expanding on the federal requirements for public outreach, SB 375 specifies that, as part of the outreach for the Sustainable Communities Strategy, the MPO must conduct informational meetings for members of each county Board of Supervisors and city councils. The purpose of these meetings is to discuss the SCS, including the key land use and planning assumptions, with these elected officials, and to solicit and consider their input and recommendations.

SB 375 also requires that, for multiple-county MPOs such as Tahoe's, at least three public hearings be held on the draft SCS in the RTP. The TMPO combined the Public Hearings with the Informational Meetings for elected officials. These meetings took place in May and June, 2012. Please see the Appendix for a complete list of meeting dates and locations.



## What Are Your Priorities to Reduce Vehicle Trips?





**Online participation.** The TRPA has created several ways for those unable to attend meetings to participate and share their views.

- Anyone can sign up on the TRPA website to receive information about the Regional Transportation Plan update ([www.tahoempo.org](http://www.tahoempo.org)).
- Through an online application developed by the TMPO, members of the public have an opportunity to prioritize capital projects, given a limited amount of funding ([http://www.tahoempo.org/project\\_picker\\_N.aspx](http://www.tahoempo.org/project_picker_N.aspx)).
- For more active participation, the website developed for the public workshops remained available throughout November 2011 to gather comments throughout the RTP process. This highly interactive site allowed anyone to comment on projects and discuss ideas with other members of the public ([www.crowdbrite.com](http://www.crowdbrite.com)).

**Public review of Draft RTP.** There was a 63-day public comment period on the Draft RTP, including the Sustainable Communities Strategy. There were three public hearings on the draft Sustainable Communities Strategy on the North and South Shores of Lake Tahoe, on the California side.

A complete list of public outreach events and opportunities as well as input gathered at outreach events can be found in the Appendix.



# APPENDIX A

## Public Participation Plan



# Public Participation Plan

Amended July 2010



The needs of the public are one of the most important foundations for transportation planning. Seeking comprehensive public participation is critical for developing meaningful transportation plans. The Tahoe Metropolitan Planning Organization (TMPO) proactively strives to involve the public in identifying and addressing transportation issues, with the goal of creating a strong working relationship between the TMPO and its constituents. This plan is intended to ensure that public participation is an integral and effective part of the TMPO's activities and that decisions are made with the benefit and consideration of important public perspectives.

- Public Meetings
- Websites
- surveys
- Newletters
- Workshops
- Roundtables
- Emails
- Interactivity
- Mapping
- Community
- Presentations



# Tahoe Metropolitan Planning Organization

## **Final Public Participation Plan**

May 9, 2008  
Amended July 28, 2010

Tahoe Metropolitan Planning Organization  
PO Box 5310  
Stateline, NV 89449  
Ph. 775-588-4547  
Fax. 775-588-4527

Copies of the Public Participation Plan may also be viewed at the Tahoe Regional Planning Agency offices, or on the TMPO website:  
<http://www.tahoempo.org>.

## Public Participation Plan

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**Acronyms**

ADA	Americans with Disabilities Act
APC	Advisory Planning Commission
CAAA	Clean Air Act Amendments
CALTRANS	California Department of Transportation
CAMPO	Carson Area Metropolitan Planning Organization
CHSP	Coordinated Human Services Plan
CTS-MCO	Coordinated Transit System Management Company (BlueGO)
EPA	United States Environmental Protection Agency
ESL	English as a Second Language
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
LTCC	Lake Tahoe Community College
MPO	Metropolitan Planning Organization
NDOT	Nevada Department of Transportation
NEPA	National Environmental Policy Act
NTPUD	North Tahoe Public Utility District
OWP	Overall Work Program
PPP	Public Participation Plan
RTP	Regional Transportation Plan
RTTPC	Resort Triangle Transportation Planning Coalition
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCS	Sustainable Communities Strategy
SSTMA	South Shore Transportation Management Association
STPUD	South Tahoe Public Utility District
TACCD	Tahoe Area Coordinating Council for the Disabled

TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
TMPO	Tahoe Metropolitan Planning Organization
TNT-TMA	Truckee North Tahoe Transportation Management Association
TRPA	Tahoe Regional Planning Agency
TTC	Tahoe Transportation Commission
TTD	Tahoe Transportation District

## Introduction

This document is the Public Participation Plan for the Tahoe Metropolitan Planning Organization (TMPO). The TMPO is the transportation planning agency for the Tahoe Basin, as designated by the federal government, and its goal is to provide for regional mobility. The TMPO is required to have a Continuing, Comprehensive, and Coordinated transportation planning process that considers all transportation modes, provides a forum for public input, and supports social and economic goals. The 3C process brings together transportation projects set forth by local agencies into one regional plan, prioritizes these projects and helps provide and locate funding for these projects.

Since the purpose of regional planning is to meet public mobility needs, a vital part of this planning effort is involvement of the public. Effectively involving different stakeholder groups in the regional transportation planning process is crucial for determining whether planned projects meet public needs, and for ensuring that public funds are directed to the areas of highest need. A clear planning process that facilitates a high level of public participation ensures well-prepared planning documents, which can then line the region up for funding and other opportunities.

Important considerations affecting participation of different groups are:

- Time, location, and accessibility of meetings
- Reaching people within their own communities and during existing meeting schedules
- Provision of food, childcare, and translation at meetings
- Presentations focused to specific interests of group
- Placement of announcements and flyers using different types of media

The TMPO aims to create a plan that outlines effective methods for reaching the many different groups of people and stakeholders in the Lake Tahoe Basin. The draft plan outlines feedback received from the public, and incorporates this feedback into the public outreach process for TMPO documents. Readers of this document should be able to learn of the many opportunities for public input, and how and when these opportunities occur. The goal of this plan is to invite greater public input into transportation planning, to make members of the public aware of all opportunities for input, to make clearer the sometimes complex planning process, and to cultivate interest in transportation planning in the Lake Tahoe Basin.

## Tahoe Metropolitan Planning Organization (TMPO)

Under the federal Transportation Equity Act for the 21st Century (TEA-21), the Tahoe Region was designated as a Metropolitan Planning Organization (MPO). The jurisdiction of the TMPO covers all areas within the watershed that drains into Lake Tahoe. This includes parts of two California counties, El Dorado and Placer, and three Nevada counties, Douglas, Washoe, and Carson. The TMPO board is made up of 16 members. Fifteen of these members are the same members that make up the board of the Tahoe Regional Planning Agency (TRPA), which cooperatively leads the effort to preserve, restore and enhance the unique natural and human environment of the Lake Tahoe region. Seven of the TMPO members are from California and seven are from Nevada. There is one representative of the US Forest Service, in recognition of the major role this agency plays in transportation provision in the Basin, and one non-voting Presidential Appointee. Six members, who are locally elected officials or their designees, represent the units of local government.

The Tahoe Transportation Commission (TTC) serves as an advisory body to the TMPO. The core membership of the TTC is the board of the Tahoe Transportation District, created by the Tahoe Regional Planning Compact (Public Law 96-551) to own and operate intra-regional and inter-regional transportation services and facilities. The TTD and TTC boards share a membership that includes local jurisdictions, California and Nevada Departments of Transportation (non-voting), the US Forest Service, Transportation Management Associations, and an at-large position. In addition, the TTC includes a representative of the TRPA Advisory Planning Commission and a member of the Washoe Tribe.

The TMPO is charged with implementing a “continuing, comprehensive and cooperative transportation planning process among states and local communities.” By federal law, the TMPO is required to produce several documents, including a Regional Transportation Plan (RTP), a Transportation Improvement Program (TIP), an Overall Work Program (OWP), a Coordinated Human Services Transportation Plan (CHSP) and a Public Participation Plan (PPP). With the passing of California Senate Bill 375, California MPOs are now required to produce a “Sustainable Communities Strategy” (SCS) for reduction of greenhouse gasses as part of the Regional Transportation Plan.

### Planning Factors

Federal regulations require that the MPO planning process provide for the consideration of projects and strategies that will:

- Support economic vitality of the area, especially enabling global competitiveness, productivity and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and freight;
- Protect and enhance the environment, promote energy conservation and improve quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

In addition, in accordance with both federal and state regulations, the MPO planning process shall:

- Include a proactive public involvement process;
- Be consistent with Title VI of the Civil Rights Act of 1964;
- Identify actions necessary to comply with the Americans with Disabilities Act of 1990;
- Provide for the involvement of traffic, ridesharing, parking, transportation safety and enforcement agencies, commuter rail operators, airport and port authorities, appropriate private transportation providers, congestion management agencies, other transportation agencies and commissions, and, where appropriate, city officials;
- Provide for the involvement of local, state and federal environmental, resource and permit agencies as appropriate.



- Provide for the involvement of affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations;

### **Federal Requirements for Public Participation**

The TMPO proactively strives to involve the public in identifying and addressing transportation issues, with the goal of creating a strong working relationship between the TMPO and its constituents. Several Federal laws and regulations guide the TMPO in involving the public in its activities. They include:

- **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**

SAFETEA-LU states that the Metropolitan Planning Organization (MPO), in consultation with interested parties, shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

SAFETEA-LU also requires that a minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO.

- **Title VI of the Civil Rights Act of 1964**

Title VI states that, "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefit of, or be subjected to discrimination under any program or activity receiving federal financial assistance." Title VI serves as the legal foundation for what is today referred to as environmental justice.

- **Americans with Disabilities Act (ADA)**

The American with Disabilities Act (ADA) of 1990 encourages the participation of people with disabilities in the development and improvement of transportation and paratransit plans and services. In accordance with ADA guidelines, all meetings conducted by the MPO will take place at locations which are accessible to persons with mobility limitations.

- **Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations**  
Executive Order 12898 requires that disproportionately high and adverse human health or environmental effects on minority and low-income populations be identified and addressed in order to achieve environmental justice.
- **Executive Order 13175 - Consultation and Coordination with Indian Tribal Governments**  
Executive Order 13175 was passed in order to establish regular and meaningful consultation and collaboration with tribal officials in the development of federal policies that have tribal implications, to strengthen the United States government-to-government relationships with Indian tribes, and to reduce the imposition of unfunded mandates upon Indian Tribes.
- **Clean Air Act Amendments (CAAA)**  
The Clean Air Act Amendments (CAAA) of 1990 require the transportation community to improve air quality while sustaining adequate mobility for transportation users. CAAA and the transportation planning provisions of SAFETEA-LU (Section 6011 – Transportation Conformity) are intended to ensure that integrated transportation and air quality planning occurs among representatives of the MPOs, state and local air quality planning agencies, state and local transportation agencies, and other organizations in the areas designated by the U.S. Environmental Protection Agency (EPA) as non-attainment or maintenance areas.
- **National Environmental Policy Act (NEPA)**  
The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) regulations implementing the National Environmental Policy Act (NEPA) of 1969 (as amended) outline requirements to carry out an environmental review process for implementing projects from a Transportation Improvement Program (TIP). NEPA has its own set of public participation requirements for review period and notification of interested parties on a project basis.

### State Requirements for Public Participation

The State of California is taking a pro-active approach to reducing greenhouse gas emissions. California has its own public participation requirements for MPOs in relation to legislation on greenhouse gas reductions.

- **Senate Bill 375 (SB-375),**  
Senate Bill 375 requires MPOs to adopt a Sustainable Communities Strategy (SCS) and/or Alternative Planning Strategy (APS) as part of the regional transportation plan. Senate Bill 575 further clarified the role of the TRPA Regional Plan as the Lake Tahoe Region's SCS. The SCS sets forth a forecasted development pattern for the region, which, when integrated with the transportation network will reduce greenhouse gas emissions from automobiles and light trucks to achieve greenhouse gas emission reduction targets approved by the state board. If greenhouse gas emission targets cannot be reached, then an APS shall be prepared. Each MPO shall adopt a public participation plan for development of the SCS or APS that includes:
  - Outreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, including, but not limited to, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interest, and homeowner associations;
  - Consultation with congestion management agencies, transportation agencies, and transportation commissions;
  - Workshops throughout the region to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices;
  - Preparation and circulation of a draft SCS not less than 55 days before adoption of a final regional transportation plan;
  - Public hearings on the draft SCS;
  - A process for enabling members of the public to provide a single request to receive notices, information and updates

## TMPO Documents

The TMPO produces two major documents, the Regional Transportation Plan and the Transportation Improvement Program, that directly lead to the implementation of projects in the Lake Tahoe Basin. Smaller documents, such as the Public Participation Plan, Overall Work Program, and Coordinated Human Services Plan direct TMPO staff on how to create the RTP and TIP and identify priorities for work tasks and study areas. Public input is a vital component of each of these documents, and ultimately results in needed improvements to Lake Tahoe's transportation system.

### Regional Transportation Plan (23 CFR 450.322)

The major document that the TMPO produces is called the Regional Transportation Plan (RTP). The RTP addresses a 20-year planning horizon. Through this document, the TMPO brings together transportation projects set forth by different local agencies into one plan, prioritizes these projects and provides funding for them. The RTP includes both long-range and short-range strategies that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods. By federal law, this Regional Transportation Plan is required to be fiscally constrained and meet air quality conformity standards and other state and federal requirements. The RTP is revised every four years as the Tahoe Region is in an air quality maintenance area. Regions that are not in air quality maintenance or non-attainment revise their RTPs every five years. In accordance with California Senate Bill 375, passed in September, 2008, RTPs must also include a Sustainable Communities Strategy (SCS) that outlines how the region will meet greenhouse gas reduction targets.

### Transportation Improvement Program (23 CFR 450.324)

The Transportation Improvement Program (TIP) is a four-year document that includes all capital and non-capital surface transportation projects within the boundaries of the Tahoe Metropolitan Planning Organization that are either federally funded, regionally significant, or require a federal action. For a project to be included in the TIP, it must be in the RTP. High priority projects from the RTP are selected for inclusion into the TIP through the public process and a final decision by the TMPO board. For each project or project phase, the TIP includes a project description, estimated total project cost, amount of federal funds to be obligated, agencies responsible for carrying out the project or phase, and other project details. The TIP also includes a financial plan that demonstrates how the approved TIP can be implemented and recommends additional financing strategies for needed projects and programs. Only projects with assured or reasonably expected funding may be included in the TIP.

Overall Work Program (23 CFR 450.308)

The Overall Work Program (OWP) is a statement of work produced annually by the TMPO that identifies the planning priorities and activities to be carried out within the metropolitan planning area. The OWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, and the source of funds.

Public Participation Plan (23 CFR 450.316)

The Public Participation Plan (PPP) is a document that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

Coordinated Human Services Transit Plan

The Coordinated Public Transit Human Services Transportation Plan (CHSP) is a strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited income. The plan lays out strategies for meeting these needs and prioritizing services. All transit planning processes in the Basin should refer to the CHSP.

Special Planning Studies

The TMPO undertakes special planning studies that are listed in the OWP, for specific, large-scale projects such as a new transportation system or re-configuration of a downtown street layout. The studies identify feasibility of the project, impacts and benefits, and different alternatives. The public is asked to comment and be involved in the planning process for these studies.

## Development of the Public Participation Plan

The development of this Public Participation Plan consisted of four major outreach components, intended to give the public a variety of mediums for providing input. These included a series of public workshops, a survey, targeted outreach to specific stakeholder groups, and follow-up phone calls to cooperating agencies that did not participate in any of the first three activities.

The goals of these outreach activities were:

- To learn from the public how they wish to be contacted and how they want to participate in the planning process;
- To generate interest in the transportation planning process;
- To educate the public on planning activities.

To generate interest and attract more participation, the public participation discussion and outreach was combined with initial outreach for the Regional Transportation Plan. Two "Transportation Roundtables" were conducted and an on-line survey was advertised along with the Roundtable announcements. A letter and a copy of the survey were sent to a list of approximately 500 individuals and agencies. The list included representatives from local, state, and federal government, natural and environmental resource agencies, churches, lodging associations, representatives of different transportation user groups, and participants in the Place-Based planning process. Notices were sent primarily through e-mail; however those without e-mails or those who were considered more effectively reached through mail were sent paper letters and surveys, along with pre-paid return envelopes. For a complete list of all groups contacted, see Appendix A. Additional outreach was carried out through newspaper ads in English and Spanish newspapers, press releases, flyers in English and in Spanish, and web advertisements.

### *Transportation Roundtables*

Two transportation roundtables, one on the North Shore of Lake Tahoe and one on the South Shore of Lake Tahoe, were conducted in March 2008. Spanish translation and food were provided and advertised.

Roundtable agendas included:

- Demographic and traffic information
- Summary of proposed major RTP projects and policies
- Interactive activities on walkable communities
- Discussion on the best ways to reach the public and stakeholder groups

### ***Surveys***

A total of 273 surveys were completed between February 14 and March 19, 2008. This includes both paper and electronic responses. Near the end of the survey, respondents were asked to choose the transportation topics in which they were interested, and to provide their address if they wished to receive more information. In addition, at the close of the survey, respondents were directed to the TMPO website where there is a link for signing up for the TMPO mailing list.

### ***Outreach to specific groups***

There are several stakeholder groups that have unique input into the transportation planning process, but may be harder to reach than other groups. These include minority and low-income communities, second homeowners, and disabled and special needs. Minority, low-income, and special needs users in particular have high rates of transit ridership, walking and bicycling. Second homeowners are not always as frequent users of the transportation system, but they often have concerns that their voice is not heard in the planning process since they are frequently absent from the Basin during public meeting times.

In addition to the Roundtable and survey mailing, these groups were reached through phone calls to representatives, and announcements and/or discussion at regularly scheduled meetings. For a detailed account of these communications, please see Appendix B.

### ***Results***

The surveys and Roundtable discussions showed that e-mail was the preferred method for receiving information about public input opportunities, followed by community meetings and presentations to community groups. Newspaper and Website were also popular ways of learning of opportunities.

Other methods mentioned at the Roundtables and on the surveys were:

- Flyers at transit shelters and in the buses, with tear-off tags to take home
- School newsletters, which are often translated into Spanish
- MySpace, Facebook, and other on-line communities
- Newspaper "What's Happening" calendar



Suggestions from specific groups were:

*Latino community:*

- Provide information at existing classes, meetings, and congregations such as churches
- Have representatives of the Latino community give the presentations themselves
- Provide food, childcare, translation at meetings
- Go door-to-door with flyers announcing meetings
- Announce meetings on “Radio Azteca”
- Print announcements in local Spanish newspapers
- Distribute notices in Spanish through the school district

*Disabled and Special Needs:*

- Ensure that meetings are held at times and locations that are accessible by paratransit
- Mail surveys to social service representatives

*Second Homeowners:*

- Create mailing list from County Assessor Parcel database
- Post web banners on websites with weather and ski report information
- Request that local organizations such as non-profits and homeowner associations include information in newsletters and e-mail broadcasts to their membership
- Consult with Fire Safe Councils--they have been successful in reaching the second homeowners

For complete set of survey results, see Appendix D.

*Follow-Up Contact*

Calls and/or personal e-mails were placed to several public agencies with whom the TMPO collaborates and who did not respond to the survey or attend the Transportation Roundtables:

- U.S. Fish and Wildlife Service
- Nevada Division of Environmental Protection
- Washoe Tribe
- Tahoe City Public Utility District
- South Tahoe Public Utility District
- North Tahoe Public Utility District

A summary of the input received from these calls and e-mails is included in Appendix B.

### Implementation of Public Participation Input

There were many new suggestions that came out of the Public Participation process. The TMPO selected those that staff feels can garner the most input from a diverse set of stakeholder groups, taking into consideration staff and resource limitations. The process itself, and future processes like it, will help to build the TMPO's mailing list, so that over time it may reach an ever wider audience during transportation planning activities.

At a minimum, public meetings and opportunities for public comment for all TMPO documents will be advertised and carried out in the following ways:

- E-mail and mailing to those on the mailing list.
- Announcements will be targeted based on interests indicated when signing up.
- Summaries of documents will be translated into Spanish where appropriate.
- Legal notices of comment periods will be printed in newspapers of local circulation, and mailed to U.S. post offices and libraries, and transit operators for posting on buses and shelters.
- Public notice of workshops will be provided at least 7 days in advance.
- Depending on the scale and focus of the document, specific stakeholder groups may be addressed at their regularly scheduled meetings, or specialized meetings to gain their input may be held.
- Input will be sought at regularly scheduled meetings of transportation entities around the Basin as appropriate, as listed in the "Ongoing Public Participation Forums" section of this document.
- Public meetings will be held at locations and times accessible by transit and paratransit, to the extent feasible.
- Public meetings for document input will set aside time specifically for hearing from the public, and will offer comment cards for those who do not wish to speak.
- Draft documents for review will be posted on the TMPO website, made available at the TMPO/TRPA front counter and available by e-mail or hard copy upon request. A small fee may be assessed for provision of hard copies.
- Techniques that help the public to better conceptualize and understand information will be used. This includes the use of large-format graphs, pictures and diagrams and maps in both documents and public workshops, and brainstorming techniques at public workshops.
- Through the Tahoe Transportation District (TTD) and Tahoe Transportation Commission (TTD), the TMPO will consult with agencies and officials responsible for other planning activities within the Tahoe area that are

affected by transportation. Interactive workshops at TTC meetings will provide for due consideration of other related planning activities in the area.

Other methods that may be used:

- Flyers posted at restaurants, cafes, ski resorts, Laundromats and other community locations
- Hold brief workshops or comment sessions on transit
- Providing food, childcare and translation at meetings

For public input plans specific to each document, see Appendix C.

### **Evaluation and Update of the Public Participation Plan**

Constituents and technology are constantly changing, so the Public Participation Plan must be updated periodically to reflect those needs. The Public Participation Plan will be updated every five years. An outreach effort based on the feedback from the previous plan will be implemented and could include surveys, public meetings, announcements at existing venues, and other outreach methods cited in this plan. At a minimum, the TMPO should seek to obtain feedback from at least two representatives of each stakeholder group, and in some cases many more. Additional feedback should be solicited through brief evaluation forms handed out at the end of public workshops and attached to surveys.

### **Ongoing Public Participation Forums**

While each TMPO document has its own specific public participation process, there are also ongoing public forums that TMPO staff participates in and through which the TMPO has frequent opportunity to hear from and interact with the public. These opportunities provide timely information about transportation issues and decision-making processes to citizens and other affected and interested parties. Each group or board that meets is listed in the table below.

Also, from 2003 to 2008, a series of intensive workshops related to the update of 20-year planning documents in the region has been taking place. These workshops are called the *Regional Planning Process* and the *Place-Based Planning Process*. The process solicits information from stakeholder groups on what environmental, social, and economic standards should be set, and how these standards should be attained. The Place-Based Process invites the members of the public from different locations around the Lake to share their vision of the community. Both of these processes have identified major considerations related to transportation that will be incorporated into the TMPO Regional Transportation Plan.

<b>Public Forum</b>	<b>Description</b>	<b>Included Parties</b>
Coordinated Transit System Management Company (CTS-MCO), also known as the BlueGO Board	The CTS-MCO board combines the existing transportation resources of public and private entities to provide more effective and cost-efficient services to both residents and visitors. The board meets the first Friday of every month.	<u>Board members</u> -TTD -TRPA -South Shore jurisdictions -South Shore casinos -Heavenly Ski Resort <u>Invited parties</u> -Public transportation employees
Resort Triangle Transportation Planning Coalition (RTTPC)	A multi-agency coalition whose function is to coordinate, plan, program, monitor and implement capital and operational projects in the North Lake Tahoe-Truckee "Resort Triangle".	<u>Member (MOU) Organizations</u> -Placer County -Placer County Transportation Planning Organization -Town of Truckee -Nevada County Transportation Commission -Tahoe Regional Planning Agency  <u>Technical Advisory Group</u> -Includes jurisdictions, North Lake Tahoe Resort Association, TNT-TMA, Northstar Community Services District, and Caltrans
South Shore Transportation Management Association (SSTMA)	The SSTMA is a non-profit community forum advocating transportation and mobility solutions. It meets the first Friday of every month.	-Community organizations, businesses and public agencies
Tahoe Area Coordinating Council for the Disabled (TACCD)	The TACCD addresses the needs of disabled persons through promoting advocacy, accessibility, senior housing, transportation, including bike paths, and other programs. Meets every fourth Monday.	<u>Member Organizations</u> -State and local social service agencies -Local transit providers -Local jurisdictions -Employment agencies

		<ul style="list-style-type: none"> <li>-Local non-profit organizations</li> <li>-Local educational institutions</li> <li>-Local planning agencies</li> </ul>
Tahoe Metropolitan Planning Organization (TMPO)	The TMPO is the regional transportation planning entity for the Lake Tahoe Basin. The TMPO meets the fourth Wednesday of each month.	<p><u>Board members</u></p> <ul style="list-style-type: none"> <li>-Elected officials of local jurisdictions;</li> <li>-State appointees;</li> <li>-Federal appointees;</li> <li>-US Forest Service</li> </ul> <p><u>Invited parties</u></p> <ul style="list-style-type: none"> <li>-General public</li> </ul>
Tahoe Transportation Commission (TTC)	The TTC serves as a planning advisory body to the TMPO. The goal of the TTC is to link land-use planning issues with transportation. The TTC meets the second Friday of every month, after the TTD meeting.	<p><u>Board members</u></p> <ul style="list-style-type: none"> <li>-Local jurisdictions, including the Washoe Tribe</li> <li>-California Dept. of Transportation</li> <li>-Nevada Dept. of Transportation</li> <li>-US Forest Service</li> <li>-Transportation Management Associations</li> <li>-At-large position</li> <li>-Representative from TRPA APC</li> </ul> <p><u>Invited parties</u></p> <ul style="list-style-type: none"> <li>-General public</li> </ul>
Tahoe Transportation District (TTD)	The TTD was created through Article IX of the Tahoe Regional Planning Compact, Public Law 96-551. The TTD may own and operate public transportation systems and facilities, generate revenue, and provide inter- and intra-regional transportation service. The TTD meets the second Friday of every month.	<p><u>Board members</u></p> <ul style="list-style-type: none"> <li>-Local jurisdictions</li> <li>-California Dept. of Transportation</li> <li>-Nevada Dept. of Transportation</li> <li>-At-large position</li> </ul> <p><u>Invited parties</u></p> <ul style="list-style-type: none"> <li>-Public transportation providers</li> <li>-General public</li> </ul>

<p>Truckee North Tahoe Transportation Management Association (TNT-TMA)</p>	<p>The Truckee North Tahoe Transportation Management Association is dedicated to fostering public-private partnerships and resources for the advocacy and promotion of innovative solutions to the unique transportation challenges of the Truckee-North Lake Tahoe Resort Triangle. It meets the first Thursday of every month.</p>	<p><u>Board members</u>                  -North Lake Tahoe Resort Association                  -Town of Truckee                  -Ski Resorts                  -Other elected &amp; appointed members</p>
<p>Unmet Transit Needs</p>	<p>Annual meeting held by the Tahoe Regional Planning Agency to determine unmet transit needs. This is a California state requirement only, but unmet transit needs are ascertained for both the California and Nevada sides of the Lake.</p>	<p><u>Invited parties</u>                  Users of public transportation</p>
<p>Update of Bike and Pedestrian Master Plan project list</p>	<p>Occurs every five years with the update of the Regional Transportation Plan.</p>	<p><u>Invited parties</u>                  -Local jurisdictions and planning entities                  -Bicycle advocacy groups                  -Users of pedestrian walkways and bicycle transportation facilities</p>
<p>E-mail list</p>	<p>Individuals can sign up by going to: <a href="http://www.trpa.org">www.trpa.org</a> under "Transportation Planning"</p>	<p>The TMPO keeps an e-mail address list of all interested parties to notify them of opportunities for public input on TMPO documents.</p>
<p>Mail, phone, fax</p>	<p>Comments may be directed at any time to the transportation staff at the TMPO by contacting:</p> <p>Tahoe Metropolitan Planning Organization                  PO Box 5310                  Stateline, NV 89449                  Ph. 775-588-4547                  Fax 775-588-4527</p>	

## Requesting Notice and Information

Members of the public may provide a single request to receive notices, information, and updates, by calling the Transportation offices of the Tahoe Metropolitan Planning Organization at 775-588-4547, or by visiting the TMPO website, at <http://www.tahoempo.org> and clicking on the "sign-up" button.

## Integration with other Planning Agencies

In developing the RTP and the TIP, the TMPO works very closely with other agencies responsible for planning activities within the Tahoe Area. Since the TMPO shares its board and staff with the Tahoe Regional Planning Agency, there is a close linkage between local planning, environmental protection, and the transportation planning that goes into the RTP. In fact, much of the background planning that forms the basis of the 2008 RTP was gathered through the Basin-wide planning process called PATHWAY. This process combined the long-term planning efforts of four Basin agencies, including the Tahoe Regional Planning Agency, the US Forest Service-Lake Tahoe Basin Management Unit, the Lahontan Regional Water Quality Control Board, and the Nevada Division of Environmental Protection.

SAFETEA-LU also specifies that the planning process for both the RTP and the TIP shall include several specific groups.

I. Recipients of assistance under Title 49 USC Chapter 53 (Public Transit Capital and Operating Assistance). The groups that receive assistance under this Chapter are the same as those entities that serve on the Tahoe Transportation Commission (TTC) and Tahoe Metropolitan Planning Organization board, who are already involved in the public planning process.

II. Governmental agencies and non-profits that receive Federal assistance from a source other than the US Department of Transportation to provide non-emergency transportation services. The groups that receive Federal assistance for non-emergency transportation services from sources other than the US Department of Transportation are the same as those entities that serve on the Tahoe Transportation Commission (TTC) and Tahoe Metropolitan Planning Organization board, and are involved in the TMPO public planning process.

III. Recipients of assistance under 23 USC 204 (Federal Public Lands Highways grants). Recipients of Federal Public Lands Highways are the same as those entities that serve on the Tahoe Transportation Commission (TTC) and Tahoe Metropolitan Planning Organization board, and are involved in the TMPO public planning process.

IV. Indian Tribal governments. The Tahoe Metropolitan Area includes one Indian Tribal Government, the Washoe Tribe of Nevada and California. The Washoe Tribe is integral in major planning activities, and was active in the PATHWAY process which set the stage for the transportation strategies to be proposed in the 2008 RTP. During the public workshops and comment period for the RTP and TIP, special care will be taken to contact the Washoe Tribe and invite them to workshops and to comment on the documents.

V. Federal land management agencies. Federal public lands in the Tahoe Metropolitan Planning area include US Forest Service lands. The Forest Service is a member of both the TMPO and the TTD, and so will be directly engaged in the development of the RTP and TIP. As mentioned above, the Forest Service was also a major participant in the PATHWAY process.



### **Timeline**

The timeline for development and approval of the Public Participation Plan is as follows:

Announcement of Transportation Roundtables and Survey Released	February 14, 2008
Transportation Roundtables	March 11 – 12, 2008
Latino Community Outreach	March and April, 2008
Opening of Public Comment Period	March 24, 2008
Closing of Public Comment Period	May 7, 2008
TTC Recommendation to TMPO for Adoption of PPP	May 9, 2008
Approval of PPP at Tahoe Metropolitan Planning Organization Meeting	May 21, 2008

**Appendix A – Stakeholder Groups Contacted**

Local Government  
State Government  
Federal Government  
Natural and Environmental Resource Agencies  
Economic Development Organizations  
Churches  
Lodging Associations  
Homeowner Associations  
Neighboring Region MPOs and COGs  
Representatives of the Disabled  
Social Service Agencies  
The Washoe Tribe of California and Nevada  
Representatives of Users of Public Transportation  
Representatives of Public Transportation Employees  
Representatives of Users of Pedestrian Walkways and Bicycle Transportation Facilities  
Providers of Freight Transportation  
Freight Shippers  
Private Providers of Transportation  
Transportation Management Associations  
Chambers of Commerce and other local business organizations  
Tourism Organizations  
Citizens  
Non-Governmental Organizations  
Participants in the Place-Based Planning Process

## **Appendix B – Outcomes of Outreach Activities**

Each public forum or individual contact yielded specific suggestions for effective public participation.

### North Shore Transportation Roundtable

- Distribute info to schools, and they will translate into Spanish and distribute in their newsletters.
- Papers—list the event more often than just once. One way to do this is to get the activity listed in the calendar of events.
- Advertise in transit shelters, and on buses. Make tear-off tabs on the flyers so people can take info home.
- Advertise that we will have Spanish translation at events.
- Send to the Parasol Foundation, who can forward to their list of non-profits.
- Send to ski areas, which have lots of bus users.
- Need to get the Latino community to the meetings.
- E-mail to the Place-Based list.

### South Shore Transportation Roundtable

- High School kids at the workshop suggested MySpace, Facebook, and other on-line communities. They suggested that a kid design the page.
- Flyers at schools and colleges, music stores (Mad About Music), restaurants and cafes (Sprouts).

### Latino Affairs Commission of City of South Lake Tahoe

- Contact churches: Iglesia de Cristo Verbo de DIOS, St. Theresa's Catholic Church, Lake Tahoe Christian Fellowship. Flyers, make announcements there.
- Flyers, talk to people in person.
- Flyers at the two Mexican grocery stores and Mexican restaurants in South Lake Tahoe.
- Put a notice in Hispano de Tahoe (free newspaper delivered to all Latino households).
- Radio—AM, Radio Azteca. Hector Vazques—Sundays 4 – 12 (pm?).
- Notices through the School District.

### Delicia Spees, South Tahoe Family Resource Center:

The main concern of the Latino community in South Lake Tahoe is sidewalks right on Pioneer Trail.

From Place-Based Meetings:

- Better web interface for reviewing documents. TRPA web is hard to use.

Tahoe Area Coordinating Council for the Disabled

- Mail them announcements
- Hold meetings in locations that are accessible for the disabled by transit. Be especially sensitive that flex routes end at 7 pm.

Jill Sarick Santos (former community member--South Shore; e-mail interview regarding outreach to Latino Community)

- Outreach to: Casinos, Ski Resorts, Family Resource Center, Churches, and the ESL program through LTCC (Specific contacts provided)
- Host a workshop with a native speaker or at least, someone fluent in Spanish to present the ideas for transportation.
- HAVE FOOD.
- Talk with them face to face.
- Child care for that meeting.
- Pay translators and facilitators.

Emilio Vaca (translator—North Shore; e-mailed regarding outreach to Latino Community)

- Go door to door with flyers.
- Hold specific, separate meeting with Latino Community

Kim Carr (second homeowner)

- Pull addresses out of Assessor Parcel database
- Announce through existing membership groups
- Connect with Fire Safe Councils—they have done successful outreach to second homeowners

U.S. Fish and Wildlife Service

E-mailed twice and called, did not respond.

Nevada Division of Environmental Protection

Preferred method of receiving and giving information is e-mail.

Washoe Tribe

Preferred methods for learning about public input opportunities are phone, e-mail, presentations to community groups and community meetings. Preferred methods for providing input are e-mail, mail and community meetings. They suggested a community meeting format that was a small group with community leaders and experts. Requested that the Washoe Tribe is treated like any other government (state or county) and is at the table.

South Tahoe Public Utility District

E-mail works fine. Make sure to include General Manager and Assistant General Manager in all e-mails with opportunities for commenting on transportation-related documents.

Tahoe City Public Utility District

E-mail is the preferred method for learning about opportunities and providing public input. Suggested holding open house workshops spanning workdays into evenings.

North Tahoe Public Utility District

E-mail, website, and structured presentations to community groups are the best ways to convey information.

Carson Area Metropolitan Planning Organization

E-mail is a fine way to distribute information to them.

The Tahoe Foundation™

The Tahoe Foundation provided extensive comments on the PPP draft, and offered to host community Planning Forums at the Sierra Nevada College specific to transportation and its relationship to architecture and planning.

### **Appendix C – Public Involvement Procedures Specific to TMPO Documents**

Each TMPO document has a public participation process associated with it. In addition to those public input methods outlined in the "Implementation of Public Participation Input" section, the following sections give specific details on public noticing procedures, information dissemination, use of the World Wide Web, and other ways that the public is involved in the development of each document.

#### ***Regional Transportation Plan (including SCS/APS development)***

##### Public Input Opportunities

- Public workshops. At least one workshop shall be held in each county in the region for development of the SCS and RTP. The workshops will be held in central locations that are ADA accessible and accessible by transit and paratransit to the extent feasible. Workshops targeted to the Latino community will be held separately. Each workshop, to the extent practicable, shall include urban simulation computer modeling to create visual representations of the sustainable communities strategy.
- Public review of Draft RTP. There will be a minimum 30-day public comment period on the draft RTP. The Draft RTP, including the SCS, shall be circulated not less than 55 days before adoption of a final RTP. Public comment will be accepted through e-mail, written mail, and fax. If the final RTP differs significantly from the draft made available for public comment, an additional 10-day public comment period will be added for review. There will be a minimum of two public hearings on the draft sustainable communities strategy in the regional transportation plan. To the maximum extent feasible, the hearings shall be in different parts of the region.
- Amendments and Administrative Modifications. RTP amendments that trigger a conformity analysis will require a 30-day public review period. Amendments or modifications which do not trigger a conformity analysis will require a 7-day public review period.

##### Incorporation of Public Comments

The TMPO will incorporate public comments into the RTP during a two-month period following the close of public comment. Comments and an explanation of how they were addressed will be summarized and posted in a separate document on the TMPO website. If the final RTP differs significantly from the draft made available for public comment, an additional 10-day public comment period will be added for review.

## *Transportation Improvement Program*

### Public Input Opportunities

- Public input for the development of the TIP will be held through TTC meetings. All interested parties will be provided with a reasonable opportunity to comment on the TIP and the TMPO will provide at least one formal public meeting during the TIP development process to solicit public input. The meetings will be held in central locations that are ADA accessible, during the regularly scheduled Friday morning meetings of the TTD and TTC.
- Public review of Draft TIP. There will be a minimum 30-day public comment period on the draft TIP. Public comment will be accepted at regularly scheduled TTC meetings and through e-mail, written mail, and fax. If the final TIP differs significantly from the draft made available for public comment, an additional 10-day public comment period will be added for review. The Final TIP will be presented to the TMPO Governing Board for formal adoption.
- Approved Administrative Modifications to the TIP will be available to the public via the TMPO website. Hard copies of the amendment will be available upon request.
- TIP Amendments will be presented at the TTC for review and comment. There will be a minimum 7-day or maximum 30-day public review period depending on the type of amendment. All comments will be assessed and documented. Amendments will be presented to the TMPO Governing Board for final adoption. Amendments will be noticed and available on the TMPO website.

#### Amendment Types:

- Amendments requiring a **New** Air Quality Conformity Analysis: 30-day public review and comment period
- Amendments that rely on the **Existing** Air Quality Conformity Analysis: 7-day public review and comment period
- Amendment containing only **Exempt** projects requiring no additional Air Quality Conformity Determination: 7-day public review and comment period

### Incorporation of Public Comments

The TMPO will incorporate public comments into the TIP during a two-month period following the close of public comment. All comments and an explanation of how they were addressed will be listed as an appendix to the TIP, which may be posted separately on the TMPO website. If the final TIP differs significantly from the draft made available for public comment, an additional 10-day public comment period will be added for review.

***Overall Work Program*****Public Input Opportunities**

- Public input on the development of the OWP will be accepted at regularly scheduled TTC meetings. The meetings will be held in central locations that are ADA accessible, at the regular Friday morning TTD/TTC meeting time.
- Public review of Draft OWP. There will be a minimum 30-day public comment period on the draft OWP. Public comment will be accepted at a TMPO meeting and through e-mail, written mail, and fax.

**Incorporation of Public Comments**

The TMPO will incorporate public comments into the OWP during a two-week period following the close of public comment.

***Public Participation Plan (PPP)*****Public Input Opportunities**

- Public workshops. Public workshops will be held in combination with other transportation planning workshops. The workshops will be held in central locations that are ADA accessible and accessible by transit and paratransit to the extent feasible.
- Public review of Draft PPP. There will be a 45-day public comment period on the draft PPP. Public comment will be accepted through e-mail, written mail, and fax.

**Incorporation of Public Comments**

The TMPO will incorporate public comments into the PPP during a two-week period following the close of public comment. An appendix will summarize public comments and how they were addressed.

**Periodic Review of Public Participation Plan**

Every five years, with adoption of the RTP, the TTC and TMPO will conduct a review of the Public Participation Plan to ensure effectiveness of procedures and to ensure a full and open participation process.

***Coordinated Human Services Plan (CHSP)*****Public Input Opportunities**

- Public workshops. Public workshops for development of the Coordinated Plan will be held through TTD/TTC meetings. The workshops will be held in central locations that are ADA accessible, during the regularly scheduled Friday morning meetings of the TTD/TTC.



- Public review of Draft Coordinated Human Services Plan (CHSP). There will be a minimum 30-day public comment period on the draft CHSP. Public comment will be accepted at a TTD meeting, Tahoe Area Coordinated Council for the Disabled meeting and through e-mail, written mail, and fax.
- Unmet Transit Needs Hearings are held bi-annually. One will be held on the North Shore of Lake Tahoe and held in conjunction with Placer County and the other on South Shore. The hearings will be held in central locations that are ADA accessible and at times accessible by transit and paratransit.

### *Special Planning Studies*

#### Public Input Opportunities

- Depending upon the scale of the project, public workshops are often held to inform the public and receive feedback on project alternatives. The workshops are held in central locations that are ADA accessible, usually in the evening or at a time convenient for affected groups.
- Public review of draft studies. There is a minimum 30-day public comment period on draft studies. Public comment is accepted orally at workshops, through e-mail, written mail, and fax.

#### Incorporation of Public Comments

The TMPO incorporates public comments into the study drafts following the close of public comment. Summaries of comments received and how they were addressed are posted on the TMPO website.

**Appendix D – Summary of Public Comment**

<b>Date</b>	<b>Provided by</b>	<b>Comment received</b>	<b>Page number or section in final version</b>	<b>How this comment was addressed</b>
<i>First Draft</i>				
9/7/2007	David Kelly, TAACD	Add that the TACCD promotes senior housing and bike paths	p 17	Incorporated
9/19/2007	John Greenhut, City of South Lake Tahoe	I would suggest that you provide a definition section for the funding sources so that the casual reader knows what the acronyms mean, where the funds are derived, and how they can be spent.	p 20	Funding source references were expanded slightly to explain what they can be used for. Decided not to devote more of the PPP to funding guidelines--this is not the purpose of this document.
<i>Second Draft</i>				
4/28/2008	Steve Teshara, At-Large Member, Board of Directors, Tahoe Transportation District/Tahoe Transportation Commission; Chair, Truckee-North Tahoe Transportation Management Association; Chair, South Shore Transportation Management Association	Please note that the correct name for the Truckee North Tahoe TMA is: Truckee-North Tahoe Transportation Management Association (not Transit)	p 4	Incorporated

4/28/2008	Steve Teshara	<p>The core membership of the Tahoe Transportation Commission is the Board of the Tahoe Transportation District. You may wish to note this fact in paragraph two. Also note that the membership of the TTC includes the At-Large position (also on the TTD Board) and a representative of the TRPA Advisory Planning Commission (APC). The reference to the TMA's should be that they are transportation management associations (not transit). Note that the California and Nevada DOT members of the TTD and TTC are ex-officio (non-voting).</p>	p 6	Incorporated
4/28/2008	Steve Teshara	<p>It is my understanding that (as of FY-2007), development of a Coordinated Human Services Transportation Plan is also a requirement of SAFETEA-LU. Accordingly, the CHSTP should be included in the list of documents required in paragraph three.</p>	p 6	Incorporated

<p>4/28/2008</p>	<p>Steve Teshara</p>	<p>In reviewing the draft CHSTP (March 2008), the purpose appears broader than the current description on page 11. On page 4 of the draft CHSTP is the statement: "Transportation developed under a coordinated human public transportation plan could eventually unify all transportation services offered by public transit, private companies, non-profit and human services agencies." I am not clear if the CHSTP planning process must, by definition, be incorporated into the planning process for all other public transit services. It would be helpful if both the Public Participation Plan and the Coordinated Human Services Transportation Plan were clear on this issue.</p>	<p>p 11</p>	<p>Added that all public transit planning processes should refer to the CHSP.</p>
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4/28/2008	Steve Teshara	Resort Triangle Transportation Planning Coalition (RTTPC). Please change the RTTPC description to read as shown below, and adjust the list of "Included Parties" (taken from the executed RTTPC MOU): A multi-agency coalition whose function is to coordinate, plan, program, monitor and implement capital and operational projects in the North Lake Tahoe-Truckee "Resort Triangle." Included Parties: Member (MOU) Organizations: Placer County, Placer County Transportation Planning Organization, Town of Truckee, Nevada County Transportation Commission, Tahoe Regional Planning Agency. Note: RTTPC has a Technical Advisory Group (TAG) (listed members of TAG).	p 17	Incorporated
4/28/2008	Steve Teshara	Tahoe Transportation District. The description of this "public forum" should note that the TTD was specifically created in Article IX of the Compact (PL-96-551).	p 18	Incorporated

4/28/2008	Steve Teshara	You may also wish to note that Article IX was amended in 1997 by "substantively identical enactments" approved by California (Senate Bill 815) and Nevada (Senate Bill 24). The primary purposes of the amendments was to: 1) include private sector representation on the TTD Board; and 2) to expand TTD1s capabilities to include the authority to "own and operate support facilities for public and private systems of transportation or facility owned by a county, city or special purpose district or any privately owned transportation system or facility within the region."	p 18	Not incorporated--PPP is not designed to provide this level of detail
4/28/2008	Steve Teshara	Adjustments to the summary list of Board members should be made, consistent with previous notations in this letter.	p 18	Incorporated
4/28/2008	Steve Teshara	On this and several other pages, reference is made to the PATHWAY 2007 planning process. I believe the correct current reference to this planning process is PATHWAY. The name no longer includes a reference to the year 2007.	p 19	Incorporated

4/28/2008	Steve Teshara	For purposes of clarity, please reference the specific type of assistance provided under Title 49, USC Chapter 53 (page 19, # I); also, please reference the specific type of assistance provided under Title 23, USC Chapter 204 (page 20, # III). Note, these are the transit and highway titles, respectively.	p 20	Incorporated
4/28/2008	Steve Teshara	Please add the following Stakeholder Groups to the list of those contacted: Chambers of Commerce and other local business organizations, Tourism organizations, Transportation Management Associations	p 22--Appendix A	Incorporated
5/7/2008	Wade Hobbs, FHWA CADO Planning Team	Concerning the discussion of the Federal Requirements for Public Participation on Page 8 of the PPP Document. In the first sentence of the first paragraph under the first bullet titled Safe, Accountable, Flexible... I recommend that the sentence be revised to read: "SAFETEA-LU states that the Metropolitan Planning Organization (MPO), <i>in consultation with interested parties</i> , shall develop..."	p 8	Incorporated

5/7/2008	Wade Hobbs	Appendix C – The appendix title in the TOC and the title in the appendix are different. You may want to consider removing the word 'plan' from the title in the actual appendix to be consistent with the title in the TOC.	p 2	Added the word "Plan" to the Appendix C line of the Table of Contents.
5/7/2008	Art George, Tahoe Transportation Commission Board Representative to the Washoe	Please extend the comment period for both drafts of the Public Participation Plan as well as the Coordinated Human Services Transportation Plan. There is not adequate time to get these drafts to the number of Washoe Tribal Members who are impacted by these issues. We would greatly appreciate your serious consideration of this request.		The 45-day comment period is longer than most comment periods on planning documents.
5/7/2008	Alexandra Profant, Founder/Director, The Tahoe Foundation™	The name, "Public Participation Plan" is vague. Suggest changing to "Public Opportunities to Participate in Transportation Planning in the Tahoe Basin MPO"		While we agree that the name does not convey the full scope of the document, we feel that it is concise, and follows federal guidelines. We do refer to the plan as the "Transportation Public Participation Plan" whenever possible to clarify that this document relates to transportation planning.

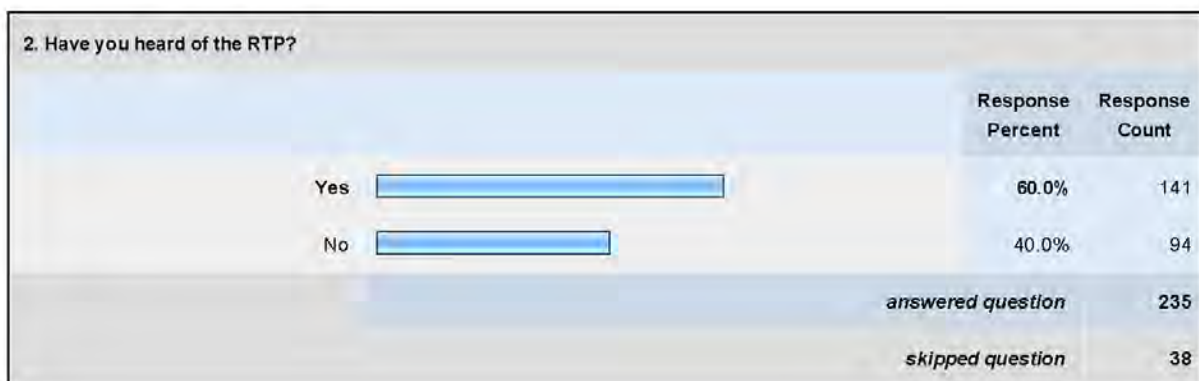
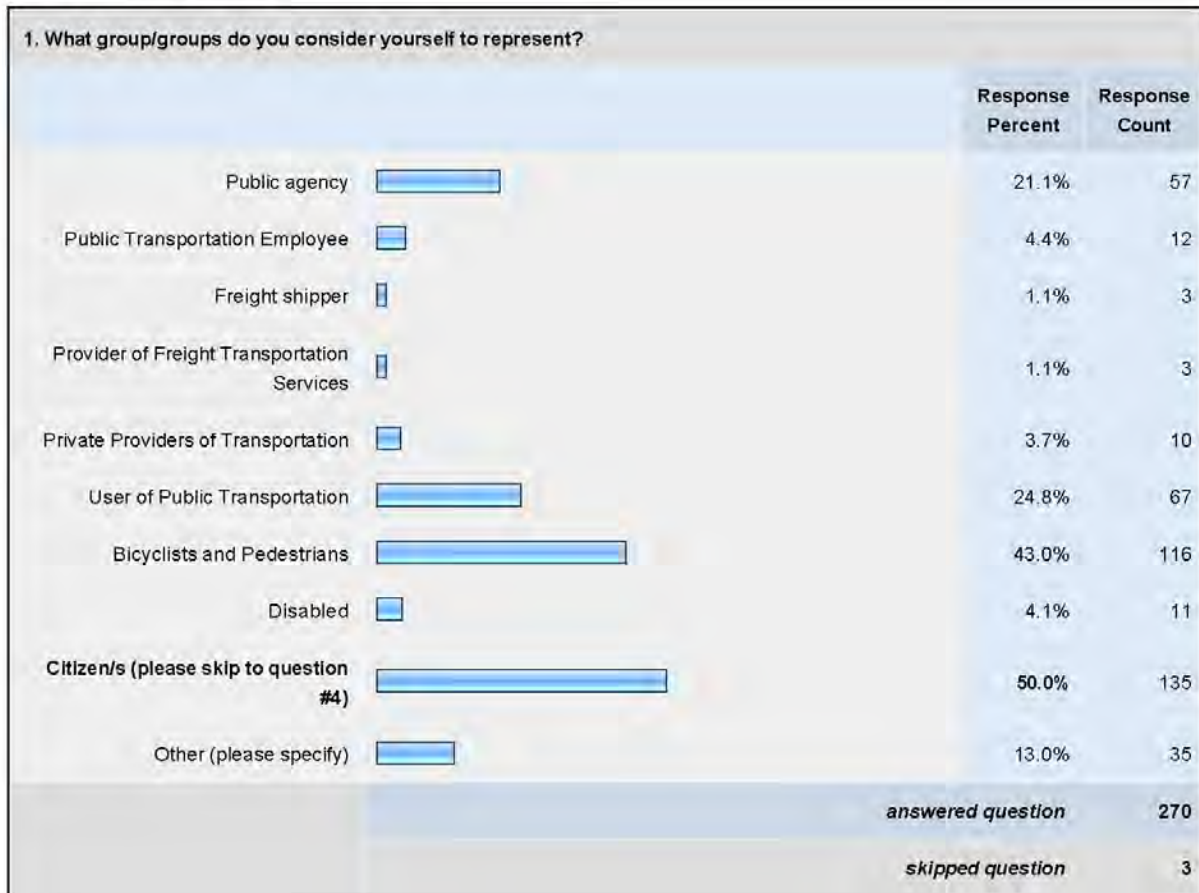


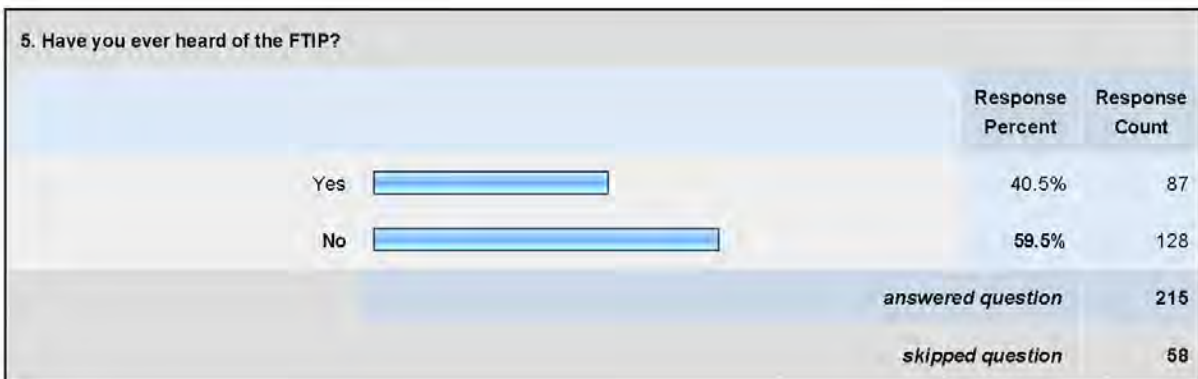
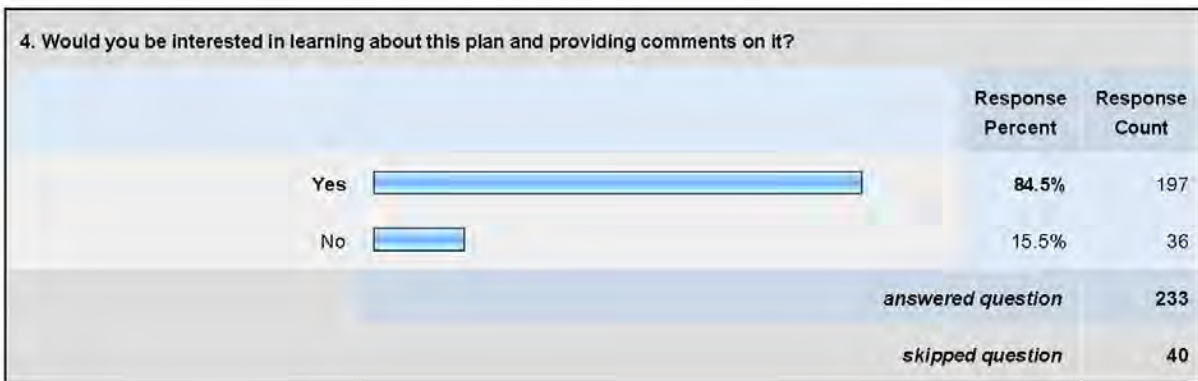
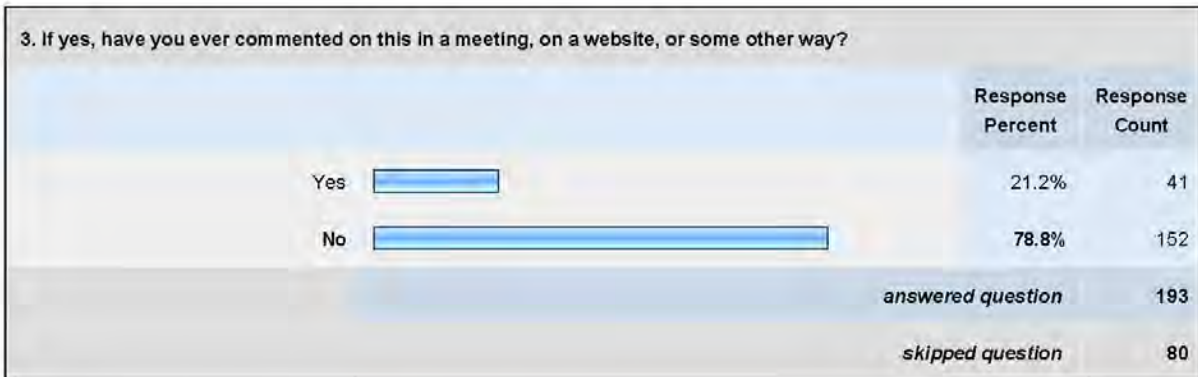
5/7/2008	Alexandra Profant	In the Introduction paragraph it would be helpful to outline how Public Opportunities to Participate in Transportation Planning in the Tahoe Basin MPO effects such things as land use/zoning, building allocations, and the ability to compete with other areas for money to fine tune or enhance existing service and/or change/add different service opportunities.	p 5	Added to Introduction, second paragraph: "A clear planning process that facilitates a high level of public participation ensures well-prepared planning documents, which can then line the region up for funding and other opportunities."
5/7/2008	Alexandra Profant	Also, to acknowledge the complexity in the unique planning process.	p 5	Added to Introduction, fourth paragraph, that one of the goals of this document is "to make clearer the sometimes complex planning process".
5/7/2008	Alexandra Profant	There is no mention of the TTD in the Introduction.		It is not appropriate to mention the Tahoe Transportation District (TTD) here.
5/7/2008	Alexandra Profant	There is no definition section...to define the terms "Planning", "Transportation Planning", "Implementation", "Plans". It would be helpful to laypeople to define these concepts and how each apply to which certain outcomes. For instance RTP Plan----> participation----> Outcomes	p 10	Added to introductory paragraph on this page: "Public input is a vital component of each of these documents, and ultimately results in needed improvements to Lake Tahoe's transportation system."
5/7/2008	Alexandra Profant	There is no organizational chart.		The TMPO will consider adding an organizational chart to its website, which will undergo an overhaul in the next year.

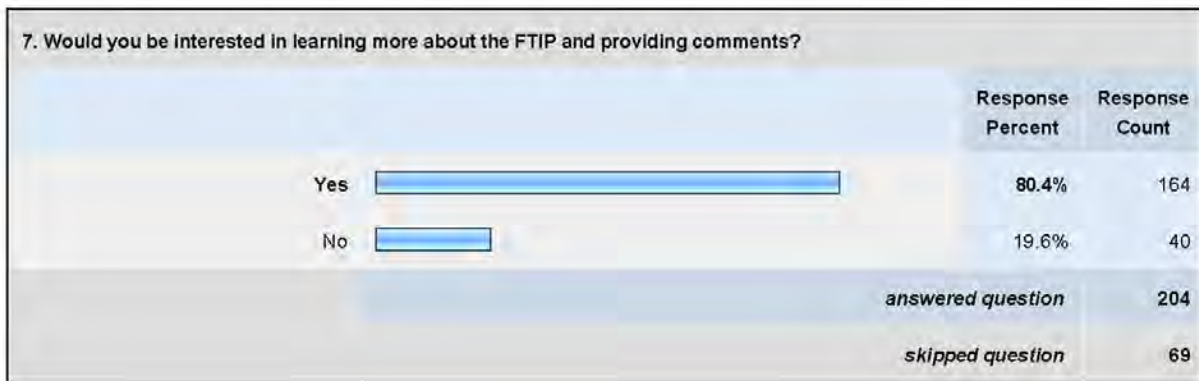
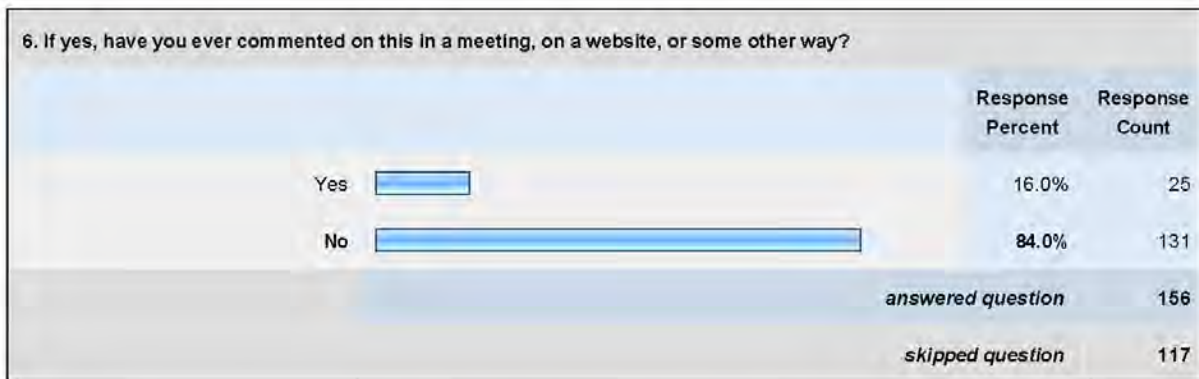
5/7/2008	Alexandra Profant	ADA. It would be helpful to point out that in Nevada a disabled person who can utilize paratransit has to be designated disabled by an MD.		This is not within the scope of this plan.
5/7/2008	Alexandra Profant	Appendix A: Stakeholders. I would like the Tahoe Foundation™ to be mentioned, if not specifically, then in a separate APPENDIX with others who contact you.	p 22, p 25	Added "Non-Governmental Organizations" to Appendix A, added The Tahoe Foundation™ to Appendix B and noted some of the communication from the comment letter.
5/7/2008	Alexandra Profant	To include the names, addresses, and phone numbers to the offices we as constituents need to contact to further our participatory efforts is paramount to include in this plan.	p 1, p 19	Included TMPO address, phone, and fax
5/7/2008	Alexandra Profant	The public comment period to respond to this draft needs to be extended.		The 45-day comment period is longer than most comment periods on planning documents. Also, extensive solicitation of input into the public planning process began in mid-February.

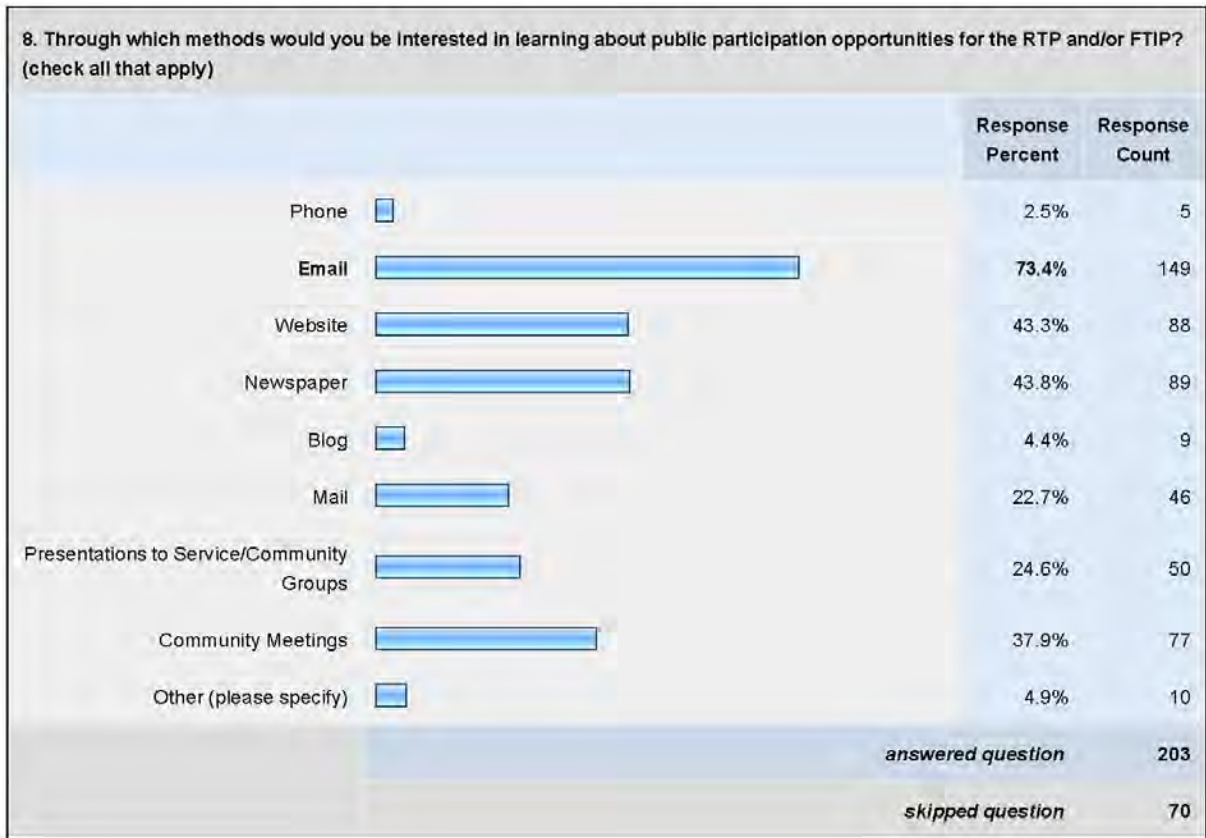
## Appendix E -- Survey Results

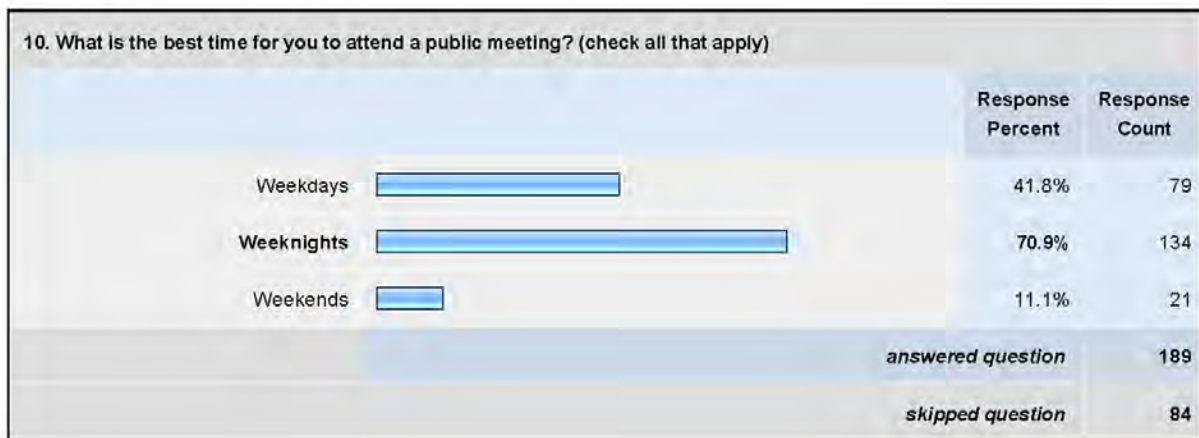
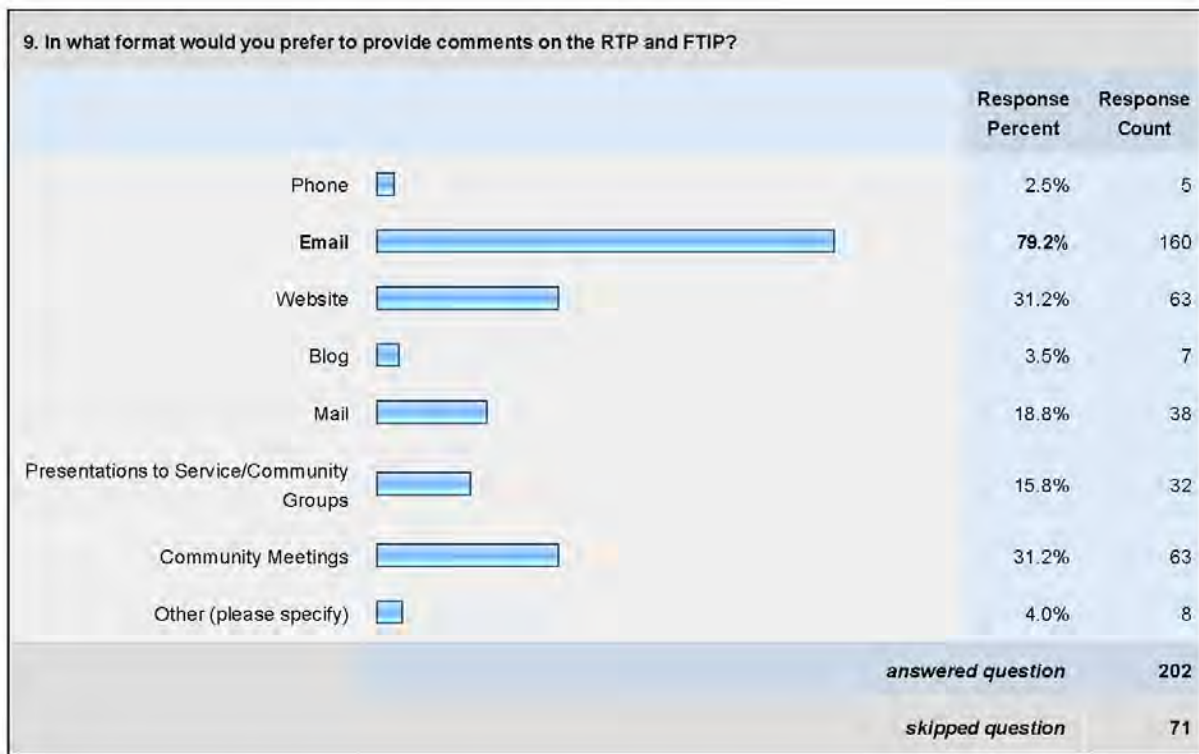
**Public Participation**











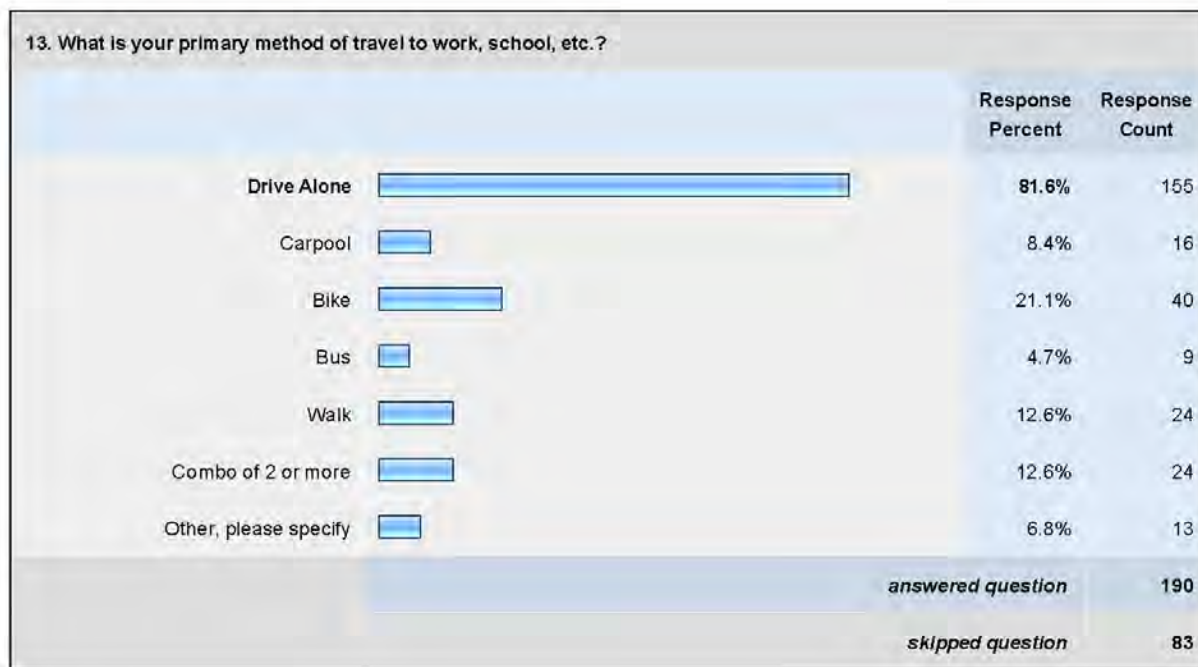


**11. If you were to attend a community meeting, would you like to see any of the following features or formats?**

	Yes	No	Response Count
Open House	85.5% (118)	14.5% (20)	138
Structured Presentation with Community Discussion	97.3% (180)	2.7% (5)	185
Small Group Discussion	81.5% (106)	18.5% (24)	130
Other	33.3% (7)	66.7% (14)	21
		please specify.	12
			<b>answered question</b>
			<b>198</b>
			<b>skipped question</b>
			<b>75</b>

**12. What topics are you most interested in receiving information about? (check all that apply)**

	Response Percent	Response Count
Regional and Local Transportation	81.9%	68
Public Transit	68.7%	57
<b>Bike and Pedestrian Paths and/or Facilities</b>	<b>84.3%</b>	70
Methods to reduce driving, including rideshare programs	49.4%	41
Environmental Issues - Air Quality and Global Warming	48.2%	40
Transportation Funding and Programming	55.4%	46
Connection between Transportation and Land Use	49.4%	41
	Other (please specify)	7
		<b>answered question</b>
		<b>83</b>
		<b>skipped question</b>
		<b>190</b>



**PUBLIC PARTICIPATION SURVEY – OPEN ENDED RESPONSES**

**What group/groups do you consider yourself to represent?**

- |   |   |
|---|---|
| AAA   | Nevada State Office of Energy                               |
| Action Watersports of Tahoe                                     | Nevada State Parks  |
| Alta Alpina Cycling Club  | North Lake Tahoe Fire Protection District                   |
| Alta Alpina Cycling Club  | Northstar Property Owners Association (NPOA)                |
| Alta Regional Center  | Pearl Izumi   |
| bijou school, barton hospital                                   | Placer County Transportation Planning Agency                |
| CA State Parks  | Quality Technology  |
| California Department of Rehabilitation                         | Self Employed Business Owner                                |
| California Tahoe Conservancy                                    | Sierra at Tahoe Snowsports Resort                           |
| Capitol Corridor Joint Powers Authority                         | Sierra Community Church                                     |
| Chart House   | South Tahoe Lodging, South Tahoe Tourism District           |
| Choices for Children  | STHS  |
| Choices Transitional Servicers                                  | STHS  |
| City of South Lake Tahoe -- Fire Department                     | TACCD and NAMI S.L. Tahoe                                   |
| City of South Lake Tahoe Ice Arena                              | Tahoe Area Regional Transit                                 |
| Consolidated Municipality of Carson City                        | Tahoe City Downtown Association                             |
| Design Workshop   | Tahoe City Public Utility District                          |
| DLF GLOBAL  | Tahoe Mountain Sports                                       |
| Douglas County  | Tahoe Regional Planning Agency                              |
| El Camino Trailways   | Tahoe Regional Planning Agency                              |
| El Dorado County  | Tahoe Tallac Association                                    |
| El Dorado County Air Quality Management District                | Tahoe Valley Campground                                     |
| El Dorado County Development Services Dept.                     | TahoeRimTrailAssn/SierraFrontRecreationCoalition            |
| Embassy Suites Hotel  | tax payer and citizen                                       |
| Fehr & Peers  | The Workforce Housing Association of Truckee-Tahoe          |
| Fireside lodge  | TKPOA   |
| Granlibakken  | Town of Truckee   |
| Great American Stage  | TTC   |
| h2d communications  | TTD & PCTPA   |
| Heavenly Resort   | USDA Forest Service   |
| Horizon Casino-Resort - MontBleu Resort Casino & Spa            | USDA Forest Service   |
| Lake Tahoe Bicycle Coalition                                    | user of public transportation                               |
| Incline Village General Improvement District                    | W.R.A.P. (Walk, Ride and Pedal) Incline Village/Crystal Bay |
| Incline Village GID   | Washoe County   |
| Lahontan Water Board  | Washoe County   |
| Lake Tahoe Bicycle Coalition                                    | Washoe County Regional Parks & Open Space                   |
| Lake Tahoe bicycle coalition                                    | Washoe Tribe of Nevada and California                       |
| Lake Tahoe Horizon Casino-Resort & MontBleu Casino Resort & Spa |   |
| Lake Tahoe Unified School District                              |   |
| LSC Transportation Consultants, Inc.                            |   |
| LTSS Chamber of Commerce  |   |
| Itusd   |   |
| Itusd   |   |
| LTUSD   |   |
| NDOT  |   |
| Nevada Division of Environmental Protection                     |   |

**Through which methods would you be interested in learning about public participation opportunities/providing comments for the RTP and/or FTIP? (check all that apply)**

- TACCD
- Flyers posted in key locations around town and at bus stops
- Pathway 2007 and LTFAC meetings
- Need easy access in an interactive way so I don't get too bored.
- Video Conference
- REQUIRE VALID ID FOR BLOG AND EMAIL, NAMES!
- Memorandum
- Surveys like this

**Do you have any other suggestions for involving the public in local and regional transportation planning and programming?**

AREAS FOR PARKING
Ask people to make suggestions as to what they think should be done to improve transportation. I found that pathway 2007 meetings often didn't provide a place for people to make suggestions. I would go to meetings wanting to suggest something and found no place or time to do that.
Better public transport up and down Hwy 50. More regular routes, MODERN, natural gas buses with open space inside, and clean so guest will use. Much more frequency (every 15 minutes at standard stops) to get more ridership. Perhaps FREE service??? This is the method in Park City UT, Breckenridge, CO and others. Why cant we make our services free with govt subsidies for public transport?
Community Meetings are most effectual. Advanced noticing of at least 2 weeks and holding them in the evenings
Community meetings seem to be the best forum for obtaining community input, but varied times would be nice for people that work so that more people could attend. Also, providing transportation solutions for those who have difficulty getting to the meetings.
Continue to involve public and private sectors to plan and operate high quality, service oriented, and cost efficient public transit, that is sufficiently convenient and nice enough to compete with the private automobile --- and that reduces road congestion and is more healthy for the environment.
COOPERATION -- Less talk, more action
Educate the public on Dual-Mode Guideway System Capacity and State Evacuation Systems
Get the kids involved, they are going to need to make these changes
Hold specific meetings about cycling in-around the Tahoe Basin
Hold workshops/or brief comment sessions on transit (of all types) so you reach the transit user community. This has been good PR for us, and insight.
Interactive website
More bike and ped paths and connections
More publicity via the local media. If locals don't know about the meetings, they won't show up with their opinions and input. Surely, that's not a good idea.
Need to find ways to capture those who don't live in urban core areas. For example, Meyers residents. Most transit related focus has been on the more developed areas, so people in less developed areas may be less apt to pay attention.
need to involve/engage second home owners by creating more options for them to "leave car at home" when they visit Lake... think bus, van, train, smart carpool/ridesharing... and then providing incentives for such behavior (think parking fees, free bus passes, free drink vouchers

at bars, dollar off coupons from merchants...let's reward those sacrifice the convenience of the car
Need to serve late hour employees and area visitors
Notices/questionnaires (English/Spanish) on buses and posted in bus stop shelters.
Please make sure the Washoe Tribe is treated like any other government (state or county) and is at the table.
Posters in stores, restaurants, ski resorts
Postings of meetings at public locations (such as the post office). Attach a loudspeaker to a car and visit the neighborhoods in the evening.
Provide food
Public education such as newspaper articles
Reach our visitor markets (Sacramento and Bay Area, Northern Nevada) in addition to local needs/concerns.
Sidewalks and bike paths/lanes have long been the facilities most requested by the community. Some of the money TRPA is paid needs to go to the locals.
Study of Light Rail
survey tourists seasonally survey residents and tourists about parking needs
use local groups to help educate and increase involvement in planning
We need to get the community excited about its design and meet their needs so it becomes something for them, not only for those who live outside the community (visitors, service workers, etc). We must make it fun, fast, frequent, friendly and for us all! It needs to be part of what we are most proud of here in the Basin and each community must have local transport that really works if we expect regional and intraregional transportation to be successful. Let's be remembered for our outstanding transportation system which is designed for and by those who want to use it, will use it and also those who don't know at this time how proud they will be of it and WILL want to use it because it works!

**What needs or gaps in service do you recognize for elderly, disabled or low income transit riders?**

1) Curb to curb public transit is sometimes impacted so heavily that our developmentally disabled consumers are unable to use it reliably for work. 2) Access to county is limited.
All gaps. Not enough frequency, terrible buses. Bad service overall.
BLUE GO is a horrible name for our bus service. It should be called something like "Public Bus". People don't even know that it's a public bus. Bus routes should be posted at bus stops. Bus stops should have shelter from the weather. Sidewalks to the bus stops should be plowed in winter. DUH!! Bus stops should have a place where the bus can pull out of the traffic lane so that the bus doesn't cause traffic jams when it stops to load or unload people.
Blue Go is simply not user friendly enough. Even getting to bus stops is very difficult in the winter.
Distance to bus stop. Snow removal. No sidewalks in winter. Pedestrians forced to battle the cars walking in the road. Get splashed with road slush. No service to Stateline/Meyers.
For low income workers, the housing to job distance, and lack of service external to Tahoe. For other user groups, there are probably unmet needs. Our service is minimal to Tahoe and unable to become any sort of gap to such needs.
Getting to Site locations and their accessibility
Increase in service hours would be helpful, as well as improvement of service connections in the Truckee area.
Irregular transportation hours. Needs to be more routine so the bus can be used at all hours.
Lack of regular public transit in South Lake Tahoe. Dangerous for cyclists and walkers on Hwy 50

lack of service after dark, especially in winter lack of service that goes all the way around the Lake Lack of service to Reno and Carson City
Lack of timely transportation to and from work. It currently takes too long to make connections between routes to easily get to work.
lack of walkable community in the North Shore for able or disabled pedestrians
late hour employee transit
Limited hours of service for Blue Go Door to Door outside the city limits.
limited routes in the community and limited after hour service and horrendous maintenance of current transit busses
need later door to door service for disabled public riders. now the cut off time is 6PM for Blue Go.
Night time service in El Dorado County. West slope links to Tahoe. Reduced headways on fixed route service
Nights year round; Lighting.
NO WALKWAYS – do the Hwy 50 project, PLEASE.
PARKING
poor or no sidewalks for walking, sierra house school gets very upset about walkers interfering with car traffic
Possibly need more options for those outside of urban core areas. I don't know enough about services to really identify gaps for these groups.
public transit for the region
Return to Door-to-Door service and extend hours of operations.
services are not equal to what these people receive in the other parts of Washoe County.
sidewalks. snow removal. visually attractive transit vehicles. alternative fuels transit vehicles.
TART provides absolutely no services in our community for senior, disabled or low income transit riders.
TART stops in the winter are not cleared well and streets in Kings Beach do not have sidewalks and are unsafe to walk to the TART stops.
The best option for elderly or disabled is ofne special paratransit or taxi
The overall services could be improved. Clients have had many complaints over the years.
There are many needs for tribal members, especially because so many are low income and can not afford to have a car. There are many tribal members who work in Dresslerville but have trouble getting back to their homes in Carson City or Woodfords. Public transit to provide transportation to down-town areas may help more people enter the workforce.
Too costly, lack of area coverage, no security and lack of cargo and wait times!
Twice daily transport to Reno for employment and/or shopping.
Very poor transportation here at the Lake
We are a private sector charter company. We get many calls for service from Sacramento to Lake Tahoe. Since Greyhound canceled its service there are no transit or schedule buses to the region. We offer only day trips in to a casino. Karen: I can only help with knowledge we have that people wanted public transportation to Lake Tahoe have no options. If they can't drive a car, they can't get there. If the agency had a pick-up from Placerville in the AM and return in the PM, it might meet this need.
We could do the Tahoe Loop easy enough, we need an effective branch to our lesser covered routes
We need local transportation to be free to the riders and work out some other manner of funding to support it!
We need to get pedestrians and wheelchair-bound people off of highway 50 and onto sidewalks or busses.

**What types of transportation would residents be likely or very likely to use that is not provided?**

1) sidewalks with street lights, maintained year round for pedestrian use, 2) park and ride lots for users of Amtrak and South Tahoe Express bus services, 3) park and pool lot in Meyers for outdoor enthusiasts
1/2 hour buses
A boat transportation system to get people around the lake.
a bus or two that circle the lake in a clockwise direction.
A Bus to and from Meyers
A light rail system
a more reliable bus system for locals and tourists
a variety of local choices that are frequent, free, and access according to need
Air transportation into and out of the Lake Tahoe area.
Better bike lanes, an efficient bus or van system
Better bus stops and sidewalks
bicycle lanes would facilitate greatly
bicycle trail on West Shore (Homewood to South Lake Tahoe) and in Crystal Bay
Bicycle, if safe bike routes available
Bike if better paths/sidewalks are provided. I live 5 miles from work but won't ride because of winter-caused narrow roads and lack of paths.
Bike if the bike lanes were better.
Bike if there was a separate bike path.
bike path around lake public transit around the lake public transit to Reno and Carson City
Bike path network
Bike paths
bike paths
Bike Paths and Bike Lanes
Bike Routes, if there were more bike routes, residents would choose them over driving.
bike trails
Bikes
Bikes, bikes bikes
Bikes, on a safe, well-planned, and integrated bicycle path system. Walking on snow-plowed pedestrian paths. Buses or light rail if it was convenient, timely, and inexpensive. Since this is my chance to comment, I would like to see the TMPO enforce that bicycle paths that are part of the Tahoe Regional Bicycle and Pedestrian Plan, be built out when NDOT and Caltrans do road improvement and water quality projects in the Tahoe Basin.
Bikes, walking
Bikes, with safe bike paths interconnecting all points; comprehensive coverage of public transportation
boat shuttle
boat transit. bus transit that is more frequent, on time and reliable
Bus
bus - nearest bus stop is 2/3 mile from my house
bus line to Meyers...
Bus services that run later in the evening
Bus, bike,
Connections from Kingsbury Express. Tahoe Youth and Family Services clients are users of public transportation regularly. The transportation barriers create barriers to receiving services and being consistent. Please come to the Lake Tahoe Collaborative, a meeting of human

services agencies each 2nd Monday at 1 pm at Al Tahoe.
consistent free or reduced cost shuttle services between visitor opportunities such as from Tahoe City to Squaw valley etc
Door-to-Door, Destination-to Destination
Dual-Mode Guideway Vehicles and Guideway Systems, because a six foot wide Guideway replaces twelve lanes of highway traffic! You save \$110 Million dollars for every mile you implement!
efficient economic bus service to and from the reno airport from incline; current taxis and shuttles are too expensive
expand bus service/public trans to meyers and xmas valley
expanded bus service (more frequent service going later in the day), year-round clear bike paths for walking/biking
Expanded public transit -- higher frequency (in particular) and longer hours of service Cleared sidewalks and multiuse paths in winter
Free bus service on modern, natural gas buses.
Free or low cost buses
Free, consistent (timing) transit service
Free, frequent jitney or bus service to key points of interest.
Frequent dependable service.
frequent, free, and far reaching public transit, like buses or small vans
Getting people out of their cars is going to be extremely difficult in Lake Tahoe. This area is not built for public transportation.
home/destination pick-up (seniors/disabled), casino workers bus service, elevated light rail
hybrid buses
If sidewalks and bike lanes were kept clear in winter, more people would bike for longer portions of the year.
I'm not sure you want to exclude visitors
inexpensive bus scheduled for 8AM 5 PM an Casino shift change times
Just more frequent and organized service to places like Meyers.
late night employee transportation
Light rail down the center lane of Hwy 50
light rail?
modern buses that run on time and have more scheduled routes that INCLUDE the county...Tahoe Paradise, Myers, Christmas Valley
mono rail system along hwy 50
Monorail
Monorail
more bike paths all over the city, using bike paths for walking on east end of pioneer
More bike paths and bike lanes - if Truckee is included, especially along Glenshire Dr
More bus stop routes throughout the City
more busing, more bike lanes, more pedestrian access throughout Truckee
More complete bus service
More convenient, inexpensive local, small transit.
more fingers into the neighborhoods rather than just main roads. Also regular year round transportation over 267 between North Shore and Truckee
more frequent
More frequent bus schedule would help what is already in place
More frequent schedule of bus services. The span between the bus time schedule is not user friendly.
More frequent service, wider use of routes, more efficient buses, some network of continuous



service completely around the lake connecting on one route all communities and major recreation areas.
More frequent service; also, focus on providing more options to/from less urbanized areas. Need to provide more options during late night hours, perhaps with a focus on weekends, for those staying out late, including tourists. Many options I've heard of tend to end well before midnight. Bike lanes (Class 1) should be provided along every highway as possible. For example, when Caltrans did work along hwy 50 between Meyers to the Y, they could have added a bike lane off to the side, providing a safer option for bicycle travel than what currently exists. This would likely be used by many Meyers/Xmas Valley residents. This is just one example of where highway projects are done without using the opportunity to add bike lanes. Need emphasis on clearing paths for bikes/peds in the winter months.
more frequent shuttles
MORE MORE MORE. that's what is needed, more bus routes, availability, access etc. Cable cars, something cute
More regular bus service that goes into the evenings. Late night bus between N Shore/Truckee and vice versa. We need to get the ferry to happen. Transit has to be "cool" for visitors to use it and if it's regular enough for visitors then it will be more than sufficient for workers.
More ski shuttle stops along pioneer trail between ski run and highway 50
motorcycle,running,taxi
North Lake Tahoe - South Lake Tahoe North Lake Tahoe - Reno
North shore to Carson Valley or Reno
north to south and vice versa shuttles
Off Road Bike Trails Buses on more frequent schedule
On occasion, I would use a bus or some coordinated carpooling from Stateline to Incline Village.
Open-Ended Response
Overhead Gondola from one end of town to the other
Programs similar to Citi Lift provided by the RTC in Reno and Sparks
public transit from Meyers to South Lake Tahoe scheduled to run on 15 or 30 minute intervals...
recreation based transit - buses equipped with bike racks, kayak carriers, etc. that circulate and stop at key beaches
regional public transit
regular cost effective services that provide easy access
Regular transport from North Shore to South Shore. Regular, clean, and cheap Hwy 50 transport. Regular transport from outside the basin to inside the basin to reduce traffic, emissions, and NPS pollution. Regular public transport to the Bay Area in a dreamworld.
Relative to other towns/cities/regions, there are no major new transportation options that residents are not being offered. The land use pattern of Tahoe does not provide cost effective options for residents, especially given changing demographics, and job to work locations.
Safe contiguous sidewalks of standard width with benches for resting and free of snow in the winter.
Safer means of walking and biking to work. Sidewalks and bike trails that are clear of snow and connect our communities more strategically. It is a crime that our most financially challenged members of our communities have to take their lives in to their hands every time they walk to work or walk to get groceries. Priorities should be identified for our neighborhoods that have the greatest need for pedestrian amenities based on income,proximity to transit stops, businesses and schools.
service off pioneer blvd. Car pooling
Shuttle to work and back. I'd use a train if one was available, but that seems like just a dream.

Side Walks
Side walks for walking, bike lanes, short loop consistent and reliable small buses for residents and tourists, mass transportation from Reno and Sac for tourists etc.
sidewalks sidewalks sidewalks!
SIDEWALKS
Sidewalks and cohesive and connected bike path system and bike lanes
Sidewalks for walking on. Better bike trails. Better bus transportation to the neighborhoods.
sidewalks in entire city area....cleared in winter... and safe bike lane...with NO bikers on highway!
sidewalks, bike paths/lanes, low cost, efficient public transit
Since my home is located in the county not the city, it would be helpful for blue go to have home pick up in the county
ski lifts from parking in tahoe city to ski areas!!!
Some form of bus or train from Sacramento to Truckee, with wi-fi, safe, costing maybe 15 or 20 bucks and with free shuttle to Tahoe City plus positive incentives in form of coupons, vouchers, etc. or negative incentives in form of toll on private car (eg at Squaw Valley along river road)once they arrive at Lake.
Sr. Vans to Doc. Visits Door to door vans in County area Keep Blue Go expand to County area where there is no service out beyond Meyers
summer: electric open air cable/bus, similar to what is offered, additional routes and equipment
There is no transportation provided in the Keys. bus service from the business park at Venice and Keys Blvd or 15th street and 89 for instance might be frequently used.
there is only bus transit provided so there is not much of a choice. My clients would use bike lanes, sidewalks, crosswalks, pretty much anything that will SAFELY get them from point A to point B and none of those options exist in Kings Beach.
Train, Vanpool
transportation to work or school outside of regular business hours.
Ultimately, people will be using cars to get around. Developing bike trails, carpooling, buses, boat travel, etc., will not solve any of the issues because of the way people travel and recreate. I would be curious to know how many of the people involved with this effort actually utilize alternative transportation methods - I suspect a few do, but the vast majority do not, which says something.
Unless the Counties are willing to commit endless streams of dollars to public transit it will remain unreliable and unuseable.
water shuttle
water taxi more and better bike trails public transit focused on specific events
waterborne
Waterborne
Waterborne around the lake
We need an infrastructure that reflects our values as an environmentally aware community of outdoor enthusiasts. This means improved bicycle and pedestrian paths.
Well demarcated bike lines and sidewalks seem like a good place to start. It's incredible that we have folks walking down Hwy 50 or Pioneer with no sidewalks in the year 2008. It is very unsafe and arguably racist/classist for the working people in our community.
What types of transportation would residents be likely or very likely to use that is not provided?
year-round transportation that serves the entire basin

# APPENDIX B

## Consultation and Cooperation

TRPA and TMPO collaborate closely with several public agencies and a large number of private stakeholders in developing transportation and land use plans. This section lists the full range of partners consulted in development of this document (listed alphabetically within each category), as well the consultation procedure documents as required by SAFETEA-LU and by CFR 450.210 and CFR 450.316.

### Partners in Planning

#### LOCALITIES

- City of South Lake Tahoe – CSLT maintains local roadways, implements transportation projects, and provides public transit service.
- Douglas County – Douglas County maintains local roadways, implements transportation projects, and provides public transit.
- El Dorado County – El Dorado County maintains local roadways, implements transportation projects, and provides demand response transit service for unincorporated areas outside of the City of South Lake Tahoe.
- Placer County – Placer County maintains local roadways, implements transportation projects, and operates TART, a public transit service along the west and north shore of Lake Tahoe.
- Tahoe City Public Utility District – TCPUD implements and maintains bicycle infrastructure projects along the west shore of Lake Tahoe.
- Washoe County – Washoe County maintains local roadways, and implements transportation projects in the Incline/Crystal Bay portion of Lake Tahoe.

#### LOCAL PLANNING AGENCIES

- Carson Area Metropolitan Planning Organization (CAMPO) – Designated as the MPO for the Carson Urbanized Area, CAMPO provides inter-regional input on transportation issues.
- Placer County Transportation Planning Agency – PCTPA works in conjunction with TRPA to coordinate unmet transit needs, transportation planning over the I-80 corridor, and coordinates transit service to Squaw Valley and Alpine Meadows along S.R. 89 between Tahoe City and the Town of Truckee. The PCTPA is the sister RTPA in Placer County.
- Tahoe Douglas Transportation District – The TDTD coordinates development of the Douglas County five-year Transportation Improvement Plan and approves expenditures of county Transient Occupancy Tax (hotel tax), revenues for transportation purposes at Lake Tahoe.
- Tahoe Transportation District – TTD facilitates, implements and delivers transportation projects in the Tahoe Basin. The District also provides operational authority for transit services within its boundaries, like Night Rider, the North Shore service that runs after TART hours on winter evenings. Under this authority, TTD is currently managing BlueGO in South Lake Tahoe as well.
- Washoe County Regional Transportation Commission (RTC) – Within the Basin, RTC contracts with Placer County to fund Tahoe Area Regional Transit (TART) operations in Incline Village and Crystal Bay.
- Washoe Tribe of Nevada and California – As a voting member of the Tahoe Transportation Commission the Washoe Tribe provides input to the TMPO on Tribal issues.

## STATE AND FEDERAL PLANNING AGENCIES

These Federal and State agencies play active and vital roles in all TMPO activities including planning, programming and facilitation of TMPO activities.

- California Tahoe Conservancy (CTC) – The CTC is a California State agency with responsibility for planning, programming, and coordinating state funded land restoration, public recreation, and lake access in the Basin.
- California Department of Transportation (Caltrans) – Caltrans is the state agency responsible for highway, bridge, and rail transportation planning, construction, and maintenance in California. Caltrans implements multiple roadway improvement projects in the Lake Tahoe Region, and sits on the Tahoe Transportation Commission board.
- Nevada Department of Transportation (NDOT) -- NDOT is responsible for the planning, construction, operation and maintenance of the highways and bridges which make up the Nevada state highway system. NDOT implements roadway improvement projects on the Nevada highways in the Lake Tahoe Region, and sits on the Tahoe Transportation Commission board.
- US FHWA (Nevada and California Division Office & Central Federal Lands Highway Division) – The TMPO receives funding from the Federal Highway Administration (FHWA ), to carry out the transportation planning process, environmental review, and preliminary engineering and design to complete environmental documentation for transportation projects. As a partner to delivering transportation improvements, the Central Federal Lands Highway Division of FHWA maintains oversight of the funds, and coordinates closely with TMPO on project progress.
- US Federal Transit Administration – The Federal Transit Administration (FTA) is an active partner in providing transit capital and operating assistance to the Tahoe Region. Region IX of FTA, located in San Francisco provides planning assistance and guidance on various transit projects in the Region.
- United States Forest Services Lake Tahoe Basin Management Unit(LTBMU) – The LTBMU manages over 75% of the area around the lake. This land includes beaches, hiking and biking trails, wilderness, historic estates and developed recreation areas such as campgrounds and riding stables. The LTBMU manages these lands to provide access for the public and to protect the natural resources of the area. The LTBMU sits on the Tahoe Transportation Commission board.

## PRIVATE PARTNERS

A number of private organizations also have an interest in transportation in the Basin. These groups work closely with the TMPO in a collaborative partnership to identify issues, gather and disseminate information, engage in transportation planning and programming, and secure public and private funds for transportation projects and programs.

- Truckee-North Tahoe Transportation Management Association (TNT-TMA) – Founded in 1990, the Truckee-North Tahoe Transportation Management Association is a public-private partnership dedicated to solving traffic congestion and air quality problems in the greater Truckee-North Tahoe-Incline Village Resort Triangle. The TNT/TMA is also a non-profit, community-based organization.
- North Lake Tahoe Resort Association (NLTRA) –The NLTRA serves as a forum for local input and recommendations on the planning and development of tourism and community related infrastructure and transportation projects, including transit services, for which the Association is a funding partner. The source of NLTRA funding is a percentage of the Transient Occupancy Tax (TOT) funds generated in the North Lake Tahoe area of eastern Placer County. The Placer County Board of Supervisors grants these funds to the NLTRA on an annual basis.
- Resort Triangle Transportation Planning Coalition (RTTPC) – A multi-agency coalition whose function is to coordinate, plan, program, monitor and implement capital and operational projects in the North Lake Tahoe-Truckee “Resort Triangle.” Members include Placer County, Placer County Transportation

Planning Agency, Town of Truckee, Nevada County Transportation Commission, and the Tahoe Regional Planning Agency, among others.

- South Shore Transportation Management Association (SSTMA) – Founded in 1994, the South Shore TMA is a non-profit community forum advocating transportation and mobility solutions.

### CONSULTATION PROCEDURE DOCUMENTS

Listed below are the consultation procedure documents as required by SAFETEA-LU and by the Code of Federal Regulations under sections CFR 450.210 and CFR 450.316.

- Coordinated Human Services Transportation Plan (CHSTP) – SAFETEA-LU requires a CHSTP, which requires projects receiving Job Access Reverse Commute (JARC) (5316), New Freedom (5317) and Formula Program for Elderly Individuals and Individuals with Disabilities (5310) be developed through a CHSTP. The CHSTP, adopted by TMPO on May 28, 2008, is a “unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited income, laying out strategies for meeting these needs, and prioritizing services,” that is developed through a public process.
- Inter-agency Air-Quality Conformity Consultation – The Transportation Conformity Rule appears in 40 CFR Parts 51 and 93 and applies to transportation plans developed pursuant to 23 CFR part 450 or 49 CFR part 613 by a Metropolitan Planning Organization. The Transportation Conformity Rule requires all jurisdictions in non-attainment areas or who are under federally approved maintenance plans, to submit a conformity analysis if the planning or programming documents identify projects considered non-exempt. The previous conformity determination was made on November 3, 2008. In accordance with the Consultation Procedures, the TMPO requested consultation on the modeling and analytical assumptions being developed for the conformity analysis in conjunction with this Regional Transportation Plan update. The conformity

analysis for 2012 is included in t Appendix E, and a summary is included in the Air Quality chapter of the EIR/EIS for the Regional Transportation Plan.

### OTHER DOCUMENTS

- Lake Tahoe Total Maximum Daily Load (TMDL) – The Lake Tahoe TMDL focuses on reducing the loading of nitrogen, phosphorus, and fine sediment particles to the lake. Roads and motor vehicles are recognized sources of particulate matter and nitrogen. The first part of the Lake Tahoe TMDL is projected to be implemented in a similar 20 year planning horizon as the RTP, and the TMPO, TRPA and other agencies responsible for water quality must work together to meet TMDL objectives.



# APPENDIX C

## Methodology for Estimating Vehicle Miles Traveled and Greenhouse Gas Emissions in the Draft Regional Plan, Draft Regional Plan EIS, Draft Regional Transportation Plan (*Mobility 2035*), and Draft Regional Transportation Plan EIR/EIS

### Overview

This memorandum describes the draft methodology developed by the Tahoe Regional Planning Agency (TRPA) and Tahoe Metropolitan Planning Organization (TMPO) for calculating vehicle miles traveled and greenhouse gas emissions per capita for the Lake Tahoe region. Greenhouse gas emissions information is provided in accordance with California's Senate Bill 375 (SB 375), the Sustainable Communities and Climate Protection Act of 2008. The methodology utilizes three tools or components:

- Lake Tahoe's Activity-Based Transportation Model
- The Trip Reduction Impact Analysis Tool (TRIA), a post-processor model
- Calculation of the share of vehicle miles traveled (VMT) attributable to the California portion of the Lake Tahoe Region; and modeling greenhouse gas estimates using ARB's EMFAC2011 model

### Background

Since the development of the bi-state Tahoe Regional Planning Compact (Public Law 96-551) in 1969, planning efforts in the Lake Tahoe Basin have engaged citizens in creating a vision for the future of Tahoe that will balance preservation of its natural beauty with its economic viability. A significant part of this vision is a reduction in dependence on automobiles as the primary means of transportation, in order to reduce the impacts on the environment and on the built form.

Recently, mitigation of climate change impacts has emerged as a high priority for all communities in California. SB 375 requires regional metropolitan planning organizations (MPOs) to focus regional land use and transportation policies to reduce greenhouse gas emissions (GHG) in order to meet targets established by the California Air Resources Board's Regional Technical Advisory Committee (RTAC). SB 375 calls for each MPO to develop a Sustainable Communities Strategy (SCS) with its Regional Transportation Plan, identifying how regional GHG will be reduced to meet the regional targets.

In addition to the State of California requirements, the TRPA adopted a threshold standard for VMT. The integrated land use policies from the Regional Plan and the transportation policies from the Regional Transportation Plan (which also serve as the Transportation Element of the Regional Plan) must demonstrate achievement of the threshold standard. The sections below describe a methodology for estimating the vehicle miles traveled and greenhouse gas impacts of the integrated strategy package.

### Component 1: The Lake Tahoe Transportation Model and Assumptions

#### OVERVIEW:

TRPA maintains an activity-based travel demand model for the Tahoe Region. This model is an enhancement

over the more common four-step trip-based models because it considers non-home based travel and linked characteristics of a household’s travel patterns in addition to planned land uses and transportation system. The travel demand model predicts travel based on the daily activities of persons, households, or traveler groups. Several distinct groups are modeled in the TRPA model including year-round residents, seasonal residents, external workers, day-use visitors, and overnight visitors. Separate algorithms are included within the model to simulate each group’s population, demographic, socioeconomic characteristics, and travel preferences (e.g., mode split). The model aggregates the travel behavior of each travel group (known as tour types), estimates the expected mode split (auto, transit, walk, bike), and produces traffic projections for intersections and roadways on a daily basis, and for peak periods. Since these estimates are based on regional data, they are useful for understanding region-wide impacts.

Output from the base year version of the TRPA travel demand model was reviewed to determine the effect of residential unit location and household characteristics on trip generation rates. The model predicted daily vehicle trip rates ranging from 7.7 to 12.2 trips per occupied dwelling unit, with the rate varying based on unit location and home value. These results demonstrate that the model is sensitive to traffic analysis zone (TAZ) location, unit type, and other socioeconomic variables. They also show that the model is not using a single, fixed trip rate but a variable trip rate, which is appropriate for the Region given its varying socioeconomic, geographic, and housing characteristics. For additional information concerning the Lake Tahoe Transportation Model please refer to the Lake Tahoe Resident and Visitor Model; Model Description and Final Results; Parsons Brinckerhoff, August 2007.

The potential impacts of each Regional Plan alternative are influenced by the amount and distribution of new development (i.e. residential units, CFA, and TAUs). To assess the potential impacts of each alternative, the model was updated to include the total residential, commercial, and tourist accommodation development that would be allowable under each alternative. Since it

is not possible to know the exact distribution of future development, TRPA had to make a series of assumptions related to the distribution of 1) residential allocations remaining from the 1987 plan, 2) residential bonus units remaining from the 1987 plan, 3) CFA remaining from the 1987 plan, 4) TAUs remaining from the 1987 plan, 5) new allocations authorized under each action alternative, 6) new residential bonus units authorized under Alternative 3, 7) new CFA authorized under each action alternative, and 8) new TAUs authorized under Alternatives 4 & 5. Each of these assumptions is described in more detail below.

**DISTRIBUTION OF DEVELOPMENT POTENTIAL REMAINING FROM THE 1987 PLAN:**

*Residential allocations remaining from the 1987 plan:* The model assumed 86 residential allocations authorized in the 1987 regional plan were allocated to local jurisdictions, but not yet built. These remaining allocations were distributed in the same fashion for all alternatives. The remaining allocations were distributed proportionately between the counties based on the percent of development rights associated with developable parcels within each county. Table 1 shows the approximate number and percent of developable parcels with development rights within each county. Once the proportional distribution of allocations between each county was determined, individual allocations were randomly assigned to developable parcels within each county.

**Table 1 Approximate Number and Percent of Total Developable Parcels with a Development Right Within Each County**

County	Approx. Developable Parcels with Development Rights	Percent
El Dorado (including CSLT)	2,582	67%
Placer	1,030	26%
Washoe	162	4%
Douglas	109	3%
<b>TOTAL</b>	<b>3,883</b>	<b>100%</b>



Residential bonus units remaining from the 1987 plan: A total of 900 residential bonus units were included in the model as bonus units authorized under the 1987 plan but not yet used. These remaining bonus units were distributed the same for Alternatives 1, 2, 4, and 5. Alternative 3 would make these bonus units available as incentives for transfers of residential development, so for Alternative 3 bonus units were distributed to reflect the transfer program as described in the section titled “Alternative 3 Residential Development Transfer Assumptions” beginning on page 8. For Alternatives 1, 2, 4, and 5, 460 of the remaining units were already assigned to Community Plans (CPs) or to specific projects under the Community Enhancement Program (CEP). These already assigned bonus units were distributed to the locations where they were assigned. The remaining 440 units that were not already assigned were distributed randomly to CPs throughout the region.

CFA remaining from the 1987 plan: The model assumed 347,000 sq. ft. of CFA was remaining from the 1987 plan. This CFA was distributed the same way for all alternatives. Of the remaining CFA, an estimated 160,000 was already assigned to individual CPs, and an estimated 187,000 was already assigned to specific CEP projects. Since the remaining CFA was already assigned to specific CPs and projects, it was simply distributed as assigned.

TAUs remaining from the 1987 plan: The model assumes 347 TAUs are remaining from the 1987 plan. These TAUs were distributed the same way for all alternatives. Of these remaining TAUs, a total of 90 were already assigned to individual CEP projects, and these TAUs were distributed as assigned. The remaining TAUs were distributed to counties in the following proportions based roughly on the number of vacant and developable parcels eligible for TAUs in each county.

El Dorado – 37%  
 Placer – 47%  
 Washoe – 4%  
 Douglas – 12%

Within each county, TAUs were randomly assigned to TAZs that contained community plan areas.

### ***Model Input Consistency with Revised Accounting of Remaining Allocations***

The accounting of TAUs, CFA, and Residential Bonus Units remaining from the 1987 plan was revised during the environmental review process to reflect new information after the model run was complete. Some of the revised estimates are slightly lower than the model inputs and some are slightly higher. In all cases the revisions account for less than 1% of the existing units. Revisions to allocation accounting that are not reflected in the model include:

- The revised accounting of Residential Bonus Units shows a total of 874 units remaining from the 1987 plan. The model input of 900 remaining units slightly overestimated the number of remaining bonus units, which would result in slightly greater transportation impacts. Therefore, the model represents a conservative estimate of transportation impacts from remaining bonus units.
- The revised accounting of CFA shows a total of 383,600 square feet remaining from the 1987 plan. The model input of 347,000 square feet slightly underestimated the amount of remaining CFA, which would result in reduced transportation impacts. Therefore, the model slightly underestimated transportation impacts from remaining CFA.
- The revised accounting of TAUs remaining from the 1987 plan shows a total of 342 remaining TAUs. The model input of 347 remaining TAUs slightly overestimated the number of remaining TAUs, which would result in slightly greater transportation impacts. Therefore, the model represents a conservative estimate of transportation impacts from remaining TAUs.

### **DISTRIBUTION OF NEW DEVELOPMENT POTENTIAL PROPOSED UNDER REGIONAL PLAN ALTERNATIVES:**

Residential allocations: Varying numbers of residential allocations are proposed under the different Regional Plan update alternatives. To result in development, each allocation must be paired with a development right. Where an alternative includes more allocations than

development rights, the number of new residential units that were included in the model equal the total number of development rights. Table 2 shows the number of new residential allocations proposed under each alternative, and the number of development rights used in the model to identify the amount of new residential development for each modeled alternative. Once the number of new residential development was determined for each alternative, these new residential units were distributed in the same manner described above for residential allocations remaining from the 1987 plan. Residential units were distributed proportionately to counties based on the percent of all developable parcels within each county.

During the environmental review process, all model inputs were evaluated to ensure they represent the maximum amount of development that could occur under each alternative. As shown in Table 2, residential development under Alternatives 4 and 5 was limited by the number of available development rights. However the estimate of development rights (3883) reflects development rights associated with developable parcels. The estimate of total development rights including those associated with unbuildable parcels is 4091. It is possible that development rights could be transferred off of unbuildable parcels, and used for multi-family developments on buildable parcels. Therefore, the number of residential units modeled in Alternatives 4 and 5 underestimates the total number of possible residential units by 117 and 208, respectively. To ensure that Alternatives 4 and 5 would not result in any impacts in addition to those evaluated by the model, Alternative 5 was remodeled to reflect 4091 new residential units. The revised model showed approximately a 1.5% increase in

VMT from the earlier model. This increase in VMT would not change any of the impact determinations or mitigations in the EIS. The revised Alternative 5 model output was analyzed for LOS impacts to roadway segments and intersections and it showed no additional impacts over the previous model run. Therefore the Alternative 4 and 5 models adequately reflect all impacts associated with the maximum development possible under those alternatives.

*Residential bonus units:* Alternative 3 proposes 600 new residential bonus units. These bonus units would serve as a match for transfers of existing development or development rights, and would result in additional residential development beyond that described above. Details on residential transfer assumptions and the distribution of the new residential bonus units are included on page 8.

*New CFA:* Varying amounts of new CFA were proposed under the different Regional Plan update alternatives (Table 3). While the total amount of new CFA varies between alternatives, this CFA was distributed in the same proportion for all alternatives. New CFA was distributed to counties in the same proportions described above in *TAUs remaining from the 1987 plan*. Within each county, new CFA was distributed to individual TAZs following the same approach used for TAUs remaining from the 1987 plan.

*New TAUs:* Alternatives 4 and 5 propose new TAUs (Table 3). These new TAUs were distributed to CPs in the same proportions for both alternatives, using the same approach that was used for TAUs remaining from the 1987 plan and new CFA.

**Table 2 Number of New Residential Allocations, Development Rights, and New Residential Units Modeled for Each Alternative**

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
New Allocations	0	2,600	2,600	4,000	5,200
Development Rights	3,883	3,883	3,883	3,883	3,883
New residential units	0	2,600	2,600	3,883	3,883

**Table 3 New Residential Bonus Units, CFA, and TAUs proposed under each alternative.**

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Residential Bonus Units	0	0	600	0	0
New CFA	0	200,000	200,000	400,000	600,000
New TAUs	0	0	0	200	400

**ALTERNATIVE 3 RESIDENTIAL DEVELOPMENT TRANSFER ASSUMPTIONS**

**Overview:** A total of 874 residential bonus units (RBUs) remain from the 1987 regional plan. To be conservative, the model inputs were rounded up to 900 RBUs for all alternatives. For Alternative 3, the model assumes a total of 1500 RBUs are available including 900 remaining from the 1987 plan and 600 new units. Of these, 188 are already allocated to specific CEP projects, and the model assigned them to the CEP projects they are allocated to. The remaining 1312 RBUs are available for existing programs and as an incentive to property owners who transfer existing residential development or development rights from areas less suitable for development to within Town Centers, the Regional Center, or the High Density Tourist District (i.e. receiving areas). For transfers, different numbers of RBUs are offered depending on whether existing development is torn down and the parcel restored or whether a development right is

transferred off of an undeveloped parcel and the parcel is then protected from future development. More RBUs are offered for transfers of residential development from more sensitive lands than for transfers from less sensitive lands. More RBUs are also offered for transfers that are from parcels further from major transportation routes. Any one parcel may combine RBUs offered based on the sensitivity of the sending parcel with RBUs offered based on the distance from transportation routes or receiving areas. This results in a total of 30 different possible combinations based on the land capability of the sending site, its distance from receiving areas and transportation routes, and whether existing development is present. Based on these factors, each eligible parcel could earn a total of between 0 and 5 RBUs. Table 4 shows the number of RBUs offered for different categories of sending parcels.

**Table 4 Bonus Units Available for Transfer**

	Transfer Existing Development (ERU, CFA, TAU) to Town Centers, Regional Centers and/or the High Density Tourist District and restore and retire parcel	Transfer Development Right to Town Centers, Regional Centers and/or the High Density Tourist District and retire parcel
SEZ	1:3	1:1.5
Sensitive Lands (1a, 1c, 2 and 3)	1:2	1:1.25
Non-Sensitive lands (4, 5, 6 and 7)	1:1	1:1
Distance from Town Centers, Regional Centers, the High Density Tourist District and Primary Transit Routes.	Additional transfer ratio based on distance from non-residential support services and transit (only for transfers of Residential Development Rights and Existing Residential Units into Town Centers, Regional Centers and/or the High Density Tourist District	
Less than ¼ Mile or on the Lake-ward side of primary transit routes.	1:1	
¼ Mile to ½ Mile	1:1.25	
½ Mile to 1 Mile	1:1.5	
1 Mile to 1½ Mile	1:1.75	
Greater than 1½ Mile	1:2	

To evaluate the potential effects of the residential transfer incentives shown in Table 4, TRPA modeled likely transfers of residential uses. Since it is impossible to know exactly how many and which parcels would utilize the residential transfer incentives, it was necessary to make a series of reasonable assumptions based on the best available information. These assumptions are described in more detail below, and relate to the following: 1) the total number and rate of RBU utilization, 2) the proportion of existing development to development rights transferred, 3) the number of transfers from each combination of land capability and distance categories, and 4) the proportion of development transferred to each receiving area. To assist in evaluating whether these assumptions were reasonable, TRPA enlisted an outside firm to complete an economic pro forma analysis of residential projects utilizing the transfer incentives. The evaluation found that the bonus units provide feasible options for future development, provided market conditions show modest recovery in the next few years. This finding was tested using the low-high range of the incentive program ratios, and a low-high range of potential costs for each development right purchase based on past experience (BAE 2012). Once these assumptions were made, TRPA modeled the resulting changes in the distribution and number of residential units. The changes in residential use patterns were then input into the transportation model to assess effects on air quality, vehicle miles traveled, traffic, population, and other resource areas.

### ***Residential Transfer Assumptions***

***Total Number and Rate of RBU Utilization:*** A total of 1312 RBUs were modeled as available and unassigned (i.e. not already allocated to a pending CEP project) in Alternative 3. This included an estimated 712 RBUs carried over and available from the RBUs authorized in the 1987 Regional Plan, as well as 600 new RBUs. Since 1987 a total of 526 RBUs have been used. Under the existing Regional Plan, these RBUs could only be used for projects that constructed deed-restricted less than market rate housing, or they could be earned through completion of mitigation above and beyond that required for project approval, as described in Code section 52.3.3.B. Alternative 3 would provide more opportunities to earn

these RBUs and it is estimated that over 19,000 parcels would be eligible for transfer incentives.

In addition, Alternative 3 includes a substantial number of other incentives that would promote transfers into receiving areas. These other incentives are described in Chapter 2 and include: increasing the maximum coverage allowed for a redevelopment project in a receiving area, allowing transfers from sensitive land to keep non-conforming coverage, allowing coverage to be transferred across HRA boundaries, increasing maximum heights in some receiving areas, and increasing allowable residential density for mixed use projects, among other incentives. In combination with the residential bonus units, these additional incentives would provide a very strong set of incentives to transfer residential units for redevelopment projects in receiving areas.

The existing sensitive lot retirement program has demonstrated that demand exists for incentives that would encourage property owners to retire sensitive lots. The sensitive lot retirement program provides an allocation to property owners who retire a sensitive lot. Over the eight years the program has been in existence, 213 lots have been retired in exchange for an allocation. The allocation offered under this program is substantially less of an incentive than the bonus units offered in Alternative 3 (i.e. the one allocation earned under the sensitive lot program still needed to be paired with a development right, up to 5 bonus units can be earned for transferring one unit under Alternative 3, and these bonus units do not require a development right).

Given the large number of properties that would be eligible for the residential transfer incentives, the additional incentives that could be combined with the RBUs to further incentivize transfers to receiving areas, and the high amount of demand demonstrated by participation in a more limited program that offered fewer incentives, it is reasonable to assume that the majority of available RBUs would be used for the transfer of residential development. Therefore, the model assumes that approximately 90% of the available RBUs, or 1186 RBUs would be used to facilitate the transfer of residential development.

Very little information is available on the likely rate of transfer incentive utilization. As mentioned above, the sensitive lot retirement program offered much less of an incentive than would be available under Alternative 3. The existing sensitive lot retirement program utilized up to 47 allocations a year. Based on the increased incentive offered by the bonus units and transfer ratios in Alternative 3, and the numerous other incentives for redevelopment included in the alternative, utilization of approximately 80 bonus units per year was used as a reasonable, if not conservative, assumption for the model. This resulted in utilization of approximately 643 bonus units by 2020 and a total of 1186 by 2035 (Tables 4 and 5).

*Proportion of Existing Development to Development Rights Transferred:* Alternative 3 offers different numbers of RBUs based on whether existing development is removed, restored, and the development right transferred, or whether a development right is transferred off of an undeveloped parcel. It is necessary to make an assumption about the proportion of transfers that would occur from developed and from undeveloped parcels. Undeveloped parcels are less expensive than developed parcels and therefore more likely to be acquired by a project proponent acquiring development rights for transfer. Many undeveloped parcels eligible for RBUs under Alternative 3 are in sensitive lands. These sensitive parcels are subject to greater development restrictions and, therefore, they are very unlikely to be developed. The most likely use for these parcels is a transfer of development rights. While there are more eligible developed parcels than undeveloped parcels and a higher number of RBUs are offered for transfers of existing development, the lower cost and limited uses of undeveloped sensitive parcels would make it likely that significantly more development rights would be transferred than existing development. Therefore, the model assumed that approximately 80% of transfers would come from undeveloped parcels and approximately 20% would come from developed parcels.

In order for a development right to be utilized, it needs to be paired with an allocation to create a new residential unit. Each development right that was modeled as being transferred into a receiving area was paired with

one new allocation and the resulting new residential unit was assigned to that receiving area.

*Number of Transfers from Each Combination of Land Capability and Distance Categories:* Fifteen possible combinations of land capability categories and distance categories exist for transfers of development rights (e.g. SEZ and 1 - 1.5 mile). An additional 15 categories exist for transfers of existing development. Once the proportion of transfers of development rights and transfers of existing development was established, it was necessary to make assumptions about the number of units moved within each combination of land capability and distance categories. Tables 5 and 6 show each possible combination of land capability and distance categories for both developed and undeveloped parcels, list the transfer ratio for each combination and show the number of bonus units received per unit transferred. The tables show the number of units transferred and bonus units provided by the years 2020 and 2035, and the percent of all eligible parcels utilizing the transfer incentive program within each category.

The number of units transferred within each combination of land sensitivity and distance category was determined based on the sensitivity of the sending parcel, the amount of incentive provided, and the number of available parcels. New development on undeveloped parcels in SEZ or other sensitive lands is restricted and many of these parcels are unbuildable, increasing the likelihood that development rights would be transferred from the parcels. These undeveloped sensitive lands would also generate or send more bonus units than less sensitive lands. The model assumed that 625 development rights would be transferred from undeveloped sensitive lands, more transfers than from other categories of sending sites. Undeveloped parcels on high capability lands could be developed and would receive less of a transfer incentive. As a result, fewer development rights, 270 in total, were assumed to be transferred from high capability parcels (Table 5).

As described above, fewer transfers were expected from developed parcels. The transfers from developed parcels were anticipated to follow a similar pattern as the transfers from undeveloped lands. More transfers

were assumed to come from sensitive lands because they receive more transfer incentives, and redevelopment and expansion of those parcels is constrained by coverage limitations and other restrictions. A total of 190 eligible developed SEZ or sensitive parcels were assumed to participate in the transfer program. Fewer developed parcels on high capability lands were assumed to transfer due to the lower incentives offered for those parcels and the lack of constraints to expansion or redevelopment of those parcels. A total of 60 eligible high capability developed parcels were assumed to participate (Table 6).

*Proportion of Development Transferred to Each Receiving Area:* Once the assumptions described above were made regarding sending parcels, an assumption was necessary about the distribution of the transferred development rights and RBUs within the various receiving areas. The proportion of transferred development rights and RBUs assigned to each receiving area was determined based on the level of redevelopment that has already occurred within each receiving area and the size of receiving areas. TRPA and local jurisdiction staff familiar with development trends in the receiving areas were consulted to determine the level of development or redevelopment likely to occur within each receiving area. Receiving areas that have experienced more redevelopment recently were expected to provide fewer opportunities for future redevelopment and receive fewer transferred development rights and RBUs. Smaller receiving areas were presumed to offer fewer opportunities for receiving transferred development rights and RBUs than larger receiving areas. The assumed percent of development transferred to each receiving area was as follows:

- High Density Tourist District: 20%
- Regional Center: 20%
- South "Y": 20%
- Kings Beach: 15%
- Incline Village: 5%
- North Stateline: 5%
- Tahoe City: 5%
- Kingsbury: 5%
- Meyers: 5%

### ***Model Approach***

To run the residential transfer model and produce an output to be used in the transportation model, TRPA used the best available GIS data to perform the following steps:

1. Identified the land capability category (e.g. 1b), and the distance category (e.g. > 1.5 miles) for each parcel in the Region.
2. Identified which parcels contain single family development and which parcels were undeveloped but contain a development right.
3. Assigned the appropriate transfer ratio to each eligible parcel based on land capability category, distance category, and whether the parcel was developed or undeveloped.
4. Selected all eligible parcels within each combination of land capability, distance, and development categories.
5. Randomly selected the appropriate number of residential units and development rights within each combination of land capability, distance, and development categories based on the assumptions shown in Table 2.
6. Removed those residential units and development rights from the sending Traffic Analysis Zone (TAZ), and assign those residential units to receiving areas at the proportions shown above (and distribute evenly across all TAZs within the receiving area). For transfers of development rights, one new allocation was used in conjunction with the transferred development right and the resulting residential unit was assigned to the receiving area.
7. Calculated total number of units leaving each TAZ and total number to be received by each TAZ and incorporate into the transportation model.

**Table 5 The transfer ratios and number of bonus units earned for transfers of existing development, the modeled number of units moved from each sending category, the number of bonus units provided, and the percent of eligible parcels within each category that utilized transfers in the model**

Existing Development	Transfer Ratio	Bonus Units Per Transfer	Units Moved 2013 - 2020	Units Moved 2020 - 2035	Total Units Moved	Bonus Units	% of Eligible Units Transferred from Each Category
< .25 mile, SEZ	1:3	2	20	10	30	60	1.6%
< .25 mile, Sensitive	1:2	1	15	10	25	25	2.6%
< .25 mile, High Capability	1:1	0	0	0	0	0	0.0%
.25 - .50 mile, SEZ	1:3.75	2.75	10	10	20	55	7.4%
.25 - .50 mile, Sensitive	1:2.50	1.5	10	10	20	30	6.0%
.25 - .50 mile, High Capability	1:1.25	0.25	10	5	15	3.75	0.3%
.50 - 1 mile, SEZ	1:4.5	3.5	10	10	20	70	4.8%
.50 - 1 mile, Sensitive	1:3	2	10	10	20	40	7.6%
.50 - 1 mile, High Capability	1:1.5	0.5	5	5	10	5	0.3%
1 - 1.5 mile, SEZ	1:5.25	4.25	5	5	10	42.5	8.9%
1 - 1.5 mile, Sensitive	1:3.5	2.5	5	5	10	25	15.6%
1 - 1.5 mile, High Capability	1:1.75	0.75	10	5	15	11.25	0.8%
> 1.5 mile, SEZ	1:6	5	10	10	20	100	6.8%
> 1.5 mile, Sensitive	1:4	3	10	5	15	45	15.3%
> 1.5 mile, High Capability	1:2	1	10	10	20	20	1.2%
<b>Totals</b>			<b>140</b>	<b>110</b>	<b>250</b>	<b>532.5</b>	

**Table 6 The transfer ratios and number of bonus units earned for transfers of development rights, the modeled number of units moved from each sending category, the number of bonus units provided, and the percent of eligible parcels within each category that utilized transfers in the model**

Development Rights	Transfer Ratio	Bonus Units Per Transfer	Units Moved 2013 - 2020	Units Moved 2020 - 2035	Total Units Moved	Bonus Units	% of Eligible Units Transferred from Each Category
< .25 mile, SEZ	1:1.5	0.5	160	90	250	125	76.0%
< .25 mile, Sensitive	1:1.25	0.25	60	60	120	30	61.5%
< .25 mile, High Capability	1:1	0	0	0	0	0	0.0%
.25 - .50 mile, SEZ	1:1.875	0.875	20	20	40	35	83.3%
.25 - .50 mile, Sensitive	1:1.5625	0.5625	20	25	45	25.3	77.6%
.25 - .50 mile, High Capability	1:1.25	0.25	40	40	80	20	10.8%
.50 - 1 mile, SEZ	1:2.25	1.25	15	20	35	43.75	72.9%
.50 - 1 mile, Sensitive	1:1.875	0.875	25	15	40	35	88.9%
.50 - 1 mile, High Capability	1:1.5	0.5	50	40	90	45	18.4%
1 - 1.5 mile, SEZ	1:2.625	1.625	10	10	20	32.5	90.9%
1 - 1.5 mile, Sensitive	1:2.1875	1.1875	10	10	20	23.75	87.0%
1 - 1.5 mile, High Capability	1:1.75	0.75	55	45	100	75	31.8%
> 1.5 mile, SEZ	1:3	2	15	15	30	60	68.2%
> 1.5 mile, Sensitive	1:2.5	1.5	10	15	25	37.5	86.2%
> 1.5 mile, High Capability	1:2	1	40	25	65	65	23.2%
<b>Totals</b>			<b>530</b>	<b>430</b>	<b>960</b>	<b>652.8</b>	

## Component 2: The Trip Reduction Impact Analysis (TRIA) Tool

TRPA/TMPO developed the Trip Reduction Impact Analysis (TRIA) model to evaluate the trip reduction impacts of various transportation policies and programs under consideration as part of the Regional Plan and Regional Transportation Plan/Sustainable Communities Strategy development. While the Tahoe Transportation Model is robust, it cannot capture more nuanced strategies that can have a significant effect on travel

demand such as parking policies, employer-trip reduction incentive programs, or construction of new bike trails and sidewalks. The purpose of the TRIA model is to provide planning-level, order-of-magnitude, comparative estimates of the quantitative impacts on auto trips of the continuation of existing policies and programs compared to the impacts of implementing new policies and programs in the areas of transit service expansion,



bicycling and walking, and transportation demand management. The assumptions used in the TRIA model are summarized below.

### **TRIA Methodology**

As far as possible, the model is based on current conditions in the Tahoe basin, or existing forecasts developed locally. The impact of individual policies was estimated based on a review of the available literature and studies of places where these policies have already been implemented. Where research showed that a policy might vary in effectiveness the more conservative approach was chosen, so as not to overstate the trip reduction potential.

The methodology for developing the TRIA spreadsheet centered on estimating the number of trips that could be transferred from vehicles to other modes through a combination of policy changes, programs, infrastructure investment and incentives. The TRIA model is built around analysis of the main modes of transportation and analysis of how the land use changes and transportation policies proposed in the Regional Plan alternatives impact these modes. The main categories considered in the model are:

- Bicycling and walking
- Public transit
- Transportation Demand Management measures
- Parking policy changes

The model is structured in such a way as to estimate the potential growth for each mode, for example the potential for new transit riders who were previously vehicle drivers, and to take this growth as reductions in vehicle trips.

The estimates of vehicle trip reductions that could likely be achieved with implementation of the proposed transportation policies and programs were drawn from a library of best practice case studies as well as a literature review. Wherever possible, the estimates were based on quantitative data (empirically derived or modeled). Where available, data from the TRPA Regional Transportation Model was used. When appropriate, professional judgment was used to refine the estimates for

the proposed policy alternatives, based on consultant and TRPA/TMPO staff experience in developing, analyzing, and implementing vehicle trip reduction strategies. At every step, the TRPA/TMPO strove to find the right balance between making conservative assumptions and analysis in order to avoid overstating potential benefits, while at the same time avoiding the inverse error of being overly conservative—and thereby understating potential benefits.

The TRIA tool is intended to be a post-processor to the regional traffic model in that it provides percentage vehicle trip reductions which are applied to the trip table, an output of the model. Each trip reduction is applied to one of three different trip types, depending on where the strategy is likely to have the greatest effect. These three trip types are: 1) trips originating or ending in town centers; 2) trips beginning or ending outside the Region; and 3) all trips in the Region. More details on how the TRIA links to the regional traffic model are provided in the last section of this document.

### **CUMULATIVE EFFECT**

While the effect of each policy was analyzed individually, the cumulative effect of these policies was also estimated based on the understanding that all selected policies would eventually be implemented.

The cumulative effect of these policies cannot simply be the sum of individual effects. The impact of some policies depends on the origin and destination – for example whether they affect trips that start in Tahoe but end outside the region, or if the entire trip takes place within the Tahoe Basin. Other policies may be mutually exclusive – i.e. the measures could not reasonably be implemented at the same time.

Where there are several trip reduction measures that are not mutually exclusive, the total cumulative trip reduction does not equal Measure A + Measure B. Once Measure A has been applied, the Measure B will then apply to a base that has already been reduced by the measure A. For example, if two trip reduction measures would each give a 10% trip reduction, the total cumulative reduction is not 20%. Rather, it would be equal to  $100\% - (90\% * 90\%) = 19\%$ .

## MODEL ANALYSIS BY MODE

The TRIA model was finalized and run in November of 2011 in order to have enough time to incorporate the results into the region-wide VMT and GHG estimates. As such, it was not able to capture policies and strategy nuances among alternatives that were developed later in the planning process. In particular, most of the strategies below were evaluated as “whole” strategies, and applied either in whole, or not at all, to each alternative. For example, TRIA does not assume that one alternative will implement only half of the bicycle trail strategies; it assumes either 100% or 0% of the strategies will be implemented. Since the trip reductions from each individual strategy where this is the case are relatively small (i.e., ranging from between 0.1 – 2% of trips to or from urban areas or 0.2 – 1% of trips region-wide), this difference among alternatives is also small. However, cumulatively, the TRIA model is likely slightly underestimating variation between alternatives because of this assumption. Table 7 shows which strategies were assumed for each alternative.

### ***Bike and Pedestrian Facilities***

The TRIA model for bicycle and pedestrian trips was developed based on the TMPO’s Bicycle Trail User Model (available at [www.tahoemp.org](http://www.tahoemp.org)). In addition to the projections for new bicycle and pedestrian trips which replace existing trips for existing Tahoe residents, the TRIA model incorporates population growth by adding new bicycle and pedestrian trips from new projected residents based on the TRPA Regional Plan population forecasts. Trip reductions from bicycle and pedestrian strategies were applied region-wide.<sup>1</sup>

### ***Transit Services and Facilities***

The transit portion of the TRIA model is based on ridership projections from the Tahoe Area Regional Transit Systems Plan Study (2005), and the Tahoe Interregional/Intraregional Transit Study (2006), both prepared by the TRPA. These new services were too small to be captured by the model, and therefore are analyzed as part of

<sup>1</sup> Trip reductions from bicycle and pedestrian strategies were applied region-wide because the estimates were based on existing studies which considered region-wide effects.

the TRIA. The ridership projections were grouped into service improvements and capital projects. For example, adding a public bus service between the Reno Airport, Truckee and Tahoe was included as a service improvement, since the capital investment is low and the change could be implemented by an existing company, potentially as a modification to existing services. Conversely, the Lake Tahoe Waterborne Transit project, which would see ferry service between South and North Lake Tahoe, was included as a capital project, because it would require a significant investment of public funds in infrastructure in order to be realized.

Starting with the ridership projections provided in the studies, the TRIA model assumes that 95% of the projected ridership would come from existing trips.<sup>2</sup> Where transit alternatives were obviously mutually exclusive, only the project with the highest projected ridership was included. Otherwise, all projects were included and assumed not to affect the ridership of other services. Trip reductions from transit services and facilities were applied region-wide.<sup>3</sup>

### ***Improved Transit Coordination***

The transit coordination strategy assumed that ridership would increase if the timing between transfers of both internal transit and internal transit and inter-regional transit could be reduced. To determine potential ridership increases, ridership elasticities with respect to wait-time, based on the literature, were applied to existing ridership estimates for Lake Tahoe, to achieve new, additional ridership due to reduced transfer anxiety. It was assumed that up to a 20% reduction in transfer penalty could be achieved by 2035. Trip reduction strategies from improved transit coordination were applied to trips originating or ending in town centers.

### ***Real-Time Transit Travel Information***

Both BlueGO transit on the South Shore and Tahoe Area Regional Transit (TART) on the North Shore are in the

<sup>2</sup> This is due to the nature of the service changes, which are either inter-regional, or late-night services which are unlikely to attract users from modes other than a private vehicle.

<sup>3</sup> Trip reductions from transit facilities and services were applied region-wide, because the estimates were based on existing studies which considered region-wide effects.

midst of employing real-time transit information for their riders, including information on actual bus arrival time available by phone and by changeable message sign, as well as on-line. Documentation from other areas where real-time transit information has been implemented showed ridership increases of 6-40%, although not all of the ridership increases could be positively correlated to real-time transit information alone. The TRIA assumed conservatively that these types of improvements could result in a 10% ridership increase in Lake Tahoe by 2035. Trip reduction strategies from real-time transit coordination were applied to trips originating or ending in town centers.

### ***Regionally Implemented Dynamic Ridesharing***

Newly established dynamic ridesharing programs such as ZimRide and Avego allow people to find ride partners in pre-vetted groups such as colleagues or Facebook friends, and are being marketed strongly in the Tahoe Region. At Lake Tahoe, these services seem most applicable to visitor trips, particularly for skiing or weekend leisure travel. Based on trip reductions from a similar real-time rideshare program from Massachusetts, the TRIA assumes a 1% trip reduction for all alternatives which is applied to internal-external trips only.

### ***Transportation Demand Management (TDM) Measures***

The TRIA model primarily compares the effect of improving the participation rate of existing TDM ordinances through increased outreach. The model assumes that participation rates for small companies will achieve the target compliance rate of 75% (up from 30%), medium companies will achieve 90% (up from 50%) and large companies will achieve 100% compliance (up from 80%). Trip reduction strategies from improving existing TDM ordinances were applied to trips originating or ending in town centers.

### ***Parking Management***

Where available, the parking calculations in the TRIA model are based on observed parking occupancy statistics and estimates of the total parking supply provided by existing studies. Where occupancy and turnover data

was not available, trip generation rates were based on data from Trip Generation, 8th Edition<sup>4</sup>.

Using data on the existing trip generation rates and number of spaces, TRIA estimates the total number of trips. Assuming no changes to trip generation rates or parking regulations, the future baseline amount of parking was estimated, and hence the future number of trips. TRIA then analyzes the effects of proposed changes to parking requirements on the total amount of parking available under different growth scenarios embodied in the TRPA Regional Plan Update, and hence on the number of trips. Comparing these to the baseline “status quo” scenario yields the percentage reductions that can be expected from the proposed changes to parking requirements. TRIA assumes that parking for new development will be provided at a regional average of 40% of current requirements. Trip reduction strategies from parking management were applied to trips originating or ending in town centers.

### ***Intercept Lots and User Fee***

Alternative 2 includes new policies that would encourage the Tahoe Transportation District to implement a fee that impacts people who choose to drive into the Tahoe Region, which would fund shuttles from intercept lots and other multi-modal transportation improvements. The shuttle program would primarily cater to day-use and overnight visitors. Sixty percent of motorists entering the Tahoe Region were assumed to be visitors<sup>5</sup>. The analysis assumed that a fee would be charged that is sufficient to induce 10 percent of visitors entering the Tahoe Region to park in an intercept lot and use the shuttle service. If this policy were to be implemented, the amount of the fee would be varied until the desired shift was achieved (research from the California Air Pollution Controls Officers Association and the Center for Clean Air Policy suggests that a 16 to 22 percent reduction in vehicle trips may be achieved through road cordon pricing. Given the unique challenges (e.g., luggage space needs, intra-region travel,

<sup>4</sup> Trip Generation, 8th Edition, Institute of Transportation Engineers (2008)

<sup>5</sup> The Lake Tahoe Origin-Destination Survey Report (RSG, Inc. January 2012, pg. 7),

etc.) some Tahoe Region visitors may encounter to use a shuttle system, a lower percent (10%) was deemed more reasonable). Therefore, the number of internal-external and external-internal trips was reduced by 6 percent (i.e., 60% x 10%). It is acknowledged that the shuttle system will add bus VMT to the region, which the model did not estimate. However, this added VMT is more than offset by the elimination of visitor intra-region auto trips that would otherwise occur.

**ASSUMED IMPLEMENTATION TIMING FOR SCS POLICIES**

In developing the model, the TMPO used existing data sources and the TRPA model forecasts to estimate the time at which various policies will be implemented. For example, for the modes where population growth is built into the model, such as bicycling, walking and transit, the population forecasts from the TRPA regional model were used.

Table 8 shows assumptions regarding implementation timing for the various policies, programs, and projects under consideration in the RPU and RTP.

**Table 7: TRIA Strategies by Alternative**

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Regional network of bicycle and pedestrian facilities	Yes	Yes	Yes	Yes	Yes
Transit Capital Improvements (Waterborne Transit)	Yes	No	Yes	Yes	Yes
Transit Operational Improvements	No	Yes	Yes	Yes	No
Improved transit coordination and real-time travel information	Yes	Yes	Yes	Yes	Yes
Dynamic Ridesharing	Yes	Yes	Yes	Yes	Yes
Improvements to Employer Trip Reduction Program	No	Yes	Yes	Yes	No
Parking Management	No	Yes	Yes	Yes	No
Intercept Lots and Road User Fee	No	Yes	No	No	No

**Table 8 Assumed Implementation Timing for SCS Policies**

Vehicle Trip Reduction Strategy	Implementation Year	
	2020	2035
<b>Parking Management</b>		
Adjust parking requirements and implement shared parking	100%	100%
<b>Transportation Demand Management</b>		
Improve existing employer vehicle trip reduction program	100%	100%
<b>Transit Service and Facilities*</b>		
Intra-regional transit capital projects (Lake Tahoe ferry service)	100%	100%
Transit operational changes	Please see footnote *	100%
Real-time arrival information at transit stops, online, and/or via web-enabled mobile devices.	100%	100%
Improved transit coordination among providers	100%	100%
Dynamic ridesharing	100%	100%
<b>Bike and Pedestrian Facilities</b>		
Complete regional network of bike facilities (includes expanded bike parking)	40%	100%
Complete regional network of pedestrian facilities	40%	100%
Snow removal on important bike and ped routes	100%	100%

\* Assumes that all transit strategies will be fully implemented by 2020, with the exception of:  
 - Half-hour service on North Shore (year round, all day)  
 - Extend North Shore service (year round, until 10 pm, CA only)

### Component 3: Calculating VMT and Greenhouse Gas Emissions

Because the Tahoe Transportation Model spans both California and Nevada in its region-wide VMT calculations, to calculate achievement of the California greenhouse gas targets, it is necessary to develop a methodology for splitting out the VMT attributable to the California portion of the basin. In addition, in accordance with the RTAC protocol for accounting for half of the VMT of all trips with an origin or destination outside the region, and none of the VMT for trips that cross through the region without stopping, additional post-processing of the Transportation Model results is necessary. This section explains how the TRIA is integrated into the model results, and how total VMT and GHG emissions for the California portion of the region are calculated.

TRPA/TMPO developed an “accounting-based” approach to improve the accuracy of VMT estimates in the Tahoe Basin. As described below, this approach accounts for every vehicle trip in the TRPA model. By doing so, it does not have to rely on any interim assumptions, and

produces accurate VMT estimates that can be readily reviewed/confirmed by others.

#### VMT CALCULATION FOR 2005 TRPA TRAVEL DEMAND MODEL

This section outlines the process TRPA/TMPO undertook to calculate VMT for 2005 and 2010, and the 2020, and 2035 models. As noted in previous work products, VMT is estimated for a peak summer weekday.

##### Step 1: Obtain Daily Trip Table

The daily trip table is a large matrix displaying the total number of vehicle trips on a daily basis that travel from one particular traffic analysis zone (TAZ) to another. Trip tables also include the number of trips that remain internal to a particular TAZ and trips that have an origin or destination to an external gateway. Below is an illustration of TRPA’s trip table.

	1	2	3	4	5	6	7	9	10	11	12	13
	69.00	23.00	11.00	30.00	24.00	21.00	30.00	1.00	2.00	0.00	0.00	0.00
	36.00	60.00	15.00	17.00	36.00	28.00	28.00	16.00	41.00	16.00	14.00	24.00
	0.00	8.00	44.00	1.00	4.00	3.00	0.00	13.00	49.00	20.00	9.00	18.00
	26.00	23.00	10.00	7.00	28.00	23.00	28.00	1.00	1.00	2.00	0.00	1.00
	25.00	19.00	9.00	34.00	10.00	29.00	29.00	0.00	6.00	3.00	1.00	1.00
	30.00	29.00	16.00	26.00	14.00	33.00	29.00	0.00	0.00	0.00	0.00	0.00
	44.00	27.00	11.00	28.00	24.00	22.00	81.00	0.00	1.00	0.00	0.00	0.00
	1.00	9.00	12.00	0.00	1.00	0.00	0.00	4.00	9.00	4.00	2.00	9.00
0	1.00	8.00	9.00	0.00	1.00	0.00	2.00	6.00	8.00	1.00	7.00	8.00
1	0.00	5.00	8.00	1.00	0.00	0.00	0.00	5.00	2.00	2.00	2.00	3.00
2	3.00	19.00	13.00	0.00	0.00	1.00	0.00	12.00	18.00	3.00	20.00	15.00
3	1.00	12.00	13.00	2.00	2.00	1.00	0.00	7.00	14.00	3.00	9.00	7.00
4	0.00	8.00	5.00	0.00	2.00	1.00	1.00	3.00	4.00	1.00	6.00	6.00
5	1.00	3.00	6.00	2.00	1.00	0.00	0.00	1.00	3.00	0.00	3.00	2.00

**Step 2: Apply TRIA Adjustments**

As described above, the TRIA spreadsheet is a tool which quantifies the trip reduction benefits of various transportation programs and policies that are part of the SCS. Since the traffic model is not capable of modeling changes in behavior due to these strategies (e.g., employer shuttles, parking management, subsidized transit, etc), for the 2020 and 2035 forecast years, it was necessary to model these behavior changes through ‘post-processing’ of the trip table. Specifically, trips were reduced in accordance with the TRIA percentages in those TAZs where travel behavior would be affected by these strategies.

The aggregate trip reductions for 2035 by alternative, by location, are shown in Table 9.

**Step 3: Estimate Distance of Trips**

A distance-skim matrix is used to estimate the travel distance between all TAZs within a model. It is a matrix of identical size to a trip table, but whose contents are expressed as miles versus vehicle trips.

**Step 4: Calculate Zone-to-Zone VMT**

The TransCAD software program allows for matrix multiplication. The TRIA-adjusted trip table in Step 2 is multiplied by the distance skim in Step 3 to yield a new matrix whose content is VMT (i.e., number of daily trips multiplied by distance) between all zones in the model. For the VMT estimates in the RPU and RTP, this is the number that is used.

**Step 5: Aggregate Zones into Districts**

To show achievement of the greenhouse gas targets associated with SB 375, VMT must be calculated for the California side only. The TRPA model contains 289 TAZs, of which 184 represent land uses on the California side of the Tahoe Basin and 105 represent land uses on the Nevada side of the Tahoe Basin and external gateways.

**Step 6: Apply RTAC’s VMT Calculation Methodology**

The Regional Targets Advisory Committee (RTAC) established under SB 375 recommends the following accounting of various trip types for California VMT purposes:

- Include 100% of internal-internal (I-I) trips

**Table 9 Vehicle Trip Reduction Estimates from TRIA-identified Strategies**

Area	2035				
	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5
Urban Centers	2.66%	3.50%	4.32%	4.12%	2.78%
Other Area	1.28%	1.55%	2.19%	2.13%	1.40%
Internal-External & External-Internal Trips	0.78%	6.7%	0.78%	0.78%	0.78%
Total Trip Reduction	1.3%	1.6%	2.0%	1.9%	1.4%

Source: TRIA Spreadsheet, TMPO, 2011

- Exclude external-external (X-X) trips
- Count 50% of internal-external (I-X) and external-internal (X-I) trips<sup>6</sup>

Since the SB 375 evaluation is for the California side of the Tahoe Region, I-I trips are those that begin and end in the California side of the Region. An example of an I-X trip is a trip from Meyers, CA to Incline Village, NV. An example of an X-X trip is a trip from Echo Summit, CA to Incline Village, NV.

The zone-to-zone VMT matrix from Step 4 was manipulated based on the aggregation of zones in Step 5 and the above VMT calculation methodology.

The results of this six-step process yield the VMT for the California side of the Tahoe Basin using the RTAC-recommended calculation method.

## GREENHOUSE GAS EMISSION ESTIMATION

The California Air Resources Board released a memo dated July 2011, called *"Description of Methodology for ARB Staff Review of Greenhouse Gas Reductions from Sustainable Communities Strategies (SCS) Pursuant to SB 375."* Regarding modeling greenhouse gas emissions from VMT estimates, this methodology directs MPOs to use the EMFAC model for both 2005 estimates and 2020 and 2035 estimates. ARB's methodology document states:

*"The Emission FACTors (EMFAC) model is a California specific computer model that calculates daily emissions of air pollutants from all on-road motor vehicles including passenger cars, trucks, and buses for calendar years 1970 to 2040. The model, developed by ARB, estimates emissions using vehicle activity provided by regional planning organizations and emission rates developed from testing of in-use vehicles. In addition to statewide emissions, the model can also estimate emissions at the county, air district, and air basin levels. The current EMFAC2007 model estimates exhaust and*

*evaporative hydrocarbons, carbon monoxide, oxides of nitrogen, particulate matter, oxides of sulfur, methane, and carbon dioxide (CO<sub>2</sub>) emissions."*

After calculating the VMT attributable to the California side of the Tahoe Basin in accordance with RTAC procedures, the TMPO used this VMT as an input to EMFAC2011, the most recent version of EMFAC available. The resulting GHG emissions were then divided by the 2005, 2025, and 2035 residential populations to obtain GHG emissions per capita.

<sup>6</sup> TRPA/TMPO has decided that only the portion of the I-X and X-I trip occurring within the Tahoe Basin would be counted because accurate estimates of trip lengths outside the basin would be difficult to develop.





# APPENDIX D

## Detail on Proposed Transit Investments

<b>Inter-Regional Transit Capital Enhancement</b>		<b>Cost</b>
8 Buses and Bus Amenities		\$3,793,751
Ticket Coordination ( <i>unconstrained</i> )		\$200,000
	<b>Total</b>	<b>\$3,993,751</b>
<b>Inter-Regional Service Operational Enhancement (Annual Subsidy)</b>		<b>Cost</b>
South Shore Vanpool		\$61,969
Reno-Truckee-North Tahoe Bus		\$362,596
Sacramento-South Shore Shuttle		\$135,947
	<b>Total</b>	<b>\$560,512</b>
<b>BlueGO Service Operational Enhancements</b>		<b>Cost</b>
Minden to Gardnerville Vanpool Service		\$394,600
Limited fixed route to Meyers		\$94,900
Reduced Headways US 50		\$166,400
Summer service to Zephyr Cove		\$93,600
	<b>Total</b>	<b>\$749,500</b>
<b>BlueGo Capital Enhancements</b>		<b>Cost</b>
5 35-foot buses		\$850,000
1 Trolley		\$220,000
20 Electronic fareboxes		\$250,000
Data Collection system		\$50,000
Facility and Fleet security		\$70,000
Operations IT infrastructure ( <i>computer aided dispatch, infrastructure</i> )		\$30,000
Purchase non-revenue vehicles		70,000
Purchase and install 10 passenger shelters		\$400,000
BlueGo Maintenance Facility		\$8,000,000
	<b>Total</b>	<b>\$9,940,000</b>

<b>TART Service Operational Enhancements</b>		<b>Cost</b>
<b>Mainline Route</b>		
Half-Hourly North Shore Service-Year Round <i>(Incremental)</i>		\$241,004
Evening Service-Summer All Mainline Until 10 PM		\$41,312
<b>SR 89/SR 267 Service</b>		
Second Winter SR 267 Pk Period Service <i>(Incremental)</i>		\$52,551
Year-Round All-Day 60-Minute SR 267 Service		\$400,000
West Shore Neighborhood Shuttle <i>(unconstrained)</i>		\$300,000
North Shore Neighborhood Shuttle <i>(unconstrained)</i>		\$300,000
	<b>Total</b>	<b>\$1,334,867</b>
<b>TART Capital Enhancements</b>		<b>Cost</b>
TART Fleet Expansion - 3 buses		\$1,405,300
ADA Van for Service Contractor		\$70,000
10 Bus Stop Shelters		\$400,000
North Stateline Bus Bay		\$21,000
	<b>Total</b>	<b>\$1,896,300</b>
<b>East Shore Service Operational Enhancements</b>		<b>Cost</b>
Seasonal Fixed Route Service, Incline Village to US 50		\$518,000
	<b>Total</b>	<b>\$518,000</b>
<b>East Shore Transit Capital Enhancements</b>		<b>Cost</b>
Improve bus stop locations		\$600,000
Bus Equipment: Bike Racks & Personal Storage		\$200,000
Construction of 2 Park & Ride Lots		\$3,000,000
Transit/Visitor Center		\$800,000
Operations Facility		\$200,000
2 Buses		\$400,000
	<b>Total</b>	<b>\$5,200,000</b>

# APPENDIX E

## 2012 Conformity

### Purpose

The purpose of conformity is to ensure that regional transportation planning and programming remain consistent with state and local air quality planning efforts to achieve and/or maintain the National Ambient Air Quality Standards (NAAQS). As the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA) for Tahoe Region, the Tahoe Metropolitan Planning Organization (TMPO) has prepared this analysis pursuant to the 1990 federal Clean Air Act Amendments (CAAA) and the State Implementation Plan (SIP) for California and Nevada.

The Transportation Conformity Rule requires all jurisdictions in non-attainment areas or who are under federally approved maintenance plans to submit a conformity analysis if the planning or programming documents identify projects that have been defined as non-exempt. The CAAA also directs MPOs to facilitate the expeditious implementation of the Transportation Control Measures (TCMs) that are included in the SIP. No TCMs are applicable to the Tahoe Region therefore no control measures are identified for implementation.

### Emissions Tests

The TMPO is responsible for conducting conformity determinations for both the California and Nevada portions of the Basin where conformity requirements apply. EPA requires two 10 year CO maintenance plans. In California, EPA has approved the Lake Tahoe Air Basin (LTAB) second 10 year maintenance plan which ends in 2018. In Nevada, the first 10 year maintenance plan ends in 2014. Please refer to Table A for the current conformity designations by County.

Pursuant to the conformity regulation, a regional emission analysis which incorporates all conformity non-exempt projects must meet the established emission tests before *Mobility 2035* can be determined to conform with the State Implementation Plans (SIP). For California counties, the MPO must demonstrate that proposed transportation programs and plans are consistent with the SIP by showing that emissions associated with these plans and programs do not exceed applicable carrying capacities or “emission budgets” previously adopted by the California Air Resources Board (CARB). In Nevada, conformity is determined by applying a build/no build assessment for those areas that are either classified as non-attainment or are under a Maintenance Plan. Both Douglas and Washoe Counties have been designated as Limited Maintenance Areas, where the emissions test only applies for to non-attainment areas.

**Table A Pollutant and Conformity Designation by Jurisdiction**

Jurisdiction	Pollutant	Reason for Conformity Analysis
El Dorado County	CO	Current Maintenance Plan
Placer County	CO	Current Maintenance Plan
Douglas County	CO	Limited Maintenance Plan
Carson City County	CO	Limited Maintenance Plan

## Modeling and Analytical Assumptions (California)

Pursuant to the conformity regulation, a regional emissions analysis which incorporates all conformity non-exempt projects must meet the emissions budget test before *Mobility 2035* can be determined to conform to the SIP. This analysis is holistic in scope, with final conformity being based on the program rather than on a project-by-project basis.

On November 30, 2005, the EPA took direct and final action to approve a State Implementation Plan revision that was submitted by the California Air Resources Board. The revision titled *Approval and Promulgation of Implementation Plans and Designation of Areas for Air Quality Planning Purposes; Carbon Monoxide Maintenance Plan Update for Ten Planning Areas; Motor Vehicle Emissions Budgets: Technical Correction* (Federal Register/Vol. 70, No 229/Wednesday, November 30, 2005/ Rules and Regulations) provides a 10-year update to the carbon monoxide maintenance plan, for 10 planning areas of which the LTAB was included. As part of this update the following Motor Vehicle Emission Budget (MVEB) was developed for the LTAB.

		Emission Budget	
CO Maintenance Area	Area Included	2010	2018
Lake Tahoe North Shore	Eastern Placer	11	11
Lake Tahoe South Shore	Eastern El Dorado	19	10

Note: Winter Seasonal emissions are in tons per day. Emissions budget represent CARB's seasonal on-road motor vehicle emission inventory

The conformity regulations requires that a conformity analysis must include the attainment milestone year of the SIP, the forecast horizon year of the applicable RTP and have no analysis gaps greater than 10 years. Based on these requirements, the conformity analysis years selected for this analysis are: 2010, 2020, and 2035. A description of the conformity modeling planning assumptions is provided in Table B.

**Table B**

Modeling Assumptions	2012 RTP Conformity Assumptions
Socio-economic growth assumptions	TRPA Regional Plan Update Growth Forecasts
Vehicle Activity Levels (trips, VMT) (LDA, LDT, MDT, UB, MCY, SBUS, HHDT, HDGT,)	ARB Default Activity (2010, 2020, 2030) –TMPO Model (2010, 2020, 2035)
VMT by Speed Class Distributions (LDA, LDT, MDT, HDDT, HDGT, SBUS, MCY)	ARB Default Activity (2010, 2020, 2030)
Transportation Model Networks	TMPO Travel Model ( 2035 -Build-No Build)
Infrastructure Improvements & Schedules	Programmed Projects: 2012 FTIP: Planned Projects: 2012 RTP
Emission Model	EMFAC2007 v. 2.3 (ARB) and EMFAC2011 v. 1.0
Vehicle Type/Technology & Demographic Distributions	EMFAC2007 v. 2.3 (ARB) and EMFAC2011 v. 1.0
Vehicle Population	ARB Default Activity (2010, 2020, 2030)
Vehicle Starts	EMFAC2007v.2.3 and EMFAC2011 v. 1.0 ARB Default Activity (2010,2020, 2030)
Emission Budgets	2005 40 CFR ( 2010, 2018)

## Mobility 2035 TransCAD Modeling and Network Analysis

The *Mobility 2035* impact on travel behavior is assessed at the regional scale using the TMPO TransCAD Tour-Based Travel Demand Model. The TransCAD model identifies the impact on region-wide circulation patterns and vehicle miles of travel (VMT). The socio-economic data inputs for the regional network travel demand model were derived from the most recent growth allocations (2020 and 2035) identified through the TRPA Regional Plan Growth Alternatives (Table C). Both Non-Exempt projects required modifications to the 2020 TransCAD street networks. New roads or road extensions were coded by creating new links; widening projects required re-coding the number of lanes on affected links; channelization improvements entailed increasing the coded lane capacities, and passing lanes and/or roadway improvements/upgrades were reflected by increasing the average free flow speeds on affected links.

Note: Additional Information concerning the TMPO TransCAD Model Development and Calibration can be found in *Lake Tahoe Resident and Visitor Model: Model Description and Final Results*: Parsons, Brickerhoff Quade & Douglas. August 2007. Additional information concerning the TRPA Growth Assumptions can be found in the *TRPA Regional Plan Update Draft Environmental Impact Statement*; TRPA, April 25, 2012.

Non-Exempt Projects - The Lake Tahoe Basin is subject to a transportation conformity analysis on specific types of projects (termed “non-exempt projects”) that are included within the planning and programming documents. Exempt projects generally include projects that will not increase roadway capacity or VMT, safety improvements, maintenance of existing transit systems, such as bus replacement and the addition of bus shelters to be implemented in the Lake Tahoe Region. The following non-exempt projects have been identified for the Tahoe Region.

US50 South Shore Community Revitalization Project - Scheduled for completion in 2017 this project will realign U.S. Highway 50 near the casino corridor to improve bicycle, pedestrian and transit opportunities. The project straddles the California/Nevada Stateline area in El Dorado County and Douglas County and is proposed to reduce the existing U.S. Highway 50 to two eastbound lanes with westbound traffic redirected on Lake Parkway.

State Route 89/Fanny Bridge Community Revitalization Project – Scheduled for completion in 2018 this project addresses seasonal traffic congestion at the Tahoe City Wye in Placer County and the structural and seismic deficiencies of Fanny Bridge on the Truckee River. Fanny Bridge will be upgraded to provide improved pedestrian and bicycle safety with a new SR 89 alignment through the 64-acre United States Forest Service parcel located west of the existing State Route 89.

**Table C TRPA Regional Plan Alternative Growth Allocation and Development Rights Accounting**

Allocations/ Development Rights	Additional Allocations Proposed In The Regional Plan				
	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5
Residential Allocations	0	2600	2600	4000	5200
Residential Bonus Units	0	0	600	0	0
Tourist Bonus Units	0	0	0	200	400
Commercial Floor Area (Total)	0	200,000	200,000	400,000	600,000
<i>Placer County</i>					
<i>Washoe County</i>					
<i>Douglas County</i>					
<i>El Dorado County</i>					
<i>City of South Lake Tahoe</i>					
<i>TRPA Special Project and CEP Pool</i>					

## On-Road Motor Vehicle Emissions Analysis

The on-road mobile source emissions estimates for *Mobility 2035* were produced with the EPA approved EMFAC2007 (v. 2.30 November 6, 2006) emission inventory model developed by the California Air Resources Board (ARB) for use in California. EMFAC calculates emission factors that are used as input to the activity module to produce an on-road mobile source emissions inventory. Additional analysis was completed with the updated EMFAC2011 which ARB has updated with the latest information on vehicle populations and miles traveled in California. Both models were used because EMFAC2007 is the current model accepted by EPA for purposes of conformity analysis, but it is anticipated that EPA will accept EMFAC2011 in the fall of 2012 and will use the model for conformity analysis thereafter. Both models use inputs on the types of vehicles in use, vehicle speeds, vehicle operating conditions (e.g., cold starts, hot starts, hot stabilized running etc.,) and temperature corrections (for diurnal and hot soak evaporative processes) to generate on-road vehicle emission factors. These emission factors are applied to the appropriate on-road activity data (e.g., VMT, VMT by speed class, and number of trip starts for each vehicle type and technology group) stratified by time of day (to account for diurnal ambient temperature variations) to produce a countywide on-road mobile source emissions estimate.

The emissions associated with VMT and vehicle starts are accounted for in the EMFAC models based on the distribution of these trips by vehicle classification, vehicle technology class, operating mode and activity by time of day. ARB default distributions were used for this purpose. The Emission Budget Results and On-Road Activity Data can also be found in Table D.

## California Conformity Determination

As a result of the emission results identified in Table D, the TMPO finds the proposed new transportation programs discussed in this document do not affect CO attainment nor exceed the CO budget in either Placer or El Dorado Counties for the life of this plan. For this reason, the TMPO stipulates that this plan is consistent with the California's State Implementation Plan for air quality and is therefore in full compliance with the conformity requirements of the Clean Air Act.

## Nevada Conformity

Nevada's conformity analysis differs slightly from California's in that there is no emissions budget to form a conformity determination. As mentioned previously, Carson City and Douglas Counties are working under a limited maintenance plan for CO (*NDEP's Carbon Monoxide Redesignation Request and Limited Maintenance Plan* which was adopted by the EPA February 2004). Areas with Limited Maintenance Plans do not need to conduct a regional emissions analysis, however the limited maintenance plans for these areas includes provisions for interagency consultation procedures should CO concentrations exceed a pre-determined "trigger." This trigger includes two verified 8-hour average concentrations in excess of 7.65 ppm (85% of the CO NAAQS) at any one monitoring site in any CO season (November through February) as the pre-violation action level. Since *Mobility 2035* is working under a Limited Maintenance Plan in Nevada, it is not required to satisfy the regional emissions analysis for a given pollutant.

In March 2012, NDEP drafted another revision to Nevada SIP for Carbon Monoxide titled *2012 Revision to the Nevada State Implementation Plan for Carbon Monoxide; Updated Maintenance Plan for the Nevada side of the Lake Tahoe Basin*, NDEP 2012. Under the transportation conformity rule, EPA guidance asserts that in limited maintenance plan areas, emissions budgets may be treated as not constraining because the area is unlikely to grow enough that a violation of the NAAQS would occur and that emissions need not be capped for the maintenance period.

**Table D Mobile Source Emissions Modeling Results**

<b>Alternative 1</b>		<b>El Dorado County</b>		<b>Placer County</b>	
<b>Vehicle Activity Data</b>	<b>VMT</b>	<b>Daily Trips</b>	<b>VMT</b>	<b>Daily Trips</b>	
2010	760,129	131,050	428,545	46,864	
2018 (interpolated)	804,354	132,617	452,395	49,038	
2020	815,410	133,009	458,357	49,582	
2026 (interpolated)	819,544	134,857	464,484	50,792	
2035	825,745	137,629	473,675	52,606	

<b>EMFAC 2011</b>	<b>El Dorado County Total CO (TPD)</b>	<b>Emissions Budget</b>	<b>Placer County Total CO (TPD)</b>	<b>Emissions Budget</b>
2010	7.95	19	4.35	11
2018	3.32	10	1.86	11
2026	1.76	-	1.05	-

<b>EMFAC 2007</b>	<b>El Dorado County Total CO (TPD)</b>	<b>Emissions Budget</b>	<b>Placer County Total CO (TPD)</b>	<b>Emissions Budget</b>
2010	6.84	19	3.25	11
2018	3.15	10	1.48	11
2026	1.62	-	0.82	-

<b>Alternative 2</b>		<b>El Dorado County</b>		<b>Placer County</b>	
<b>Vehicle Activity Data</b>	<b>VMT</b>	<b>Daily Trips</b>	<b>VMT</b>	<b>Daily Trips</b>	
2010	760,129	131,050	428,545	46,864	
2018 (interpolated)	784,549	134,868	443,752	50,638	
2020	790,654	135,823	447,554	51,581	
2026 (interpolated)	812,462	138,813	458,837	53,502	
2035	845,175	143,298	475,762	56,384	

<b>EMFAC 2011</b>	<b>El Dorado County Total CO (TPD)</b>	<b>Emissions Budget</b>	<b>Placer County Total CO (TPD)</b>	<b>Emissions Budget</b>
2010	7.95	19	4.35	11
2018	3.23	10	1.82	11
2026	1.75	-	1.04	-

<b>EMFAC 2007</b>	<b>El Dorado County Total CO (TPD)</b>	<b>Emissions Budget</b>	<b>Placer County Total CO (TPD)</b>	<b>Emissions Budget</b>
2010	6.84	19	3.25	11
2018	3.11	10	1.46	11
2026	1.62	-	0.82	-

Alternative 3	El Dorado County		Placer County		
	Vehicle Activity Data	VMT	Daily Trips	VMT	Daily Trips
2010		760,129	131,050	428,545	46,864
2018 (interpolated)		793,012	136,891	447,963	48,114
2020		801,233	138,351	452,818	48,427
2026 (interpolated)		818,631	141,077	464,386	52,473
2035		844,728	145,167	481,739	58,542

EMFAC 2011	El Dorado County Total CO (TPD)	Emissions Budget	Placer County Total CO (TPD)	Emissions Budget
2010	7.95	19	4.35	11
2018	3.27	10	1.84	11
2026	1.76	-	1.05	-

EMFAC 2007	El Dorado County Total CO (TPD)	Emissions Budget	Placer County Total CO (TPD)	Emissions Budget
2010	6.84	19	3.25	11
2018	3.15	10	1.46	11
2026	1.63	-	0.82	-

Alternative 4	El Dorado County		Placer County		
	Vehicle Activity Data	VMT	Daily Trips	VMT	Daily Trips
2010		760,129	131,050	428,545	46,864
2018 (interpolated)		804,354	136,939	452,395	49,707
2020		815,410	138,411	458,357	50,418
2026 (interpolated)		841,554	142,531	476,448	54,046
2035		880,770	148,710	503,585	59,487

EMFAC 2011	El Dorado County Total CO (TPD)	Emissions Budget	Placer County Total CO (TPD)	Emissions Budget
2010	7.95	19	4.35	11
2018	3.32	10	1.86	11
2026	1.81	-	1.08	-

EMFAC 2007	El Dorado County Total CO (TPD)	Emissions Budget	Placer County Total CO (TPD)	Emissions Budget
2010	6.84	19	3.25	11
2018	3.18	10	1.48	11
2026	1.67	-	0.84	-



Alternative 5 Vehicle Activity Data	El Dorado County		Placer County	
	VMT	Daily Trips	VMT	Daily Trips
2010	760,129	131,050	428,545	46,864
2018 (interpolated)	812,027	138,223	456,019	49,762
2020	825,001	140,016	462,887	50,487
2026 (interpolated)	853,383	143,469	482,494	54,499
2035	895,956	148,648	511,904	60,516

EMFAC 2011	El Dorado County Total CO (TPD)	Emissions Budget	Placer County Total CO (TPD)	Emissions Budget
2010	7.95	19	4.35	11
2018	3.35	10	1.87	11
2026	1.84	-	1.09	-

EMFAC 2007	El Dorado County Total CO (TPD)	Emissions Budget	Placer County Total CO (TPD)	Emissions Budget
2010	6.84	19	3.25	11
2018	3.21	10	1.49	11
2026	1.69	-	0.85	-



# APPENDIX F

## Funding Source Detail

### FUNDING SOURCES (Detailed) - CONSTRAINED ("Tier 1") SCENARIO

#### 2013 TRANSPORTATION BASELINE REVENUE ESTIMATES

##### LOCAL SOURCES (CONSTRAINED)

**Farebox Revenues** - Revenues collected by transit operators from passenger fees.

2011 North Shore: \$454,300

2011 South Shore: \$528,846

Sources: Jan Colyer, BlueGo

**Washoe County Regional Transportation Commission** - The RTC provides operating assistance to TART for transit service in Washoe County.

Annually \$160,000

Sources: Will Garner, Washoe County 2011 Budget

**TRPA Rental Car Mitigation Fund** - Cars rented in the Basin are assessed a mitigation fee of \$5.25 per day. This fee is used for transit operations.

Annual \$102,975

Source: TRPA, average of past four years

**TRPA Air Quality Mitigation Fund** - This fee offsets impacts from indirect sources of air pollution in the Basin. The current program charges \$324.84 per trip per vehicle for new residential units.

Annual \$250,666

Source: TRPA, average of past four years

**TRPA Water Quality Mitigation Fund** - This fee is assessed for each square foot of additional land coverage created. The current fee is \$1.86 per square foot.

Annual \$468,206

Source: TRPA, average of past four years

**Regional Surface Transportation Program** - In California, federal funds that are exchanged for State funds

Annual \$546,460

Source: Caltrans 2011 RSTP Budget table

**Local Funds** - Funds that local jurisdictions generate and use towards capital transportation projects.

Annual \$4,623,468 FY 2012/2013 \$14,000,000

Sources: CSLT Budget \$250,000, Placer County Development Fees \$100,000, Placer County Budget \$1,300,000

North Lake Tahoe Resort Association Transient Occupancy Tax \$1,336,100 - Ron Treabess NLTRA Budget Average of FY 10/11 & 11/12

Tahoe Douglas Transportation District Transient Occupancy Tax \$437,368 - Douglas County Actual FY 10/11

North Lake Tahoe Resort Association \$4,000,000 (Kings Beach Commercial Core Improvement Project FY 2013/2014)

Placer County Redeveloping Agency \$10,000,000 (Kings Beach Commercial Core Improvement Project FY 2013/2014)

PUDs, GIDs and Other \$1,200,000

**Private Funds** - Private funding consists of revenue from BlueGo transit operations, skier shuttles, the Tahoe Fund, and mitigation fees from large projects in the Basin.

Annual \$1,600,000

Sources: BlueGo \$1.2M, Tahoe Fund \$3M over 10 years, Mitigation Fees from large projects \$100,000 every four years

**Ferry Partnership** - Public and private funds to operate waterborne transit. 20% match for ferry capital thru 2016.

Annual \$4.6 million starting in 2015

**Operations and Maintenance** - Estimates of funding expenditures to maintain bike trails, pedestrian facilities, roadways, and stormwater in the basin.

Annual \$15,057,915

Sources: Placer County \$1,115,000, TCPUD \$95,000, El Dorado \$3,963,500, CSLT \$1,111,245, Douglas \$28,400, Washoe \$1,705,0004

NDOT \$1,859,115, Caltrans \$5,180,651

**Environmental Stormwater Capital** - Funding for EIP Projects in the basin from 2013-2023.

Short Term \$78,498,731, Washoe County \$8,500,000 & Long term \$7,515,100

Source: EIP project list

### STATE SOURCES (CONSTRAINED)

**State Transit Assistance and Local Transportation Fund** - The Transportation Development Act of 1971 provides two funding sources: the Local Transportation Fund (LTF) and the State Transit Assistance Fund (STA). LTF is derived from a 1/4 cent of the general sales tax collected statewide and STA is derived from the statewide sales tax on gasoline and diesel fuel.

Annual \$1,715,119

Source: Transportation Development Act (TDA) Allocations

**Regional Improvement Program** - The Statewide Transportation Improvement Program (STIP) is a capital improvement program that provides transportation funding for projects on and off the State Highway System.

Every two years \$2,600,000. Funding for 2010 & 2012 equals \$5,168,000 in 2014.

Source: Caltrans 2010 STIP Document

**California Prop 1B** - The California 2006 Proposition 1B Transportation Act established a series of discretionary funding programs through voter approval on November 7, 2006. Funding expires in 2014.

TSSDRA \$75,431 annually over next three years

PTMISEA \$1,916,548 over next three years

Source: Caltrans

**California Tahoe Conservancy** - The California Tahoe Conservancy provides funding for projects in the Lake Tahoe Basin to restore and sustain a balance between the natural and the human environment and between public and private uses.

\$2,072,124 in 2012. \$3,000,000 over the next five years (Dedicated funding for Lakeside Trail \$3,226,209 - expended \$1,154,085 remaining \$2,072,124)

Source: California Proposition 84

**Safe Routes to School** - Existing allocation. California State Legislative program that was created to increase the number of children who walk or bicycle to school by funding projects that remove barriers that currently prevent them from doing so.

Existing grant allocation \$425,000

Source: Caltrans

**Nevada Bond Sales (Question 1)** - Nevada passed State Question 1 which provided a total of \$5 million to plan and construct bicycle facilities on the East Shore of Lake Tahoe. To date \$422,973 has been expended.

Balance of \$4,577,027 expires 2013

Source: Nevada Division of State Lands

**Emergency Road Repair** - State funds set aside for unforeseen emergency repairs on roadways.

Annual \$100,000

Source: Caltrans, NDOT

**California SHOPP and Nevada State Funding** - Estimates of revenues to maintain state roadway operational improvements

CA \$266,375,000

NDOT \$10,500,000

Sources: Caltrans SHOPP and Nevada AWP

**FEDERAL SOURCES (CONSTRAINED)**

**Federal Lands Highway Program** - Existing allocation from SAFETEA-LU. This federal program is administered by the Federal Highway Administration and provides funding for transit facilities serving public lands.

Existing allocation \$14,500,000

Source: Tahoe Transportation District

**Federal Lands Transportation Program** - Administered through the United States Forest Service

Annual \$200,000

Source: MAP-21

**Federal Lands Access Program** - Tahoe set-aside plus discretionary awards

Annual \$800,000

Source: MAP-21

**Congestion Mitigation and Air Quality Funds** - The CMAQ program funds projects and activities that reduce congestion and improve air quality. Local jurisdictions within El Dorado County are eligible for CMAQ funding in the Tahoe Basin. Expires in 2018.

\$710,000 actual for 2011

Source: Caltrans 2012 Estimate CMAQ table

**Demo Section 115** - Existing Earmark allocation from SAFETEA-LU. Expires December 2012.

Existing allocation \$1,655,000

Source: CSLT

**Highway Bridge Program** - The Highway Bridge Program provides funding to enable states to improve the condition of their highway bridges through replacement, rehabilitation, and systematic preventive maintenance.

Allocation \$10,000,000 thru 2017

Source: Federal Highway Administration

**Highway Safety Improvement Program** - Federal program that strives to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.

Annual \$150,000

Source: Federal Highway Administration

**Transportation Enhancement** - Existing allocation from SAFETEA-LU. These funds are set aside from the Surface Transportation Program funds that can only be spent on enhancements. Projects must be over and above the normal work.

Existing allocation \$784,000 (CA \$201,000, NV \$583,000)

Sources: Caltrans, NDOT

**Transportation Alternatives** - Federal program including transportation enhancement and Safe Routes to School funds.

Annual \$200,000, every 4 years \$425,000

Source: MAP-21

**Tahoe Restoration Act** - The Lake Tahoe Restoration Act of 2011 will continue the federal commitment at Lake Tahoe to improve water clarity, reduce the threat of fire, and restore the environment. This portion funds Stormwater Management and Watershed Restoration.  
\$72,000,000 over the next 10 years  
Source: Lake Tahoe Restoration Act of 2011. This bill is pending.

**FTA 5308 Clean Fuels Grant Program** - This discretionary grant program funds emerging clean fuel and advanced propulsion technologies for transit buses and markets for those technologies.  
\$1,000,000 expires March 31, 2014  
Source: Tahoe Transportation District (TTD)

**FTA 5309 Fixed Guideway Capital Investment** - This FTA program makes funding available to urbanized areas for transit capital and operating assistance for transportation related planning.  
Annual \$650,000 through 2016  
Source: TTD

**FTA 5309 Fixed Guideway Capital Investment (New Starts)** - This FTA program funds construction of new fixed guideway systems. Waterborne allocation.  
Allocation \$35,123,904 through 2016  
Source: TTD

**FTA 5311 Rural Area Formula Grants** - This formula-based program provides funding to states for the purpose of supporting public transportation in rural areas.  
Annual \$1,890,000  
Source: TTD

**FTA 5339 Bus and Bus Facilities** - This FTA program assists in financing the evaluation of all reasonable modal and multimodal alternatives and general alignment options for identified transportation needs in a particular, broadly defined travel corridor.  
Annual \$200,000  
Source: TTD

**FTA 5310 Enhancement Mobility of Seniors and Individuals with Disabilities** - This FTA program is intended to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act complementary paratransit services.  
Annual \$150,000  
Source: TTD

**Scenic ByWays Program** - This discretionary grant program provides funds for planning, design and construction of transit related facilities and projects located on National or State Scenic Byways.  
Existing allocation \$2,000,000  
Source: Federal Highway Administration

**Public Lands Highway** - These funds are available for any kind of transportation projects eligible for assistance under Title 23, US Code, that is within, adjacent to or provides access to federal lands or facilities, e.g. transportation planning, research, engineering, and construction of the highways, roads and parkways, and of transit facilities, also including operation and maintenance of transit facilities located on Federal public lands.

Existing allocation \$2,526,442

Source: Federal Highway Administration

**FAA Airport Improvement Program** - This Federal Aviation Administration (FAA) program provides federal funds for airport improvement projects. The South Lake Tahoe Airport is eligible for these funds. Total cost \$22,194,281 through 2024 in year of expenditure dollars (original cost \$17,850,625).

Source: City of South Lake Tahoe

**Transportation Investment Generating Economic Recovery (TIGER)** - Discretionary grant program that provides funds that are awarded on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area or a region.

\$7,000,000 one time allocation

Source: TTD

**Southern Nevada Public Lands Management Act (SNPLMA)** - These federal funds are used towards transportation projects. SNPLMA funding ends in 2011.

Below are existing funds from past round.

Placer County \$7,000,000

Source: Washoe County Round 10 and Placer County



## FUNDING SOURCES (Detailed) - UNCONSTRAINED SCENARIO

### 2013 TRANSPORTATION BASELINE REVENUE ESTIMATES

#### LOCAL SOURCES

**Advertising** - Advertising provides for a limited amount of revenue to support transit operations.

Annual \$30,000

Source of estimate: TMPO

**Basin Wide Local Funding** - local regional revenue generation

Annual \$500,000

Source of estimate: TMPO

**Various Local Program Funds** - to support future multi-regional events

Amount Unknown

#### STATE SOURCES

**California Bicycle Lane Account** - Discretionary fund to support the construction of bicycle facilities.

Annual \$400,000 every four years

Source of estimate: Caltrans

**Various State Program Funds** - to support future multi-regional events

\$10,000,000 over four years

Source of estimate: TMPO

#### FEDERAL SOURCES

**Bridge Replacement and Rehabilitation** - FHWA program

Annual \$300,000

Source of funding: FHWA

**Federal Formula Transit Operating Assistance (5307)**

Additional \$2M annually above current estimated amounts for transit operating assistance

Source of funding: Federal Transit Administration (FTA)

**Various Federal Program Funds** - to support future multi-regional events

Amount unknown

Source of funding: FTA and FHWA

# Potential Revenue Sources

## General Obligation Bonds

A general obligation bond is typically used for large capital projects, and requires a two-thirds vote of residents. While historically a difficult threshold to meet, especially in challenging economic times, transportation capital projects typically do very well with voters and are generally more successful than other types of general obligation bonds.

### VEHICLE LICENSE IMPACT FEE

Local and regional jurisdictions can assess a vehicle license impact fee on top of the state fee charged for vehicle licensing and registration. Revenues from these local fees are often used to mitigate the impacts of vehicle operations. The funds may go towards programs and projects to reduce air pollution, water pollution, vehicle congestion, or vehicle collisions. The revenue potential of these fee programs can be large compared to development impact fees (described below) and highly stable due to the annual assessment. A vehicle license impact fee could have particular value at a “super-regional” level by funding projects that have regional significance throughout the region in which the fee is collected. Determining the appropriate boundary for the fee would help to keep the cost low and prevent vehicle owners from leaving the region to register a vehicle.

### SALES TAX INCREASE

Many jurisdictions impose a local or regional sales tax dedicated to funding transportation projects and programs. The 1998 Regional Revenue Study explored a half cent region-wide sales tax, forecasting that it would raise about \$33 million over 10 years in 1998 dollars. In 2000, regional leaders disagreed on the merits of this proposal, with some opposing it on the basis of a relatively high cost burden on residents. Polling conducted in 2000 found that 74 percent of residents supported this proposal. In the context of the Trans-Sierra Transportation Coalition, it is possible that such a

tax applied over a larger region could provide a greater benefit and be more likely to meet with success.

### DEVELOPMENT IMPACT FEES

Communities often impose impact fees on new development to mitigate the impact of that development on existing community infrastructure. Impact fees on development can be used to ensure that private parties who benefit from public investments in transportation infrastructure contribute to those investments. There are two existing fee programs in Lake Tahoe that fall into this category.

One development impact fee is the Tahoe Resorts Benefit District portion of Placer County’s Countywide Traffic Impact Fee Program. This program allocates fee revenues to construct roads and other transportation facilities needed to accommodate new developments. The total fee for DUE (Dwelling Unit Equivalent) in the Tahoe Benefit District is \$4,587.

TRPA assesses an Air Quality Impact Mitigation Fee on new developments in the region. This fee is essentially an impact fee on new vehicle trips generated by new development and is used to pay for mitigations that reduce vehicle traffic and air quality impacts. The existing fee, last updated in 2006, assesses a charge of \$325.84 per daily vehicle trip for new residential units, new tourist accommodation units, and new campground site or recreational vehicle site; and \$36.20 per daily vehicle trip for new commercial floor area. These are one-time fees.

These two sets of development impact fees have been successful in the Lake Tahoe region, and should be revisited on a consistent basis to ensure that they adequately mitigate development impacts and are in line with regional community development and economic goals. Although they generate local funds that can be used with relative flexibility, they are not necessarily a stable source of funding, as the pace of development often reflects national economic trends. Also, in Lake Tahoe, new development is limited, and the region will eventually reach a build-out scenario in which very little new development may occur.

## REDEVELOPMENT AGENCY TAX INCREMENT FUNDING

Many local redevelopment agencies use tax increment funds (TIF) to construct transportation capital projects that benefit the redevelopment district. When a development or public project is carried out, there is often an increase in the value of surrounding real estate, and perhaps new investment (new or rehabilitated buildings, for example). This increased site value and investment can generate increased tax revenues; these increased tax revenues are the “tax increment.” TIFs are used in both Nevada and California; however, in California, legislative actions and legal challenges between the legislature and local redevelopment agencies over funding continue to jeopardize TIFs and the agencies themselves.

Projects funded in this way can include a variety of scales, from large transit capital projects such as streetcars to smaller projects such as new or expanded sidewalks, bike lanes, or other improvements to the pedestrian realm (e.g. street trees, lighting, etc).

## BUSINESS IMPROVEMENT DISTRICTS (BIDS)

A Business Improvement District (BIDs) is a useful local funding mechanism for commercial district economic development and improvement. These types of districts exist in some form in most states. They provide a means for businesses to assess themselves to improve downtowns.

Traditionally the money collected by BIDs is used to fund marketing, streetscape improvements (like street cleaning, street furniture, public art, and landscaping), commercial tenant recruitment and retention programs, and transportation improvements such as sidewalks, bicycle trails, and lighting.

## STRATEGIC PARKING MANAGEMENT

Numerous jurisdictions have used parking management as a means to make it easier for drivers to find parking and avoid tickets, in part by increasing availability of legal spaces, but also by providing real-time information on availability. Other actions include relaxing time limits and providing more payment options, such as credit,

debit, and prepaid parking. For this reason, market-based pricing of parking may not necessarily result in additional revenues. However, market-based pricing programs in some cities, such as Pasadena, California, have been used to generate additional revenues, which were then reinvested in the surrounding area. Such a parking benefit district (PBD) is typically used to fund streetscape and transportation improvements that would otherwise not be made. Market-based parking pricing programs also provide an excellent example of a revenue source that is both equitable and aligned with policy goals. Key issues include:

- Overcoming public resistance to changes to “traditional” parking management strategies.
- Parking policy is usually an issue of local control; achieving any form of regional consensus could be difficult.
- Costs associated with parking studies and management implementation/operation.
- Parking management strategies as part of this RTP are proposed to be implemented by the local jurisdictions, but encouraged and supported by the TMPO and TRPA. For more information see Chapter 5, Transportation Management.

## PARKING IN-LIEU FEES

An “in-lieu of parking” fee can be assessed on both new and re-development projects. This in-lieu fee program would allow developers to pay a pro-rata fee in exchange for permission to forgo construction of some portion of their required parking. The fee would be used to provide funding for programs that reduce parking demand such as the transit service improvements and the TDM programs. In order to be effective at managing downtown congestion and providing on-going funding for RTP project and program recommendations, the in-lieu fee program must adhere to three conditions:

- Payment of the fee must be on an annual basis rather than a one-time payment.
- All proceeds from the fee must be dedicated to implementation of an RTP project and program

recommendations that reduce vehicle trips and parking demand.

- The in-lieu fee should be set as low as possible to encourage its use and ensure the provision of only enough parking demanded by market.

As these recommendations make clear, the in-lieu of parking fee is not recommended for use to build additional parking, and for this reason the fee level should not be based on the costs of building a new public parking space. Instead it is recommended that the fee revenues be used for programs that reduce the need for parking by commuters, residents, and visitors. To accomplish this, the fee level should be based on the average per-person programmatic costs of shifting one downtown peak hour auto trip to another other mode (carpool, transit, bike, or walk). Implementation of an in-lieu parking fee as recommended will not be a large revenue generator for building new public parking garages, but will instead be a supplemental revenue source for implementing RTP recommendations. Placer County is currently advancing a program of parking in-lieu fees, and can be a source of local experience.

### UNIVERSAL TRANSIT PASS PROGRAM

Universal transit pass programs are an excellent tool to encourage transit use and decrease congestion. Universal transit pass programs are not free transit, but a way of paying for transit that provides “fare-free” transit passes to employees of major employers, visitors to large cultural or tourist destinations, student populations (usually high school and college students), and other large groups. The transit operator benefits through increased ridership and a new source of guaranteed revenue, as the parties typically enter into multi-year contracts for these programs. This type of program enhances transit revenues in the following ways:

- Bulk pass sales are a stable source of income.
- Passes increase ridership, which may help local transit operators meet threshold goals and qualify the system for additional external funding.
- Because there is usually excess capacity on transit systems, extra income can be absorbed

with little additional cost of adding service (low marginal costs).

- The use of passes reduces fare collection costs, a significant cost for bus operations.
- Passes reduce dwell times (through elimination of cash fare payments) thereby reducing operating costs (less time spent waiting means more time en route and more service provided at same operating cost).

### PUBLIC-PRIVATE PARTNERSHIPS

Public-private partnerships have become more common in recent years, and can provide a means of building support for investments by engaging stakeholders in a collaborative process. Public-private partnerships usually consist of direct funding contributions to capital and operating expenses, although they may also take the form of a sponsorship. Due to the benefits that transportation investments can deliver, “win-win” scenarios often exist where both the public good and private interests can be served simultaneously.

Currently, the Tahoe Region’s BlueGO transit service operates as a public-private partnership, as does TART and the North Lake Tahoe Express airport shuttle on the North Shore. Another good use of public-private partnerships is for maintenance of local streetscape infrastructure. Public maintenance costs for streetscape improvements are significant and ongoing. A financial and political barrier to the implementation of new streetscape improvements is often the lack of an identified funding source for maintenance of those improvements. This is especially true in the Tahoe region, where existing maintenance needs outpace public agency resources, creating significant maintenance backlogs.

Maintenance costs can be reduced and maintenance service levels increased if public agencies partner with local community organizations. These partnerships consist of providing a direct financial contribution to maintenance and/or in-kind contribution of taking responsibility for defined maintenance tasks. Such arrangements can create a greater sense of public accountability and community stewardship over the public realm.

A likely institutional partner for this approach in the Tahoe region would be BIDs, as discussed above.

# APPENDIX G

**APPENDIX G-1 CA SENATE BILL 375 REQUIREMENTS FOR PUBLIC OUTREACH**

**APPENDIX G-2 MOBILITY 2035 RTP PUBLIC MEETINGS AND WORKSHOPS**

**APPENDIX G-3 STAKEHOLDERS AND ADVISORY COMMITTEE**

**APPENDIX G-4 OUTREACH ACTIVITIES**

*Appendix G-4a Summary of Comments from Public Outreach*

*Appendix G-4b Survey Results for North and South Lake Tahoe*

*Appendix G-4c Public Workshops Flyer*

*Appendix G-4d Comments from Workshops*

*Appendix G-4e Public Hearings and Open Houses Workshop Flyer*

*Appendix G-4f Public Hearings and Public Comment on the draft Regional Transportation Plan and draft TRPA Regional Plan, released April 25, 2012*

## Appendix G-1 CA Senate Bill 375 Requirements for Public Outreach

The table below lists the requirements for Public Outreach as specified in SB375, with an indication of how the Tahoe RTP process has met the requirement.

SB 375 Requirement	Outreach Activity / Event	Date
Government Code Section 65080. (a) Each transportation planning agency designated under Section 29532 or 29532.1 shall prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, including, but not limited to, mass transportation, highway, railroad, maritime, bicycle, pedestrian, goods movement, and aviation facilities and services. The plan shall be action-oriented and pragmatic, considering both the short-term and long-term future, and shall present clear, concise policy guidance to local and state officials. The regional transportation plan shall consider factors specified in Section 134 of Title 23 of the United States Code. Each transportation planning agency shall consider and incorporate, as appropriate, the transportation plans of cities, counties, districts, private organizations, and state and federal agencies.		
(2) A sustainable communities strategy prepared by each metropolitan planning organization as follows:		
(2Aii) The metropolitan planning organization shall hold at least one public workshop within the region after receipt of the report from the Regional Targets Advisory Committee.	Tahoe Transportation Commission Meeting (TTC) Tahoe Transportation District Open-Houses	December 10, 2010 January 19 & 20, 2011
(2D) The metropolitan planning organization shall conduct at least two informational meetings in each county within the region for members of the board of supervisors and city councils on the sustainable communities strategy and alternative planning strategy, if any. The metropolitan planning organization may conduct only one informational meeting if it is attended by representatives of the county board of supervisors and city council members representing a majority of the cities representing a majority of the population in the incorporated areas of that county.	TTC Meetings  Tahoe Metropolitan Planning Organization (TMPO) Governing Board (South Shore)  South Lake Tahoe City Council Meeting  El Dorado County Board of Supervisors	May 11, 2012 (South Lake Tahoe, CA)  May 23, 2012 (Kings Beach, CA)  June 5, 2012  June 25, 2012
(2E) Each metropolitan planning organization shall adopt a public participation plan, for development of the sustainable communities strategy and an alternative planning strategy	TMPO / TRPA Public Participation Plan	2008, amended July 2010
(2Ei) Outreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, consistent with the agency's adopted Federal Public Participation Plan, including, but not limited to, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations.	Stakeholder Milestone Meetings  Public workshops and focus groups  See Appendix G-3 for additional details on outreach	January – May 2012  November 2011 -- June 2012
(2Eii) Consultation with congestion management agencies, transportation agencies, and transportation commissions.	Contacted by letter and phone On-going consultation with the TTC, see above	September 2011 On-going

SB 375 Requirement	Outreach Activity / Event	Date
<p>(2Eiii) Two workshops throughout the region to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices. Each workshop, to the extent practicable, shall include urban simulation computer modeling to create visual representations of the SCS and the alternative planning strategy.</p>	<p>Public Workshops</p>	<p>November 1, 2011 November 3, 2011</p> <p>Two additional public workshops were held in May 2012, in Nevada locations</p>
<p>(2Eiv) Preparation and circulation of a draft SCS and an alternative planning strategy, if one is prepared, not less than 55 days before adoption of a final regional transportation plan.</p>	<p>Release of Public Draft Regional Transportation Plan/Sustainable Communities Strategy, Mobility 2035</p>	<p>April 25, 2012</p>
<p>(2Ev) Two public hearings shall be held. To the maximum extent feasible, the hearings shall be in different parts of the region to maximize the opportunity for participation by members of the public throughout the region.</p>	<p>Tahoe Transportation Commission TMPO Governing Board</p>	<p>May 11, 2012 (South Lake Tahoe, CA) May 23, 2012 (Kings Beach, CA)</p>
<p>(2Evi) A process for enabling members of the public to provide a single request to receive notices, information, and updates.</p>	<p>The public can sign up for updates on the TRPA website: <a href="http://www.tahoempo.org/Mobility2035/">http://www.tahoempo.org/Mobility2035/</a></p>	<p>Ongoing</p>
<p>(2li) Prior to starting the public participation process adopted pursuant to subparagraph (F), the metropolitan planning organization shall submit a description to the state board of the technical methodology it intends to use to estimate the greenhouse gas emissions from its sustainable communities strategy and, if appropriate, its alternative planning strategy.</p>	<p>Letter to Mary Nichols</p>	<p>October 14, 2011</p>
<p><b>Government Code Section 65584.04</b></p>		
<p>Developing Regional Housing Needs Methodology (4c) Public participation and access shall be required in the development of the methodology and in the process of drafting and adoption of the allocation of the regional housing needs. Participation by organizations other than local jurisdictions and councils of governments shall be solicited in a diligent effort to achieve public participation of all economic segments of the community. The proposed methodology, along with any relevant underlying data and assumptions, and an explanation of how information about local government conditions gathered pursuant to subdivision (b) has been used to develop the proposed methodology, and how each of the factors listed in subdivision (d) is incorporated into the methodology, shall be distributed to all cities, counties, any subregions, and members of the public who have made a written request for the proposed methodology. The council of governments, or delegate subregion, as applicable, shall conduct at least one public hearing to receive oral and written comments on the proposed methodology.</p>	<p>Developed and approved by the Sacramento Area Council of Governments (SACOG)</p>	<p>December 2011</p>

## Appendix G-2 Mobility 2035 RTP Public Meetings and Workshops

Date	Event	Entity/Location
November 1, 2011 5:30pm to 8:00 pm	Public Workshop	North Tahoe Event Center Kings Beach
November 3, 2011 5:30pm to 8:00 pm	Public Workshop	Inn by the Lake South Lake Tahoe
November 10, 2011	Public Hearing	Tahoe Transportation Commission Stateline, Nevada
November 22, 2011	Meeting	Washoe Tribe of Nevada and California Representatives Gardnerville, NV
January - October, 2012 On-going	Meetings	South Shore Transportation Management Association Stateline, Nevada
April 25, 2012 9:30 am	Informational Presentation	TRPA/TMPO Governing Board Incline Village, Nevada
May 3, 2012 8:30 am	Meeting	Truckee-North Tahoe Transportation Management Association Granlibakken Resort and Conference Center Tahoe City, CA
May 11, 2012 9:30 am	Public Hearing on the RTP/SCS	Tahoe Transportation Commission Embassy Suites South Lake Tahoe, California
May 21, 2012 5:00 pm to 8:00 pm	RPU/RTP Open House	The Chateau Incline Village, Nevada
May 22, 2012 5:00 pm to 8:00 pm	RPU/RTP Open House	TRPA Board Rooms Stateline, Nevada
May 23, 2012 9:30 am	Public Hearing on the RTP/SCS	TRPA/TMPO Governing Board Meeting North Tahoe Event Center Kings Beach, California
May 24, 2012 9:30 am	Public Hearing on the RTP/SCS	TRPA/TMPO Governing Board Meeting TRPA Board Rooms Stateline, Nevada
June 5, 2012	Informational Meeting on the RTP/SCS	South Lake Tahoe City Council Meeting South Lake Tahoe, California
June 25, 2012	Informational Meeting on the RTP/SCS	El Dorado County Board of Supervisors South Lake Tahoe, California
June 27, 2012 9:30 am	Public Hearing on the RTP/SCS	TRPA/TMPO Governing Board Meeting North Tahoe Event Center Kings Beach, California
June 28, 2012 9:30 am	Public Hearing on the RTP/SCS	TRPA/TMPO Governing Board Meeting TRPA Board Rooms Stateline, Nevada



## Appendix G-3 Stakeholders and Advisory Committee

### STAKEHOLDER PARTICIPATION REQUIREMENTS OF SB 375

The following section was excerpted from “Understanding SB 375: Public Participation Requirements”, Institute for Local Government, Land Use and Environmental Program, [www.ca-ilg.org](http://www.ca-ilg.org).

Each metropolitan planning organization must adopt a public participation plan for the development of the sustainable communities strategy and, if necessary, the alternative planning strategy. Actions the regional agency intends to take to meet this requirement can be incorporated into the public participation plan for the RTP.

The public participation plan for the sustainable communities strategy must include the following:

- Outreach to encourage the active participation of a broad range of stakeholder groups in the planning process, including but not limited to “affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations.”
- Consultation with congestion management agencies, transportation agencies, and transportation commissions.

In accordance with these requirements, below is information on stakeholders solicited for input to *Mobility 2035*.

### Public Workshops

Organizations represented:

#### North Shore (29 sign-ins):

North Lake Tahoe Resort Association	Tahoe Tram
North Tahoe Business Association	North Tahoe Family Resource Center
Tahoe City Public Utility District	Tahoe Transportation District
Truckee-North Tahoe Transportation Management Association	Washoe County Health District Air Quality Management Division
California State Parks	

Businesses: LSC Transportation Consultants, Dokken, RO Anderson, Ascent Environmental

#### South Shore (52 sign-ins):

Caltrans	Tahoe Daily Tribune
South Tahoe High School	Sierra Nevada Conservancy
Tahoe Fund	Lake Tahoe Community College
University of Nevada, Reno	TRPA Advisory Planning Commission
US Forest Service, Lake Tahoe Basin Management Unit	Tahoe Future
Lake Tahoe Bicycle Coalition	Nevada Department of Transportation
Lake Tahoe News	El Dorado County
Tahoe Project	

Businesses: RO Anderson, Tahoe Duck Tours, Bently Biofuels, Environmental Incentives, First Allied

## TECHNICAL ADVISORY COMMITTEE

The Technical Advisory Committee (TAC) for the Regional Transportation Plan Update / Mobility 2035, comprises the Tahoe Transportation Commission, as well as representatives from interested agencies not on the TTC board. Members of the TAC are listed below.

### TAHOE TRANSPORTATION COMMISSION MEMBERS

Steve Teshara	Chair, South Shore Transportation Management Association
Angela Swanson (Primary) & Bruce Grego (Alternate)	Vice Chair, City of South Lake Tahoe
Andrew Strain	Member at Large, representing public and private transit services in the Basin
Will Garner	Placer County
Ron Treabess (Primary) & Jan Colyer (Alternate)	Truckee-North Tahoe Transportation Management Association
Jim Mallery (Primary) & Ken Smithson (Alternate)	Carson City
John Breternitz (Primary) & Eva Krause (Alternate)	Washoe County
Nancy McDermid (Primary) & Travis Lee (Alternate)	Douglas County
Norma Santiago	El Dorado County
Gary Arnold	California Department of Transportation (Ex-Officio)
Jason Van Havel	Nevada Department of Transportation (Ex-Officio)
Mike Gabor	U.S. Forest Service
Vacant	Tahoe Regional Planning Agency Advisory Planning Commission
Wanda Batchelor	Washoe Tribe of California and Nevada

**Representative Members**

Name	Organization
Amy Cummings	Washoe Regional Transportation Commission
Peter Eichar	California Tahoe Conservancy
Greg Chew	Sacramento Area Council of Governments
Anda Draghici	California Department of Housing and Community Development
Leah Sirmin	Federal Highways Nevada
Wade Hobbs	Federal Highways California
Melissa Allen	Central Federal Lands
Doug Smith	Lahontan Regional Water Quality Control Board
Kevin Dick, Director	Washoe County Health District Air Quality Management Division
Chris Gansen	California Office of Planning and Research
Ted Matley	Federal Transit Administration
Jennifer Gray	California Air Resources Board
Karina O’Conner	United States Environmental Protection Agency, District 9
Patrick Pittenger	Carson Area Metropolitan Planning Organization
Sig Jaunarajs	Nevada Division of Environmental Protection

In addition, the agencies below were contacted by mail and by phone to request their participation on the Technical Advisory Committee, or invite individual input on the Regional Transportation Plan.

- |  |   |
|--|---|
| U.S. Army Corps of Engineers           | California Natural Resources Agency               |
| California EPA                         | California State Parks                            |
| California Department of Fish and Game | California Department of Conservation             |
| US Fish and Wildlife                   | Calif. Dept of Park & Recreation, Sierra District |

**DATES OF TAC MEETINGS**

Dates for meetings of the Technical Advisory Committee for the RTP are listed below.

- |                   |                   |                    |
|-------------------|-------------------|--------------------|
| May 13, 2011      | October 14, 2011  | July 20, 2012      |
| June 10, 2011     | November 10, 2011 | August 10, 2012    |
| July 8, 2011      | December 9, 2011  | September 14, 2012 |
| August 12, 2011   | February 10, 2012 | October 12, 2012   |
| September 9, 2011 | May 11, 2012      | November 9, 2012   |

## OTHER INDIVIDUALS AND ORGANIZATIONS CONTACTED

### *RTP Development – Workshop Invitations*

The following outreach was conducted to let people know about the development of the draft RTP and invite participation in workshops and on-line tools:

- Print ads in the Sierra Sun, North Lake Tahoe Bonanza, Tahoe Daily Tribune, Gardnerville Record-Courier
- 30-second television spot in English and Spanish on local stations serving: The Weather Channel, ESPN, Discovery, Fox News, History, CNBC, CNN Comedy Central, Telemundo
- Internet banners on SierraSun.com, TahoeBonanza.com, TahoeDailyTribune.com, RecordCourier.com, NevadaAppeal.com, LakeTahoeNews.net, MoonshineInk.com, MountainNews.net, Facebook.com
- South and North Lake Tahoe Chamber of Commerce E-mail blasts
- Posted flyers in English and Spanish around the Lake
- TMPO and TRPA e-mail blasts (see list below)

The TMPO e-mail list has been developed over time and includes the following groups:

- Affordable Housing Representatives
- Business community/organizations
- Churches
- Representatives of people with disabilities
- Departments of Transportation
- Economic development (state and local)
- Large employers
- Federal agencies
- Federal government
- Freight shippers
- Historic preservation agencies
- Housing agencies
- Local government
- Low-income and minority households
- Adjacent MPOs and RTPAs with which the MPO shares a significant amount of interregional travel
- Environmental protection agencies and organizations
- Airport operations
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Private providers of transportation
- Private sector
- State and regional agencies
- School districts

- State government
- Transportation agencies
- Transportation commissions
- Representatives of public transportation employees
- Representatives of users of public transportation
- Native American tribes
- U.S. Forest Service
- Wildlife agencies and advocates
- Other interested parties and citizens

In addition to the outreach above, TMPO staff made personal phone calls to invite individuals and organizations to participate in the November 2011 workshops:

***Calls – South Shore***

- Tahoe Chamber
- School Board Members
- Lake Tahoe Visitors Authority
- Sierra Nevada Alliance
- Barton Hospital
- Sierra Club
- City Council members
- Chamber of Commerce
- Rotary member
- Nevada State Lands
- South Lake Tahoe City Manager
- Tahoe Fund board member
- Tahoe Resource Conservation District
- El Dorado County Supervisor
- League to Save Lake Tahoe
- Tahoe Women’s Center
- Tahoe Youth and Family Services
- Boys and Girls’ Club
- Teamster Union Local 533
- Tahoe Area Coordinating Council for the Disabled

***Calls – North Shore***

- NTPUD Board member
- Truckee-North Tahoe Transportation Management Association
- North Tahoe Business Association
- Moonshine Ink
- Ferrari Crown Motel
- Domus Development
- Tahoe City Public Utility District General Manager
- North Lake Tahoe Resort Association staff and board members
- Tahoe Fund board member
- Incline Village General Improvement District General Manager
- Placer County Department of Public Works
- North Tahoe Public Utility District
- Placer County office of the CEO
- Placer County Supervisor
- LSC Transportation Consultants, Inc
- North Tahoe Family Resource Center

***RTP Development - Individual meetings***

- TMPO and Tahoe Transportation District staff met with the Vice-Chairman, Legal Counsel, and Planner at the Washoe Tribe of California and Nevada Headquarters on November 22, 2011, and again with Legal Counsel and Planner at the TMPO offices on September 21, 2012.
- TMPO staff met with Lahontan Regional Water Quality Control Board staff Doug Smith, November 2011.

## Appendix G-4a Summary of Comments from Public Outreach

### SUMMARY OF FINDINGS FROM PUBLIC OUTREACH – NOVEMBER 2011

#### PUBLIC WORKSHOPS

##### *Concepts*

Comments gathered from the public indicate that the concepts and the vision presented in the draft RTP are well supported by the community. Attendees of the workshops favored development of “complete streets” supporting pedestrians, bicycles, and transit over streets designed for minimal auto delay, and liked the idea that bicycle and pedestrian facilities should be non-optional features of new developments. Parking was recognized as an issue that needs place-based strategies consistent with local goals and values. While large parking structures can be unsightly, they can also free up land for other purposes. The idea of charging for parking to help insure availability of spaces was also supported.

##### *Capital Projects*

In general, comments supported the acceleration of the construction of bike trails, walking paths, and needed side-walk connections. In the South Shore, the highest rated capital project was the Highway 50 Corridor Revitalization, followed by the Bike Trail network. In the North Shore, stormwater control projects were rated most highly, followed by bicycle and pedestrian projects and transit to Truckee. Some of the most popular ideas included:

- Improvements to the Y in Tahoe city, including added lights or creating a roundabout
- Creating “complete streets” from the “Y” to Stateline in South Lake Tahoe
- Extensive bicycle trails throughout the basin
- Safe routes to schools, including elementary schools as well as Lake Tahoe Community College

Through an on-line application developed by TMPO, members of the public have an opportunity to prioritize capital projects, given a limited amount of funding. ([http://www.tahoemp.org/project\\_picker\\_N.aspx](http://www.tahoemp.org/project_picker_N.aspx)).

The table below shows the results of this online exercise as of November 14, 2011.

TMPO Project Priority Picker - Summary as of November 14, 2011

North Shore Project Name	Tally
Maintenance of Existing and Future Bicycle Paths and Sidewalks - \$4M	17
Roadway Stormwater Control (Caltrans, NDOT, local roadways) - \$185M	17
Regional Transit (Reno-Truckee-North Tahoe Bus, East Shore Transit Shuttle) - \$10M	16
TART Increase Service Frequencies (30-minute headways) - \$10M	16
Maintenance of Existing Roads, Bike Trails, and Sidewalks - \$100M	15
Lake Tahoe Waterborne Transit Project - \$20M	13
Maintenance of Existing and Future Stormwater Treatment Facilities - \$20M	13
North Tahoe Bike Trail Connections - Lakeside Trail, Dollar Creek, North Tahoe Bike Trail - \$20M	13
State Route 89/Fanny Bridge Community Revitalization - \$20M	13
West Shore Bike Trail Improvements (Homewood, Meek's Bay to Sugar Pine Point) - \$10M	13
Nevada Stateline to Stateline Bikeway - Incline Village to Sand Harbor - \$20M	12
Nevada Stateline to Stateline - Crystal Bay to Incline - \$30M	11
Nevada Stateline to Stateline Bikeway - Sand Harbor to Douglas County Line - \$30M	10
Operation of Existing TART Services - \$100M	10
Parking Management Strategies (shared parking, eliminate parking minimums, variable on-street parking charges) - \$0	8
Real-Time Transit Information at Transit Shelters and On-line - \$5M	8
Changeable Message Signs - \$5M	6
Continue existing pattern of development - \$0	1
Incentivize transfer of development to town centers - \$0	0
South Shore Project Name	Tally
US 50 Corridor Revitalization; Sierra Blvd. Complete Streets - \$50M	24
South Shore Bike Trail Network - Expand to new areas (NV Stateline to Stateline Bikeway, Meyers, Christmas Valley, Cascade Falls) - \$60M	23
South Shore Bike Trail Network - Fix Gaps - \$20M	19
Maintenance of Existing Roadways - \$200M	17
Maintenance of existing and future bicycle paths and sidewalks - \$6M	16
Operation of Existing BlueGO Service - \$100M	15
Maintenance of Existing and Future Stormwater Treatment Facilities - \$30M	14
Roadway Stormwater Strategies - \$300M	14
30-Minute BlueGO Service on Hwy 50 - \$40M	13
Regional Transit (Sacramento - South Lake Tahoe) - \$10M	11
Lake Tahoe Waterborne Transit - \$20M	9
Changeable Message Signs - \$5M	8
Parking Management Strategies (shared parking, eliminate parking minimums, variable on-street parking charges) - \$0	8
Real-time Transit Information at Transit Stations and on-line - \$5M	8
Continue existing pattern of development - \$0	0
Incentivize transfer of development to town centers - \$0	0

Source: [http://www.tahoempo.org/priority\\_summary.aspx](http://www.tahoempo.org/priority_summary.aspx)



***Transit Projects***

The greatest proportion of comments – almost 40% – related to improved transit service. Key ideas and requests focused on alternative modes to complete the connected mobility system: seasonal ferry, water taxi, bike share, trams and improved transit service and convenience. There was also support for providing free transit in the most urbanized areas of the South Shore. Popular suggestions were:

- increased transit frequency, particularly during peak seasons
- service to underserved areas such as Christmas Valley
- making some transit service free, particularly between the “Y” and Stateline in South Lake Tahoe
- implementation of water-borne transit, serving all communities on the lake
- transit for youth that is both low-cost and serves youth-oriented activities
- bus service around the lake
- implementation of an aerial tramway that would be both transportation and an attraction for tourists

## Appendix G-4b Survey Results for North and South Lake Tahoe




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### TECHNICAL MEMORANDUM

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# 1

**PROJECT NAME:** TAHOE METROPOLITAN PLANNING ORGANIZATION  
**PREPARED FOR:** KAREN FINK  
**PREPARED BY:** VACA CONSULTING  
**REVIEWED BY:** PR DESIGN & ENGINEERING INC.  
**SUBJECT:** SURVEY RESULTS FOR NORTH AND SOUTH LAKE TAHOE  
**DATE:** 5/10/2012

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#### PURPOSE AND SCOPE:

Vaca Consulting collaborated with PR Design & Engineering (PR DEI) to develop a community survey, targeting the underserved population, youth, seniors and Latinos that utilize the current transportation system for North and South Lake Tahoe communities. The results of the survey will help the team to understand the priorities that the underserved community deems most important for the currently proposed transit service improvement projects.

#### BACKGROUND:

Our team, PR Design & Engineering and Vaca Consulting, was selected by the Tahoe Metropolitan Planning Organization for consulting services for the update of the Lake Tahoe Regional Transportation Plan (RTP). As part of the update to the RTP, our team is responsible for public outreach and information gathering; especially for the underserved and Latino populations; who comprise the most frequent users of the public transportation system.

The team and staff members from TMPO considered a variety of options in the design of the outreach. Initially, the team had considered hosting public meetings for the North and South Shores. As part of the planning effort the Family Resource Centers were asked the following question:

*What type of outreach would be most effective to engage and receive feedback from underserved groups that actively use the transit system?*

Feedback from the North Lake Family Resource Center Program Manager, Ana Liz Servin-Bancroft, and Family Support Supervision, Analia Batson, included:

- Concern over Latino and other underserved group attendance (low) at public meetings
- Typical public meeting times (5-7pm) do not correlate with typical service industry shifts
- A survey approach was suggested

Feedback from the South Lake Family Resource Center Executive Director, Delicia, included:

- Previous public meetings had low underserved group turnout
- Important to act on feedback received to reinforce that underserved groups are heard
- A survey would be a better approach than public meeting

**TECHNICAL MEMORANDUM**

From this feedback the Team and TMPO staff member Karen Fink collaborated on a survey. The intent was to design unique and functional surveys that accurately represented RTP efforts in North and South Lake. See Appendix A for samples of the survey.

**DESIGN APPROACH AND RESULTS:**

Surveys were administered, in both English and Spanish, to frequent users of the public transit system, outlining the current transit projects proposed for North Lake and South Lake Tahoe. The participants were asked to prioritize their top two investment choices out of the six projects listed in the survey.

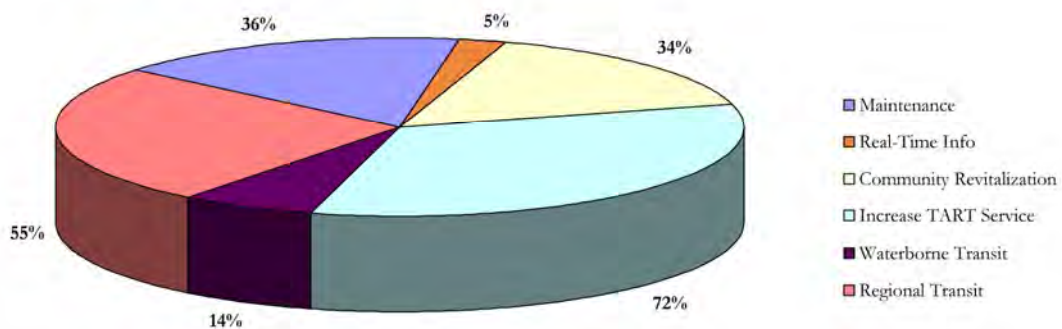
North Lake Tahoe Result:

The North Lake survey had a total of 102 participants from Tahoe Vista, Kings Beach and Incline Village. Those who participated in the survey were 42 youth, 32 seniors and 28 Latinos. There was an overwhelming desire to have more investment for **Increasing TART services** as the top priority. The second priority was to invest in the development of a **Regional Transit service**, linking North Lake Tahoe-Truckee-Reno-Sacramento. The results of this survey indicate that the participants are more focused on improving the infrastructure of existing services and conditions, while addressing the need to add more routes outside the North Tahoe Basin. The participants placed more value in **Community Revitalization** then on a **Waterborne Transit Service**. Most felt that the Waterborne Transit project is geared towards tourism and does not provide direct benefits to the population that currently utilizes the transit system.

North Shore Survey Locations:

Tahoe Vista	December 29, 2011	Incline Village	January 3, 2012
Kings Beach	January 2, 2012	Tahoe City	January 4, 2012

**North Lake Survey Results**



Note: The survey results exceed 100% as participants were asked to select the top two projects as investment priorities.

**TECHNICAL MEMORANDUM**

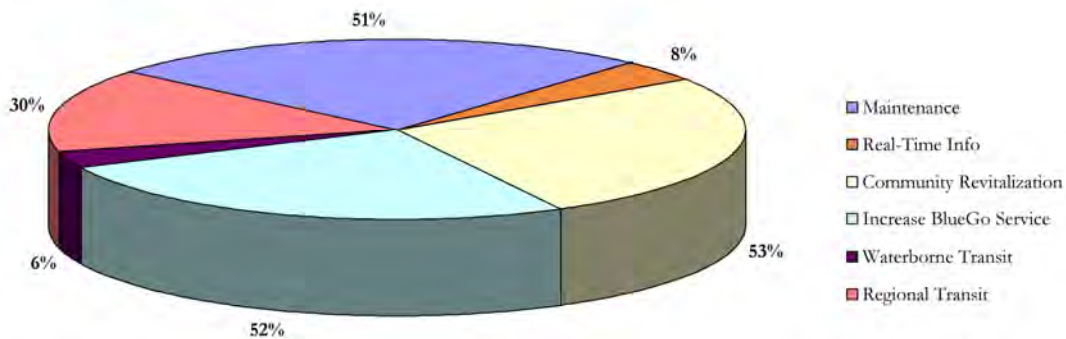
South Lake Tahoe Result:

The South Lake survey had a total of 100 participants from South Lake Tahoe area. The objective of conducting the surveys was to target the underserved populations that utilize the current transit system. Those that participated in the survey were; 25 Youth, 25 Seniors, 26 Latinos, and 24 others. The results of this survey indicate that the participants were split between three improvement priorities: **Stateline Revitalization; Increase BlueGo service; and Maintenance of Existing Roads, sidewalks, bus stops and bikeways.** The participants placed more value on **Regional Transit** then on a **Waterborne Transit Service.** Overall, the theme captured is that participants prioritized and placed equal value on increasing services while improving and maintaining the existing infrastructure

South North Shore Survey Locations:

City of South Lake Tahoe (Ski Run to the “Y”)                      January 29, 2012

**South Lake Survey Results**



Note: The survey results exceed 100% as participants were asked to select the top two projects as investment priorities.

**CONCLUSION:**

Surveys collected from both the North Lake and South Lake underserved and Latino communities demonstrate that upgrades and maintenance to the existing TART system and community revitalization are of the greatest importance from the perspective of those that use the public transportation system most often. In both surveys waterborne transit system and technological upgrades to provide real-time bus information were deemed unimportant by those surveyed.

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**TECHNICAL MEMORANDUM**

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**ADDITIONAL SURVEY NOTES:**

Prevalent questions or comments (written or verbal) received while conducting the surveys included:

1. Will the Water Transit Project be able to get me to work on time, if I work in the South Lake (Traveled North-South)?
2. Is the Water Transit the best use of funds when we can't rely on the existing bus system to get us to work or our appointments on time?
3. The Water Transit Project seems to be more geared towards the tourist population and not toward those using the transit system daily.
4. Large scale projects should go to the community for approval before moving forward with them.
5. There should be more work done on maintaining what we have in place rather than investing in new large scale projects.
6. We need to increase existing services e.g. Shorter headways and extended service hours (preferably until 12 am).
7. There are times I need to go to Sacramento or Reno for appointments and having regional transit would be helpful.
8. Are my selections going to make a difference or is the TRPA going to go ahead and do what they want?
9. Community revitalization is important to the creation of local jobs.

**OBSERVATIONS AND RECOMMENDATIONS:**

As with all public survey efforts there is dialogue and communication between the surveyors and those being surveyed. This interaction can relay to the surveyors the interest, understanding, and view the public has regarding the survey topics.

As the Consultant Team responsible for the design of the survey, collection of survey, and compilation of the survey results we feel it necessary to add context to the survey effort and to provide observations or recommendations that may improve further efforts.

Observations:

- The typical survey time is approximately five minutes or less. This is an extremely short time to explain survey options, ensure that the options are comprehended, and allow for critical thinking as selections are made.
- In the underserved groups, most people surveyed were unfamiliar with TMPO and its functions/responsibility within the region.
- In the underserved groups, there was limited familiarity with the projects being proposed. For example, real-time bus information needed considerable explanation on how it would function, how

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**TECHNICAL MEMORANDUM**

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bus stop displays would look, and how a user would interface (internet/smart phone/tablet) with the real-time information. In particular, we believe that real-time bus information was under-prioritized due to insufficient survey participant understanding.

- Tourists/Visitors could be a valuable source of input and could be targeted for response in future efforts.


Recommendations for Underserved Group representation in RTP:

1. **Prioritize Existing Transit Users:** The most critical and immediate priority should represent the populations who utilize the transit system regularly. As supported by the survey results, existing transit users were most interested in shortening headways, extending service hours, and increasing service areas. Responding to existing transit users should be a primary focus in developing the next stage of the Regional Transportation Plan.
2. **Continued Outreach:** To build on the response from both North and South Lake underserved communities, there should be further effort to present these findings to other stakeholder groups. Synergies between stakeholder groups should be shared and explored for prioritization of projects. Additionally, educational outreach is needed to raise the basic understanding of the TMPO and the proposed projects within the underserved groups.
3. **Transparency and Accountability:** As the Regional Transportation Plan is finalized there should be a method to show underserved groups that their comments and selections factored in the prioritization of projects. Where the prioritization deviates from the comments and selections made in the surveys, the TMPO should provide justification that includes social, economic, and environmental findings.
4. **Use Stakeholder Test Groups:** Given the complex nature of the TMPO projects which include economic feasibility, environmental threshold compliance, and multi-jurisdictional regulatory oversight fully informed survey respondents from the general public are rare. In an ironic juxtaposition, fully informed stakeholders rarely, if ever, utilize the transit system on a daily basis. Mixed test groups that include a variety of stakeholders may be an effective method to increase stakeholder knowledge top-down and bottom-up through the development of relationships between transit users and transit managers.

## Transportation Project Priority South Lake Tahoe

Check your top two projects as investment priorities




 Maintenance of existing roads, sidewalks, bus stops & bikeways


- Snow removal
- Includes building new bus shelters

 Stateline Revitalization

- HWY 50 new road alignment
- Efficient traffic flow, increased pedestrians and cyclist safety and visual improvements

 Waterborne Transit


- Passenger ferry service
- Service between North and South Lake

 Real-time transit information

- Bus arrival display at certain bus stops
- GPS tracking on bus
- Smart phone real-time bus arrival

 Increase BlueGO service

- Improving service frequencies along Highway 50
- Extend service hours and areas

 Regional Transit

- Better linkage between South Lake Tahoe and Sacramento


Do you have any other ideas or would you like to emphasize any project(s) above? Name: \_\_\_\_\_ Email/Tel: \_\_\_\_\_

More information? Contact Karen Fink (775) 589-5204, [kfink@trpa.org](mailto:kfink@trpa.org)

## Transportation Project Priority North Lake Tahoe

Check your top two projects as investment priorities




 Maintenance of existing roads, sidewalks, bus stops & bikeways


- Snow removal
- Includes building new bus shelters

 Community Revitalization

- SR 89 new road alignment
- Repair/replace Fanny Bridge
- Improving pedestrian, cyclist and driver safety

 Waterborne Transit

- Passenger ferry service
- Service between North and South Lake

 Real-time transit information

- Bus arrival display at certain bus stops
- GPS tracking on bus
- Smart phone real-time bus arrival

 Increase TART service

- Improving service frequencies
- Extend service hours and areas

 Regional Transit

- Linking North Lake Tahoe - Truckee - Reno - Sacramento

Do you have any other ideas or would you like to emphasize any project(s) above? Name: \_\_\_\_\_ Email/Tel: \_\_\_\_\_

More information? Contact Karen Fink (775) 589-5204 [kfink@trpa.org](mailto:kfink@trpa.org)

## Prioridad del Proyecto de Transporte Sur de Lake Tahoe

Marque sus dos proyectos mas importantes como prioridades de inversión





Mantenimiento de calles existentes, aceras, paradas de autobús y senderos de bicicleta

- Eliminación de nieve
- Incluye construcción de nuevos refugios de autobús



Revitalización de la frontera estatal

- Nuevo alineamiento de camino HWY 50
- Flujo de tráfico eficiente. Aumento de la seguridad de peatones y ciclistas y mejorías visuales.



Transito Acuático

- Servicio de Ferry para pasajeros
- Servicio entre Lake Tahoe Norte y Sur



Información de tránsito en tiempo real

- Exhibición de llegada de autobuses en ciertas paradas
- Dispositivo de seguimiento GPS en el auto bús
- Tiempo real de llegada de autobuses para Smart phone



Aumento del Servicio BlueGO

- Mejorando la frecuencia del servicio a lo largo de la Carretera 50
- Horas y Áreas de servicio extendidas



Transito Regional

- Mejor conexión entre Lake Tahoe Sur y Sacramento

¿Tiene usted alguna otra idea o le gustaría destacar cualquiera de los proyectos mencionados arriba? Nombre: \_\_\_\_\_ Número: \_\_\_\_\_

¿Más Información? Contacte a Emilio Vaca (530) 386-6253 emiliovaca@hotmail.com

## Prioridad del Proyecto de Transporte Norte de Lake Tahoe

Marque sus dos proyectos mas importantes como prioridades de inversión





Mantenimiento de calles existentes, aceras, paradas de autobús y senderos de bicicleta

- Eliminación de nieve
- Incluye construcción de nuevos refugios de autobús



Revitalización de la Comunidad

- SR 89 nuevo alineamiento del camino
- Reparar/reemplazar Fanny Bridge
- Mejorando la seguridad de peatones, ciclistas y conductores



Transito Acuático

- Servicio de Ferry para pasajeros
- Servicio entre Lake Tahoe Norte y Sur



Información de tránsito en tiempo real

- Exhibición de llegada de autobuses en ciertas paradas
- Dispositivo de seguimiento GPS en el auto bús
- Tiempo real de llegada de autobuses para Smart phone



Aumento del Servicio de TART

- Mejorando la frecuencia del servicio
- Horas y Áreas de Servicio extendidas



Transito Regional

- Conectando Lake Tahoe Norte - Truckee - Reno - Sacramento

¿Tiene usted alguna otra idea o le gustaría destacar cualquiera de los proyectos mencionados arriba? Nombre: \_\_\_\_\_ Número: \_\_\_\_\_

¿Más Información? Contacte a Emilio Vaca (530) 386-6253 emiliovaca@hotmail.com



## Appendix G-4c Public Workshops Flyer



### STREETS, TRAILS AND TRANSIT

Help design a transportation strategy that meets the challenges of the future Economy – Mobility – Sustainability

## mobility 2035 workshops/open house

November 1, 2011

North Tahoe Event Center • 8318 North Lake Tahoe Blvd., Kings Beach, CA

November 3, 2011

Inn by the Lake • 3300 Lake Tahoe Blvd., South Lake Tahoe, CA

5:30 – 8:00 pm (presentation at 6 pm)



### We want to hear from you! At the workshop:

- Share your transportation and fiscal investment priorities
- Learn about current projects like transit shelters and the Nevada Stateline to Stateline Bikeway
- Visit activity-based stations at your own pace
- Refreshments and childcare provided
- Innovative interactive computer technology opportunities
- Spanish language materials available

### YOUR VOICE MATTERS.

ADA and transit accessible – visit [BlueGO.org](http://BlueGO.org) or [laketahoetransit.com](http://laketahoetransit.com) for transit info

Sponsored by the Tahoe Metropolitan Planning Organization • [www.tahoempo.org](http://www.tahoempo.org)



## Appendix G-4d      Comments from Workshops

Topic	Idea	Votes
Bicycles	Better signs for peds and bikes (directions and distances)	4
Bicycles	Bike trail from dollar hill to Carnelian Bay and all the way to Kings Beach	4
Bicycles	Why not start grassroots and begin by constructing a small footbridge over Trout Creek behind College so all the Sierra Tract students can walk (bike) to LTCC - they want to but can't.	4
Bicycles	Connect greenway to Barton Hospital	3
Bicycles	Bike Trail from Meyers to Stateline	2
Bicycles	Clean bike paths in winter.	2
Bicycles	Would like bike trails to connect so that one can bike from Meyers to Stateline, for example.	2
Bicycles	Bicycle path floods behind Meeks (SLT) most springs.	1
Bicycles	Bike Trail/Lanes - Sugar Pine Point to South Lake Tahoe SR 89	1
Bicycles	Can we paint crosswalks to alert drivers to bikes crossing traffic, i.e. along the AI Tahoe neighborhood?	1
Bicycles	Class 1 bike lane from Meyers to the Y (post it)	1
Bicycles	Connect bike path (paved) from lower Kingsbury up Pony Express to provide pedestrian/bike access for mid and upper Kingsbury.	1
Bicycles	East Shore bike trail should follow lake as closely as possible - should not conform to HWY 50 @ skunk Harbor but be placed closer to the lake.	1
Bicycles	Have access to the Tahoe forest from the mammal streets off Speckled in Kings Beach	1
Bicycles	Make the shoulder of Lake Tahoe Blvd. bike friendly I use the bike way, but when truly hurried, I hop on the main road. The culverts, broken pavement and inconsistent width are all scary.	1
Bicycles	Remove airport runway and transfer coverage to bike trails and community centers.	1
Information	Phone app with information on available bike and transit routes and times	2
Motor veh	Extend safety railing south of Sand Harbor rec area on highway 28	3
Motor veh	Make the stoplight at the Y in Tahoe City a roundabout	3
Motor veh	install shielded roadway lighting so that only the intended areas are lighted and glare is reduced. Preserve our night skies.	2
Motor veh	Replace traffic signals with roundabouts everywhere possible. Use traffic lights only if it's impossible to use a roundabout	2
Motor veh	slower traffic speeds. High parking fees, gas tax to drive in basin	2
Motor veh	25 mph in the city of SLT for hiway 50. Freeway type (25 mph on and off loading on 50) onramp/offramp to every major subdivision on 50 in city of SLT. Rip out every traffic light on 50 in city of SLT.	1
Motor veh	Install round-about at intersection of Pioneer Tr and HWY 50.	1
Motor veh	Maintain both the Fanny Bridge access to Tahoe City and the bypass	1
Motor veh	Make sure there are bus turn-outs on all highways. When the bus stops, so does all the traffic	1
Parking	Move over South side, of side walk over bluff of commons beach to re coop old parking back.	2
Parking	remove on street parking in Tahoe City	2
Parking	Adequate, stabilized parking for East Shore beach access	1
Parking	Create "staging areas" several miles away from Vikingsholm where people can park their vehicles and then bike or hike along dedicated paths. Current parking is inadequate and walking on road is dangerous.	1
Parking	Free parking tower at 56 acre project in the city of SLT to be used as a public transit point and vicinity parking. This will reduce asphalt for a possible future revamp of the area.	1
Pedestrian	Clean pedestrian sidewalks in winter quickly and include openings for cross walks	2

Topic	Idea	Votes
Pedestrian	Have right of ways between streets for pedestrians. Try and get permission to put allyways from fish street to fish street between mammal streets for pedestrians.	2
Pedestrian	Hooray for a sidewalk on Spruce! This will make it safe for the many pedestrians going to Bijou school. It will need to be maintained in the winter!	2
Pedestrian	The pedestrian stoplight at Fanny Bridge should be a flashing yellow light that changes to a flashing red light when a pedestrian pushes the walk button	2
Transit	Blue Go in the Christmas Valley area/ Meyers	4
Transit	Bus service should be free within the Tahoe Basin.	4
Transit	Bus service that goes all the way around the lake.	3
Transit	Peak bus times (Summer/Holidays, foul weather) put in an extra one. Call Y to Stateline bus to be closer to schedule.	3
Transit	Transit service and parking facilities from Incline to San Harbor	3
Transit	Youth transit program that connects them to activities they enjoy	3
Transit	Entry fee to the Basin for cars; free access via bus.	2
Transit	Public Gondola Transportation (quiet, green, adds to tourist experience)	2
Transit	Put transit maps at all bus stops so people can tell where the bus goes by just walking to a bus stop and looking.	2
Transit	Add a new parking garage and Tram system for North Shore and Ski areas at the old quarry pit on hwy 89 river road.	1
Transit	Blue Go must have half hour/on the hour runs (presently need a masters degree to figure schedule)	1
Transit	BlueGo should implement transit in the Christmas Valley area.	1
Transit	Bus schedule 1/2 hour service.	1
Transit	free, frequent, fun bus service throughout south shore (post it)	1
Transit	Have enough electric buses going around the lake, stopping at bus stops every 15 minutes around the lake, in both directions. THEN people will regularly use the bus! It must be often and consistent.	1
Transit	If a small % of revenue for public transit comes from the farebox at the city of SLT, have free bus service from the Y to stateline at minimum. During peak times (precipitation in the winter at min. ect...) have extra as needed 50 express buses to the transit stations.	1
Transit	Light rail from Carson City/Reno to Sacramento	1
Transit	Park & Ride facility located at the Y offering shuttle service circuit to Emerald Bay on 1/2 hr basis, stopping at beaches along the way. This would reduce traffic congestion & emissions. Could charge a nominal fee for service.	1
Transit	Park and ride facility located at old Ponderosa Ranch during the peak summer months - park there and take a shuttle bus circuit leaving every 1/2 hour to Secret Harbor. This will reduce traffic/parking congestion at Sand Harbor and along HWY 50 and will increase safety. Could charge a nominal fee for this service.	1
Transit	The Tahoe Truckee Aerial Tramway will be a 45 mile long integrated intermodal transit system to supplement the hard to expand existing surface based transit infrastructure. The tramway will use a series of high speed detachable 8 passenger color coded gondolas to safely transport local residents and tourists to the regions many resorts and commercial centers.	1
Transit	Tramway from Wally's to Stateline	1
Water transit	N. Shore water taxi, mid-winter weekends, mid-summer all days. Homewood - Tahoe City - Kings Beach - Incline Village	3
Water transit	Gondolas to Tahoe City and waterborne transit	2
Water transit	Build water-borne ferry!	1

Topic	Idea	Votes
Water transit	Move consideration of water-based transport. Enhance Water Trail - especially human-power//boat in campgrounds on NV side. More public docks esp. to allow taxi service.	1
Water transit	Summer water taxi to/from Sand Harbor.	1
Water transit	Water Bridge from N.Shore to S. Lake	1
Water transit	Water taxi is waste of time and money	1
Water transit	Water transit - Tahoe City - Kings Beach - S. Shore	1

## Appendix G-4e Public Hearings and Open Houses Workshop Flyer



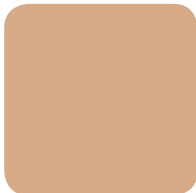
# RESTORING *Lake Tahoe* & SUPPORTING COMMUNITIES



### Regional Plan Update – Be Part of the Plan!

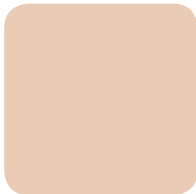
TRPA has scheduled a series of open houses and public meetings to inform you on the Regional Plan Update and Regional Transportation Plan and to provide a venue for you to share your thoughts with Governing Board representatives and TRPA staff.

**Be part of Lake Tahoe’s sustainable future. Be part of the Plan!**



#### TRPA Open Houses and Governing Board Public Hearings:

- **May 21, 5 p.m. to 8 p.m.** Open House, The Chateau, 955 Fairway Boulevard, Incline Village, NV.
- **May 22, 5 p.m. to 8 p.m.** Open House, TRPA Office Board Rooms, 128 Market Street, Stateline, NV.
- **May 23, 9:30 a.m.** Public Hearing, North Tahoe Events Center, 8318 North Lake Boulevard, Kings Beach, CA.
- **May 24, 9:30 a.m.** Public Hearing, TRPA Office Board Rooms, 128 Market Street, Stateline, NV.
- **June 27, 9:30 a.m.** Public Hearing, North Tahoe Events Center, 8318 North Lake Boulevard, Kings Beach, CA.
- **June 28, 9:30 a.m.** Public Hearing, TRPA Office Board Rooms, 128 Market Street, Stateline, NV.



To get involved, visit [trpa.org](http://trpa.org) and click the blue Regional Plan tab or find us at [facebook/voiceforlaketahoe](https://www.facebook.com/voiceforlaketahoe).

You can also send your questions and comments to [trpa@trpa.org](mailto:trpa@trpa.org).

## **Appendix G-4f Public Hearings and Public Comment on the draft Regional Transportation Plan and draft TRPA Regional Plan, released April 25, 2012**

The draft Regional Transportation Plan, Mobility 2035 and draft Regional Plan were released for public comment on April 25, 2012. The comments received in writing and at public hearings on both of these documents are summarized in the attached issue sheet.

Transportation Issue Sheet (*Regional Plan and Mobility 2035*)**ISSUE SUMMARY**

**Context/Background:** The Draft Regional Transportation Plan (RTP), *Mobility 2035*, and the draft Regional Plan include a series of transportation-related amendments that are intended to reduce automobile dependency, encourage compact walkable redevelopment, and improve bicycle, pedestrian and transit facilities. These documents contain Transportation Goals and Policies that are identical and represent the regional transportation policy direction. The Regional Transportation Plan includes additional sections related to implementation and financing improvements that carry out the regional policy direction.

Key transportation-related amendments in the Regional Plan include:

- Modify/add land use policies to limit new growth and promote compact redevelopment in walkable community centers;
- Exempt bike/pedestrian trails from coverage requirements to make bike trails more feasible;
- Expand requirements for installation of bicycle and pedestrian facilities with new development;
- Allow a portion of air quality mitigation funds to be distributed across jurisdictional boundaries to support projects of regional priority;
- Allow vehicle levels of service (LOS) to be exceeded when alternative transportation facilities are provided or available.

Key amendments in the Regional Transportation Plan include:

- Policy amendments identified above that will be contained in the Goals and Policies Element of *Mobility 2035*;
- Updates to the transportation project list, including updates to cost and schedule estimates;
- Updates to funding forecasts; and
- Addition of a Sustainable Communities Strategy Chapter, demonstrating how current land use planning assumptions combined with transportation and housing strategies will help the California portion of the Lake Tahoe region attain greenhouse gas reduction targets.

This Issue Sheet focuses on comments received on projects, funding, and attainment of greenhouse gas targets, items which are handled in *Mobility 2035*. Regional Plan amendments are addressed briefly here and in more detail in the Regional Plan Issue Sheets, which can be found at the following link: <http://www.trpa.org/default.aspx?tabindex=0&tabid=418>.

**Public Comments:** Agency and public comments were generally supportive of policies and projects that promote multi-modal forms of transportation. Some commenters supported individual projects, such as waterborne transit or bike trails, while others opposed them, primarily due to environmental impacts and cost. New ideas for transportation funding and transfer of development were proposed. Concerns were raised that requiring easements for bicycle and pedestrian facilities could increase costs and delay construction.

Transportation Issue Sheet (*Regional Plan and Mobility 2035*)

### **ISSUE ANALYSIS**

#### **Summary of Regional Plan Transportation Amendments:**

During Pathway and Place-Based visioning processes, stakeholders indicated that existing Code has an unintended effect of prioritizing the free flow of automobiles ahead of vehicle trip reduction, multimodal access, and associated environmental and air quality benefits. Stakeholders also identified certain Code provisions that create significant obstacles to the construction of connected bicycle and pedestrian travel ways. The Draft Regional Plan establishes new policies and modified Code provisions to encourage bicycling, walking, and transit use, and to allow the transportation system to evolve to support compact redevelopment, environmental thresholds, and reduce reliance on the private automobile. Endorsed Plan and Code sections for all transportation amendments to the Regional Plan are attached as Exhibit 1.

Key policy and Code changes include:

1. **Land Use Policies:** Many land use policy amendments in the Draft Plan are intended to reduce automobile dependency and promote walking, biking and transit use. Important transportation-related policy modifications include provisions to accelerate development transfers into community centers, provisions to increase allowable intensity in community centers and provisions requiring transit- and pedestrian-oriented designs for development projects. These items are addressed in Issue Sheets #2 through #5.
2. **Bicycle Path Coverage Waiver:** Under the Draft Plan, non-motorized public trails would be exempt from the calculation of land coverage, subject to certain siting and design requirements that minimize disturbance of sensitive lands and vegetation. This provision is addressed in Issue Sheet #5, Coverage.
3. **Accommodation of Bicycle and Pedestrian Facilities in Projects:** All applicants for commercial, tourist, mixed-use, multi-family, public service, and recreation projects on lands designated with bicycle and pedestrian network trail segments in the Bicycle and Pedestrian Plan would be required to grant an easement for bicycle and pedestrian facilities in accordance with criteria that take into consideration the size and cost of the project. This would also apply to the construction, alteration, or improvement of roadways. Additional provisions in this Code section minimize the impact to private property owners. These provisions are addressed in Issue Sheet #6, Transportation.
4. **Bicycle and Pedestrian Facility Maintenance Plan:** Entities responsible for the construction and maintenance of bicycle and pedestrian facilities proposed as part of a project shall provide a maintenance plan, including a funding strategy, for the life of the bike and pedestrian facility.



Transportation Issue Sheet (*Regional Plan and Mobility 2035*)

5. Air Quality Mitigation Funds: As an alternative to distributing air quality mitigation funds to the jurisdiction of origin, a portion of the air quality mitigation funds may be distributed across jurisdictional boundaries to support projects of regional priority that are specifically identified in a regional capital improvement program developed in cooperation with local jurisdictions, such as the Five Year Environmental Improvement Program (EIP) Priority Project List. This topic is addressed in Issue Sheet #8, Air Quality.
6. Vehicle Level of Service (LOS): Existing vehicle LOS requirements for new projects could be exceeded when provisions for multi-modal amenities and/or services (such as transit, bicycling, and walking facilities) are adequate to provide mobility for users. The draft plan also calls for a more comprehensive assessment of LOS standards as a future work program item. This topic is addressed in Issue Sheet #3, Community Character.

The Regional Plan Update (RPU) Committee took action on these items prior to draft Regional Plan release. Their actions were:

The RPU Committee unanimously endorsed code changes related to coverage waivers (#2 above), provision of bicycle and pedestrian facilities (#3 above) and maintenance plans (#4 above).

The RPU Committee endorsed most land use policies (#1 above) unanimously, although certain details were advanced by a non-unanimous vote.

The RPU Committee advanced the change to air quality mitigation funds (#5 above) and vehicle LOS exemptions (#6 above) by non-unanimous votes.

The RPU Committee will be considering the public comments on the issues outlined above at its August 14, 2012 meeting. The TTC may make a recommendation to the RPU Committee on the amendments specific to the Regional Plan at that time.

**Summary of Regional Transportation Plan, *Mobility 2035* Amendments:**

The Draft Regional Transportation Plan (RTP) focuses primarily on improvements to pedestrian, bicycle and transit services as opposed to projects that focus on expanded roadway capacity. The purpose of the RTP is to "...establish regional goals, identify present and future needs, deficiencies, and constraints, analyze potential solutions, estimate available funding, and propose investments." To that end, the RTP identifies projects needed to attain mobility and environmental goals, and identifies reasonably foreseeable revenues to pay for those projects. The RTP is a fiscally constrained document, which means that revenues must be identified to match the total project investment proposed.

Transportation Issue Sheet (*Regional Plan and Mobility 2035*)

*Mobility 2035* builds upon the goals, policies, projects, and funding sources identified in its predecessor document, *Mobility 2030*. Many of the innovative projects and policies geared towards supporting more walkable, sustainable communities and lowering reliance on the private automobile were conceived during the development of *Mobility 2030*. Therefore, there are few major changes in direction or new projects in *Mobility 2035*. Key changes to *Mobility 2035* include:

- Additions to the transportation project list (completed projects were removed):
  - Sierra Boulevard Complete Streets Project in South Lake Tahoe
  - East Shore transit and supporting facilities
  - Inter-regional transit services
  - New bicycle and pedestrian connections
  - General categories for water quality work in each jurisdiction to meet TMDL pollutant load reduction targets
  - Operations and management of all transportation and stormwater facilities and capital
  - Aquatic invasive species inspection stations
- Updates to project costs and schedules
- Updates to funding forecasts to take into account new or changing funding sources
- Addition of a Sustainable Communities Strategy Chapter, demonstrating how current land use planning assumptions combined with transportation and housing strategies will help the California portion of the Lake Tahoe region attain greenhouse gas reduction targets for automobiles and light trucks.

**Public Comments:**

Exhibit 2 lists comments received from agencies, organizations and businesses/individuals that address transportation issues.

Most comments related to vehicle levels of service, the bicycle path coverage waiver, the requirement to include easements for bicycle and pedestrian facilities in new development, and requests for the inclusion or exclusion of specific types of projects from the Regional Transportation Plan. Summaries of comments on vehicle levels of service, the bicycle path coverage waiver, and bicycle and pedestrian easements are included in Issue Sheets #3, #5, and #6, respectively.

Comments were largely supportive of the policy focus on promoting non-auto modes of transportation. Some organizations identified new or enhanced programs and requested that these be added to either the RTP or the Regional Plan update, or both.

## Attachment A

Transportation Issue Sheet (*Regional Plan and Mobility 2035*)

Some California state agencies expressed concern with increased costs associated with bicycle trail requirements, as well as reduced revenues at recreation areas if more people arrive by bicycle or by foot and bypass the fee charged for automobile parking.

Two organizations questioned whether the TMPO was correctly applying California's SB 375 to the Tahoe Region, and one of these also questioned the appropriateness of Tahoe being a Metropolitan Planning Organization.

Public Agency Comments:

Comments from the California Tahoe Conservancy, on behalf of California state agencies, "strongly endorse the Plan's emphasis on creating sustainable transit, bike and pedestrian-friendly communities." Comments noted the need for significant public investments to complement the policy framework.

Caltrans identified the following issues with proposed policy or code provisions related to accommodating bicyclists, pedestrians, or transit:

- o The feasibility of bicycle and pedestrian requirements when constructing projects and that language as it is written now will increase costs and lead to project delays. They request clarification on what qualifies as "construction, alteration, or improvement of roadways..." that would require bicycle and pedestrian facilities and that routine maintenance, surface overlays, etc. be considered for exclusion from this trigger.
- o Some transportation policies should include caveats related to feasibility and liability when incorporating bicycle, pedestrian, and transit improvements.

Caltrans noted its continued interest in collaborating and finding ways to partner on capital projects to incorporate bicycle and pedestrian components, including future collaboration on a complete streets plan. Caltrans also suggested that TRPA consider directing existing resources to facilitate bicycle and pedestrian planning and development, such as TMPO's annual allocation of federal transportation planning funding, and federal Public Lands Highway funding.

State agencies did not comment on individual projects or funding sources.

Comments from Organizations, Advocacy Groups, Businesses and Individuals:

Many organizations expressed support for the transportation policy focus. Reducing automobile reliance is a policy objective that appears to be widely supported.

Some organizations felt that the draft plan increases total VMT and total population as a means to reduce per capita greenhouse gas emissions to meet California's SB 375 targets. These commenters felt that this was inappropriate. One citizen organization questioned the appropriateness of Tahoe being a Metropolitan Planning Organization, and the appropriateness of the Sustainable Community Strategy requirement for Tahoe.

Transportation Issue Sheet (*Regional Plan and Mobility 2035*)

Comments from one business focused on the feasibility of requiring bicycle pedestrian easements in all new development, and had concerns that requiring bicycle and pedestrian easements could preclude or limit development on a site.

Commenters also noted support or opposition to certain projects in the RTP Project List. This included:

- Support for waterborne transit
- Opposition to waterborne transit, based on potential environmental impacts including emissions from water vessels, emissions from trips driving to waterborne access points, and wake and shorezone impacts.
- Support for bicycle paths
- Opposition to a bicycle path around Lake Tahoe due to cost, lack of demand, and environmental impacts
- Support for South Tahoe Community Revitalization project
- Support for roundabouts and encouragement to include them as the default intersection treatment
- Support for additional highway treatments that encourage free-flowing traffic.

Some commenters gave specific suggestions for bicycle, pedestrian, transit, or roadway improvements. These included:

- Support for more research on reusable materials for roadways that reduce construction and maintenance costs
- Support for colored bike lanes, solar LED lights on bike trails, bike lane placement suggestions
- Comments from Harrah's/Harvey's recommended that designs for the South Shore Community Revitalization Project maintain 4 lanes on the road segment between Stateline Avenue and West Lake Parkway, in addition to re-routing U.S. 50 behind the casinos.

Advocacy groups, businesses, and individuals also suggested new or expanded programs to encourage bicycling, walking, and compact, walkable communities:

- Development Rights Acquisition and Land Restoration Program. This is a proposal to identify funding to acquire and retire, or in some cases, transfer excess tourist accommodation units (TAUs) and commercial floor area (CFA) to support compact development and provide opportunities for restoration.
- Sustainable Transportation Infrastructure and Operations Program. This is a proposal to continue to work with Tahoe officials and state legislators to find new sources of funding for transit operations in Lake Tahoe. This includes exploring revenues through California's future "cap and trade" program, and changing the formula by which California State Transportation Improvement Program (STIP) funding is allocated to Lake Tahoe, taking into account the high proportion of visitors the region accommodates.

Transportation Issue Sheet (*Regional Plan and Mobility 2035*)

- Expand inter-regional collaboration with SACOG, MTC and other MPOs to improve upon interregional travel strategies.
- Enhance affordable housing programs, to better support construction of new affordable housing and the preservation/rehabilitation of existing affordable housing in town centers.
- Maintain and enhance greenhouse gas reductions so the 2035 target year shows the same or better improvements as the 2020 target year. Consider additional strategies such as car-sharing, bike-sharing programs and short-term car rentals, and pricing strategies.

**Recommendation:**

1. Staff recommends that the TTC consider public comments on the Regional Plan and *Mobility 2035* amendments, record input via the table in the staff summary, and forward this input to the TRPA/TMPO Governing Board and/or Regional Plan Update Committee.

**Exhibits:**

1. Draft Plan and Code Text - April 25, 2012
2. List of Applicable Comment Letters

**Transportation Issue Sheet (*Regional Plan and Mobility2035*)**

**Exhibit 1**

**Transportation Amendments to the Draft Regional Plan Update Policy and Code**

Code Change Description	Section	Page
Bicycle Path Coverage Waiver	30.4.6.C.3	30-28
Accommodation of Bicycle and Pedestrian Facilities in Projects	65.3	65-14 – 65-13.
Bicycle and Pedestrian Facility Maintenance Plan	36.5.5	36-4
Use and Distribution of Air Quality Mitigation Funds	65.2.6.B	65.13
Vehicle Level of Service Exemption	Policy T-10.7	Goals and Policies, page 103

Draft Code of Ordinances may be found here:

[http://www.trpa.org/documents/rp\\_update/Code\\_Update/Phase2/2\\_Draft\\_Code\\_Tracked.pdf](http://www.trpa.org/documents/rp_update/Code_Update/Phase2/2_Draft_Code_Tracked.pdf).

Draft Goals and Policies may be found here:

[http://www.trpa.org/documents/rp\\_update/DEIS/2\\_Regional\\_Plan\\_Goals\\_&\\_Policies\\_Tracked.pdf](http://www.trpa.org/documents/rp_update/DEIS/2_Regional_Plan_Goals_&_Policies_Tracked.pdf).

For more information please contact Karen Fink, [kfink@trpa.org](mailto:kfink@trpa.org), 775-589-5204.

**CHAPTER 30: LAND COVERAGE**

30.4 Land Coverage Limitations

30.4.6 Exemptions and Partial Exemptions from Calculation of Land Coverage

(v) -1000 square feet decking: 20 percent exemption

c. Existing decks that were legally established as of January 1, 2013, count as coverage and shall not qualify for this partial exemption.

**3. Non-Motorized Public Trails<sup>38</sup>**

Non-motorized public trails are exempt from the calculation of land coverage, subject to the following siting and design requirements.

**a. Accessibility**

The trail shall be open to the public in perpetuity at no cost, through dedication of a public easement or other means acceptable to TRPA.

**b. Trail Route Design**

(i) Trail routes shall be designed to minimize disturbance of sensitive lands and removal of large trees and riparian vegetation. Particular areas to minimize disturbance of in the routing of trails are (in order of preference):

(1) Federal jurisdictional wetlands as mapped by the Army Corps of Engineers;

(2) Other Stream Environment Zones (land capability district 1b);

(3) Other areas in land capability districts 1 and 2;

(4) Areas in land capability district 3; and

(5) Areas requiring the removal of large trees.

(ii) In designing trail routes, the protection of sensitive areas, trees, and vegetation shall be balanced with consideration of the following:

(1) Trail routes shall generally be consistent with trail networks identified in Map 5 of the Regional Plan, "Bicycle and Pedestrian Facilities," or adopted federal, state, tribal, or local government plans;

(2) Detours in trail design to protect sensitive resources should avoid significant additions to trail length; and

(3) Routes shall be designed to promote safety for trail users (e.g., by minimizing road/driveway crossings and providing buffers between trail users and roadways).

**c. Trail Design**

In addition to the requirements of the Army Corps of Engineers and other public agencies, trail designs shall comply with the following:

(i) Trail design shall comply with the AASHTO Guide for the Development of Bicycle Facilities or other industry standard

<sup>38</sup> Text is based on IM LU-2 approved December 15, 2011. New text also is based on suggestions provided by TRPA staff and the California Tahoe Conservancy, in coordination with Placer County and Tahoe City PUD staff.

**CHAPTER 30: LAND COVERAGE**

30.5 Prohibition of Additional Land Coverage In Land Capability Districts 1a, 1c, 2, 3, and 1b (Stream Environment Zones)  
 30.5.1 Exceptions to Prohibition in Land Capability Districts 1a, 1c, 2, and 3

design criteria for the appropriate trail type, as determined by TRPA.

(ii) Except for unpaved single-track trails, bridges, boardwalks, and/or other elevated over-stream crossings shall be provided.

(iii) Except for unpaved single-track trails, all trails through SEZ areas shall allow periodic surface flows to pass under the trail and to maintain the natural function of the SEZ lands.

(iv) The trail shall be designed in accordance with the BMP handbook.

(v) The trail shall be designed to minimize disruptions to or crossings of sensitive wildlife habitat.

**30.5. PROHIBITION OF ADDITIONAL LAND COVERAGE IN LAND CAPABILITY DISTRICTS 1a, 1c, 2, 3, AND 1b (STREAM ENVIRONMENT ZONES)**

No additional land coverage or other permanent land disturbance shall be permitted in Land Capability Districts 1a, 1c, 2, 3, and Land Capability District 1b (Stream Environment Zone), except as follows:

**30.5.1. Exceptions to Prohibition in Land Capability Districts 1a, 1c, 2, and 3**

The following exceptions apply to the prohibition of land coverage and disturbance in Land Capability Districts 1a, 1c, 2, and 3:

**A. Individual Parcel Evaluation System (IPES)**

Land coverage and disturbance for single-family houses may be permitted in Land Capability Districts 1a, 1c, 2 and 3 when reviewed and approved pursuant to IPES in accordance with Chapter 53: *Individual Parcel Evaluation System*.

**B. Public Outdoor Recreation Facilities**

Land coverage and disturbance for public outdoor recreation facilities, including public recreation projects on public lands, private recreation projects through use of public lands, and private recreational projects on private lands that are depicted or provided for on a public agency's recreational plan, may be permitted in Land Capability Districts 1a, 1c, 2, or 3 if TRPA finds that:

1. The project is a necessary part of a public agency's long-range plans for public outdoor recreation;
2. The project is consistent with the Recreation Element of the Regional Plan;
3. The project by its very nature must be sited in Land Capability Districts 1a, 1c, 2, or 3, such as a ski run or hiking trail, in accordance with the guidelines regarding public outdoor recreation facilities and activities that create additional land coverage or permanent disturbance and that by their very nature need not be sited in sensitive lands (1a, 1b, 1c, 2, 3, or SEZs), *Water Quality Management Plan for the Lake Tahoe Region*, Volume I, Table 16, dated November, 1988;



## CHAPTER 65: AIR QUALITY/TRANSPORTATION

### 65.3 Bicycle and Pedestrian Facilities

#### 65.3.1 Purpose

cumulative mitigation credit to be given to the participating entities. Credit shall be given based on the number of DVTE that will be reduced as a result of the proposed program. Credit cannot be awarded when the reduction in vehicle trips is a mitigation requirement pursuant to subparagraphs 65.2.4.C or 65.2.5.C above. Candidate credit recipients shall submit a plan to TRPA describing the proposed program, quantifying the reduction in DVTE, and specifying the areas where the credit can be used. The award of mitigation credit shall be reviewed and approved by TRPA, in consultation with the appropriate local jurisdiction and the Tahoe Transportation District, on an individual basis. Credit shall be awarded at such time that the proposed program is implemented. TRPA staff may reevaluate the 1,000 DVTE minimum requirement to determine if the level should be adjusted.

## **65.3. BICYCLE AND PEDESTRIAN FACILITIES<sup>53</sup>**

### **65.3.1. Purpose**

The requirements in this section are intended to implement Map 5 of the Regional Plan (Bicycle and Pedestrian Facilities).

### **65.3.2. Applicability**

A. All applicants for commercial, tourist, mixed-use, multi-family, public service, and recreation projects, including the construction, alteration, or improvement of roadways, on lands designated with bicycle and pedestrian network trail segments in the Bicycle and Pedestrian Plan shall be required to grant an easement for the bicycle and pedestrian facilities in any of the following situations listed below:

1. When there is new development of at least five residential or tourist units, or at least 10,000 square feet commercial floor area; or
2. When alterations to existing development are 35 percent or greater of the value of the total improvements on the site and the improvements are not exempt or qualified exempt in accordance with Section 2.3.

B. Instead of granting an easement, the land may be donated to a local government when the standards of Section 65.3.3 are met.

### **65.3.3. Standards**

#### **A. Applicable Agency or Local Government Standards<sup>54</sup>**

Easements for public bicycle or pedestrian facilities shall accommodate facilities that comply with the standards of the Agency.

#### **B. Trail Alignment Location**

1. Where feasible, alignment of bicycle or pedestrian trails that are shown adjacent to public rights-of-way on Map 5 of the Regional Plan (Bicycle and Pedestrian Facilities) shall be located in the public right-of-way, subject to approval from the applicable state transportation department.

<sup>53</sup> New draft section to implement IM T-2. Further discussion needed.

<sup>54</sup> Staff is conducting additional research on the applicability of local government standards?

**CHAPTER 65: AIR QUALITY/TRANSPORTATION**

## 65.3 Bicycle and Pedestrian Facilities

## 65.3.4 Prior to Issuance of Final Inspection

- 2.** Where it is not feasible to locate facilities in a public right-of-way, easement location should minimize impacts on private parcels to the extent feasible.

**C. Adjustment to Code Requirements<sup>55</sup>**

TRPA, in reviewing project applications under this section, shall have the discretion to adjust or waive certain Code requirements to the minimum extent necessary, as determined by TRPA, to facilitate the efficient connection of new trails to existing and planned trail networks, while minimizing impacts of the easement on development and redevelopment projects. Adjustments may be authorized to site development standards (Chapters 30-39) as necessary to implement this subsection. Neither the land coverage nor the site area required for the bicycle or pedestrian improvement shall reduce the total land coverage or development potential otherwise allowed for the project area.

**D. Reasonable Relationship to Anticipated Impacts<sup>56</sup>**

All easement dedications imposed on approved applications shall be reasonably related to the anticipated impacts of the proposed development or land use and to the purposes of this section. Any condition imposed shall be roughly proportional both in nature and extent to the anticipated impacts of the proposed development, as shown through an individualized determination of impacts. Easements shall not be required if these determinations cannot be made.

**E. Relationship to Other Code Requirements****1. Air Quality Mitigation**

Any dedication made pursuant to this section may qualify toward required offsets of the air quality mitigation program (See Section 65.2.4.C).

**2. Sidewalks**

Sidewalks required by the Agency or a local government shall count towards any bicycle or pedestrian facility required by this section.

**65.3.4. Prior to Issuance of Final Inspection**

The easement dedication shall be finalized and recorded prior to final project inspection by TRPA per Section 5.3.

**65.3.5. Use of Trail**

Public use shall be allowed within the easement for bicycle and pedestrian facilities.

**65.3.6. Trespass**

Nothing in this section is intended to authorize public use of private property. Public use of private property is a trespass unless appropriate easements and access have been acquired.

<sup>55</sup> The implementation measure calls for "relief or waivers" from the dedication requirements. This is a general relief provision that provides a general of authority to modify certain code requirements.

<sup>56</sup> Language added to address the legal requirements of a takings challenge under the federal (or state) Constitution.

## CHAPTER 36: DESIGN STANDARDS

### 36.6 Building Design Standards

#### 36.5.5 Bicycle and Pedestrian Facility Maintenance Plan

- B. Buildings, other structures, and land coverage shall be set back from SEZs in accordance with Chapter 53: *Individual Parcel Evaluation System*.
- C. Other setback requirements are set forth in Section 33.3: *Grading Standards*.

#### **36.5.5. Bicycle and Pedestrian Facility Maintenance Plan**

Entities responsible for the construction and maintenance of bike and pedestrian facilities proposed as part of a project shall provide a maintenance plan, including a funding strategy for the life of the bike and pedestrian facility, that shall be approved by TRPA prior to permit issuance or funding disbursement for any proposed public bicycle and pedestrian facility.<sup>42</sup>

## **36.6. BUILDING DESIGN STANDARDS**

### **36.6.1. General Standards**

#### **A. Screening Elements**

The architectural design of a project shall include elements that screen from public view all external mechanical equipment, including refuse enclosures, electrical transformer pads and vaults, satellite receiving disks, communication equipment, and utility hardware on roofs, buildings, or the ground.

#### **B. Roof Finishes and Colors**

Roofs, including mechanical equipment and skylights, shall be constructed of non-glare finishes and earthtone colors that minimize reflectivity. For this subparagraph, non-glare earthtone colors are defined as Munsell® Colors set forth in Appendix G, TRPA Approved Earthtone Colors, of the Design Review Guidelines, that have a value and chroma of 0-4 or other color systems that are equivalent to the adopted hues, values, and chromas of Appendix G.

#### **C. Color of Structures**

1. For all structures visible from the Scenic Threshold Travel Routes and from Public Recreation Area and Bicycle Trails identified in the 1993 Lake Tahoe Basin Scenic Resource Evaluation, subdued colors of earthtone ranges shall be used for the primary color of structures.
2. Colors shall be within a range of natural colors that blend, rather than contrast, with the existing backdrop vegetation and soils color.
3. For this subparagraph, earthtone colors shall be medium to dark and shall meet the Munsell® Colors set forth in Appendix G, TRPA Approved Earthtone Colors, of the Design Review Guidelines or other color systems that are equivalent to the adopted hues, values, and chromas of Appendix G.
4. TRPA may grant exceptions to this provision pursuant to Section 67.7, for scenic roadway corridors designated as urban, for unique situations such as site characteristics, or as set forth in subparagraph 83.11.1. Structures in the shoreland that were constructed prior to January 1,

<sup>42</sup> Text added to implement the second bullet of IM T-2.

**CHAPTER 65: AIR QUALITY/TRANSPORTATION**

## 65.2 Traffic and Air Quality Mitigation Program

## 65.2.6 Use and Distribution of Mitigation Funds

4. Changes in operation in an area with a monitored worsening in level of service of nearby streets or intersections.

**65.2.6. Use and Distribution of Mitigation Funds**

- A. TRPA shall deposit air quality mitigation funds in a trust account. Interest accruing to the trust account shall remain in the account until used on air quality mitigation projects. TRPA shall keep track of the amount of funds collected for each local jurisdiction, with interest, and shall disburse funds to the local jurisdiction, or to the Tahoe Transportation District at the local jurisdiction's request, for expenditure within the jurisdiction of origin, provided TRPA finds that the expenditure is consistent with TRPA's Regional Transportation Plan or the 1992 Air Quality Plan. Pursuant to subparagraphs 65.2.4.C.2 and 65.2.5.C.2, certain funds may be identified for the construction of specific projects. By October 1 of each year, the recipient shall submit to TRPA an annual report of the funds expended as of June 30 each year.
- B. [As an alternative to distributing air quality mitigation funds to the jurisdiction of origin, a portion of the air quality mitigation funds may be distributed across jurisdictional boundaries to support projects of regional priority that are specifically identified in a regional capital improvement program developed in cooperation with local jurisdictions, such as the Five Year Environmental Improvement Program \(EIP\) Priority Project List.<sup>52</sup>](#)

**65.2.7. Revision of Fee Schedules**

TRPA shall review the fee schedules in accordance with subsection 10.7 in the Rules of Procedure.

**65.2.8. Mitigation Credit**

The two programs below address air quality mitigation credit.

**A. Mitigation Fee Credit**

If a project approval expires and the project is not complete, then an air quality mitigation fee credit may be given for a subsequent similar project approval. This subparagraph shall not be construed to require a refund of an air quality mitigation fee. Credit shall be given if the following requirements are met:

1. The prior project approval was granted within the same project area as the project approval for which a credit is sought;
2. The applicant provides sufficient evidence of the payment of an air quality mitigation fee; and
3. An air quality mitigation fee is required as part of the project approval for which a credit is sought.

**B. Regional and Cumulative Mitigation Credit Programs**

In those instances when a reduction in daily vehicle trip ends (DVTE) of 1,000 or greater will result from the implementation of an EIP program that is not associated with any required mitigation, TRPA may allow for a regional and

<sup>52</sup> Text added in response to IM AQ-2.

T-10.5 Consider quality of service for transit, pedestrians, and bicyclists in addition to motor vehicles when analyzing development impacts on the transportation system.

T-10.6 Prohibit the construction of roadways to freeway design standards in the Tahoe Region.

T-10.7F. Level of service (LOS) criteria for the Region's highway system and signalized intersections during peak periods shall be:

- ◆ Level of service "C" on rural recreational/scenic roads.
- ◆ Level of service "D" on rural developed area roads.
- ◆ Level of service "D" on urban developed area roads.
- ◆ Level of service "D" for signalized intersections.
- ◆ Level of service "E" may be acceptable during peak periods in urban areas, not to exceed four hours per day.
- ◆ These vehicle LOS standards may be exceeded when provisions for multi-modal amenities and/or services (such as transit, bicycling, and walking facilities) are adequate to provide mobility for users.

#### GOAL T-11

IMPROVE THE MOBILITY OF THE ELDERLY, DISABLED, TRADITIONALLY UNDER-REPRESENTED AND UNDER-SERVED POPULATIONS AND OTHER TRANSIT-DEPENDENT GROUPS.

#### POLICIES

T-11.1 Provide specialized public transportation services with subsidized fare programs for transit, taxi, demand response, and accessible van services.

T-11.2 Ensure that transit and pedestrian facilities are ADA compliant and consistent with the TMPO Coordinated Human Services Transportation Plan.

#### GOAL T-12

MAINTAIN AND SUPPORT AIR SERVICE TO THE EXTENT THAT IT INCREASES MOBILITY AND PUBLIC SAFETY CONSISTENT WITH APPLICABLE LAW AND ENVIRONMENTAL THRESHOLDS.

#### POLICIES

T-12.1 Update and Maintain an Airport Master Plan.

T-12.2 Limit aviation facilities within the Tahoe Region to existing facilities.

**Transportation Issue Sheet (Regional Plan and Mobility 2035)**

**Exhibit 2**

**Comments from Agencies, Organizations and Businesses/Individuals**

Full comment letters can be read at the TRPA website, located at:

<http://www.trpa.org/RPUEISComments/>

**Agencies:**

- CA\_ Department of Transportation
- CA\_ Department of Parks & Recreation
- CA\_ State Agencies
- CA\_ Tahoe Conservancy
- City of South Lake Tahoe
- Tahoe Transportation District
- Placer County
- Placer County Air Pollution Control District

**Organizations:**

- ClimatePlan
- Community Collaborative Of Tahoe Truckee
- League to Save Lake Tahoe, Friends of the West Shore, Tahoe Area Sierra Club – Joint Comments
- North Tahoe Citizen Action Alliance
- Sustainable Tahoe
- Tahoe Area Sierra Club – Separate Comment

**Businesses:**

- Edgewood Companies
- Edgewood Companies & Heavenly Mountain Resort
- Gary Davis Group
- Harrah’s/Harveys
- Sierra Colina
- Sustainable Community Advocates

**Individuals:**

- |              |             |            |                  |
|--------------|-------------|------------|------------------|
| Aaron, D     | Copeland, J | Evans, D   | Hollingsworth, T |
| Ames, L      | Dahlgren, J | Fett, E    | Kelly, M         |
| Anonymous 2  | Dodge, N    | Filipko, J | Kenna, T         |
| Anonymous 11 | Drum, J     | High, G    | Obray, P         |

**Transportation Issue Sheet (*Regional Plan and Mobility 2035*)**

Raymond, H  
Pretzer, C  
Przybyslawski, P  
Walker, R





# APPENDIX H RTP Checklist

## DRAFT Regional Transportation Plan Checklist

(Revised February 2010)

*(To be completed electronically in Microsoft Word format by the MPO/ RTPA and submitted along with the draft RTP to Caltrans)*

**Name of MPO/RTPA:** Tahoe Metropolitan Planning Organization

**Date Draft RTP Completed:** April 25, 2012

**RTP Adoption Date:** Anticipated December 12, 2012

**What is the Certification Date of the Environmental Document (ED)?** Anticipated December 12, 2012

**Is the ED located in the RTP or is it a separate document?** Separate document

*By completing this checklist, the MPO/ RTPA verifies the RTP addresses all of the following required information within the RTP.*

### Regional Transportation Plan Contents

#### General

1. Does the RTP address no less than a 20-year planning horizon? (23 CFR 450.322(a))
2. Does the RTP include both long-range and short-range strategies/actions? (23 CFR part 450.322(b))

Yes/No	Page #
Yes	Introduction, p.1
Yes	Chapters 4 & 5

3. Does the RTP address issues specified in the policy, action and financial elements identified in California Government Code Section 65080?	Yes	Chapters 2, 4, 5, and 6
4. Does the RTP address the 10 issues specified in the Sustainable Communities Strategy (SCS) component as identified in Government Code Sections 65080(b)(2)(B) and 65584.04(i)(1)? <b>(MPOs only)</b>		
a. Identify the general location of uses, residential densities, and building intensities within the region? <b>(MPOs only)</b>	Yes	Chapter 3, p. 4
b. Identify areas within the region sufficient to house all the population of the region, including all economic segments of the population over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth? <b>(MPOs only)</b>	Yes	Chapter 3, pp.4, 6, 9
c. Identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Government Code Section 65584? <b>(MPOs only)</b>	Yes/No	Page #
d. Identify a transportation network to service the transportation needs of the region? <b>(MPOs only)</b>	Yes	Chapter 3, p.9
e. Gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of Government Code Section 65080.01? <b>(MPOs only)</b>	Yes	Chapter 3, p.7 and Chapter 4
f. Consider the state housing goals specified in Sections 65580 and 65581? <b>(MPOs only)</b>	Yes	Chapter 3, p.16
g. Utilize the most recent planning assumptions, considering local general plans and other factors? <b>(MPOs only)</b>	Yes	Chapter 3, pp.4, 9
	Yes	Chapter 3, pp.3-4

<p>h. Set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the ARB? <b>(MPOs only)</b></p>	<p>Yes</p>	<p>Chapter 3, pp.4-6</p>
<p>i. Provide consistency between the development pattern and allocation of housing units within the region (Government Code 65584.04(i)(1)? <b>(MPOs only)</b></p>	<p>Yes</p>	<p>Chapter 3, pp.4-6, 9-10</p>
<p>j. Allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Section 7506)? <b>(MPOs only)</b></p>	<p>Yes</p>	<p>Chapter 3, p.15, and EIR/EIS Chapter 3.4 (Air Quality), p.22</p>
<p>4. Does the RTP include Project Intent i.e. Plan Level Purpose and Need Statements?</p>	<p>Yes</p>	<p>Introduction, p.1, Chapter 2, pp.3, 5</p>
<p>5. Does the RTP specify how travel demand modeling methodology, results and key assumptions were developed as part of the RTP process? (Government Code 14522.2) <b>(MPOs only)</b></p>	<p>Yes</p>	<p>Chapter 3, p.7, and Appendix C</p>
<p><u>Consultation/Cooperation</u></p>	<p>Yes</p>	<p>Chapter 7 and Appendix A</p>
<p>1. Does the RTP contain a public involvement program that meets the requirements of Title 23, CFR part 450.316(a)?</p>		

	Yes/No	Page #
2. Did the MPO/RTPA consult with the appropriate State and local representatives including representatives from environmental and economic communities; airport; transit; freight during the preparation of the RTP? (23CFR450.316(3)(b))	Yes	Chapter 7, p.4, Appendix G-3
3. Did the MPO/RTPA who has federal lands within its jurisdictional boundary involve the federal land management agencies during the preparation of the RTP?	Yes	Appendix G-3
4. Where does the RTP specify that the appropriate State and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation consulted? (23 CFR part 450.322(g))	Yes	Appendix G-3
5. Did the RTP include a comparison with the California State Wildlife Action Plan and (if available) inventories of natural and historic resources? (23 CFR part 450.322(g))	Yes	Chapter 3, pp.18-20 (inventories of natural resources) and EIR/EIS, Chapter 3.10 (Biological Resources) and Chapter 3.15, (Cultural Resources). The RTP was compared with local and regional wildlife protection measures which are more comprehensive than the CA State Wildlife Action Plan.
6. Did the MPO/RTPA who has a federally recognized Native American Tribal Government(s) and/or historical and sacred sites or subsistence resources of these Tribal Governments within its jurisdictional boundary address tribal concerns in the RTP and develop the RTP in consultation with the Tribal Government(s)? (Title 23 CFR part 450.316(c))	Yes	Appendix G-3
7. Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the participation plan developed under 23 CFR part 450.316(a)? (23 CFR 450.316(i))	Yes	Chapter 7, p.7
8. Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR part 450.316 (a))	Yes	Chapter 7, p.4, and Appendix B, p.2, Appendix G-3

9. Does the RTP contain a discussion describing the coordination efforts with regional air quality planning authorities? (23 CFR 450.316(a)(2)) **(MPO nonattainment and maintenance areas only)**
10. Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan?
11. Were the draft and adopted RTP posted on the Internet? (23 CFR part 450.322(j))
12. Did the RTP explain how consultation occurred with locally elected officials? (Government Code 65080(D)) **(MPOs only)**
13. Did the RTP outline the public participation process for the sustainable communities strategy? (Government Code 65080(E)) **(MPOs only)**

Yes	Chapter 3, p.15, Appendix B, p.3, Appendix G-3
Yes	Appendix B, p.3
Yes	<a href="http://www.tahoempo.org/">http://www.tahoempo.org/</a> , and <a href="http://www.trpa.org/">http://www.trpa.org/</a>
Yes	Appendix G-1, G-2, G-3
Yes	Chapter 3, Section 3.7 and Appendix G-1

Modal Discussion

1. Does the RTP discuss intermodal and connectivity issues?
2. Does the RTP include a discussion of highways?
3. Does the RTP include a discussion of mass transportation?
4. Does the RTP include a discussion of the regional airport system?
5. Does the RTP include a discussion of regional pedestrian needs?
6. Does the RTP include a discussion of regional bicycle needs?
7. Does the RTP address the California Coastal Trail? (Government Code 65080.1) **(For MPOs and RTPAs located along the coast only)**
8. Does the RTP include a discussion of rail transportation?

Yes	Chapter 2, p. 8, Goal 7; Chapter 4, p.3-7, 11, 15
Yes	Chapter 4, p.4
Yes	Chapter 4, p.15
Yes	Chapter 4, p.20
Yes	Chapter 4, p.11
Yes	Chapter 4, p.11
n/a	
Yes	Chapter 4, p.15

9. Does the RTP include a discussion of maritime transportation (if appropriate)?

Yes	Chapter 4, p.16
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10. Does the RTP include a discussion of goods movement?

Yes	Chapter 4, p.19
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Programming/Operations

1. Is a congestion management process discussed in the RTP? (23 CFR part 450.450.320(b)) **(MPOs designated as TMAs only)**

n/a	
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2. Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture?

Yes	Chapter 5, p.6
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3. Does the RTP identify the objective criteria used for measuring the performance of the transportation system?

Yes	Chapter 1, p.9
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4. Does the RTP contain a list of un-constrained projects?

Yes	Chapter 6, p. 17
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Financial

1. Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.322(f)(10)?

Yes	Chapter 6
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2. Does the RTP contain a consistency statement between the first 4 years of the fund estimate and the 4-year STIP fund estimate? (2006 STIP Guidelines, Section 19)

Yes	Chapter 6, page 3.
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3. Do the projected revenues in the RTP reflect Fiscal Constraint? (23 CFR part 450.322(f)(10)(ii))

Yes	Chapter 6, p.5
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4. Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified. (Government Code 65080(4)(A))

Yes	Chapter 6, p.8 (financially constrained project list) Regionally significant projects not identified in Chapter 6, but listed in Executive Summary, p.5
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	Yes/No	Page #
5. Do the cost estimates for implementing the projects identified in the RTP reflect “year of expenditure dollars” to reflect inflation rates? (23 CFR part 450.322(f)(10)(iv))	Yes	Chapter 6, p.8, also last column pp.9-13.
6. After 12/11/07, does the RTP contain estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain the freeways, highway and transit within the region? (23 CFR 450.322(f)(10)(i))	Yes	Chapter 6, pp.6-7, 13
7. Does the RTP contain a statement regarding consistency between the projects in the RTP and the ITIP? (2006 STIP Guidelines section 33)	No	
8. Does the RTP contain a statement regarding consistency between the projects in the RTP and the FTIP? (2006 STIP Guidelines section 19)	Yes	Chapter 6, p.2
9. Does the RTP address the specific financial strategies required to ensure the identified TCMs from the SIP can be implemented? (23 CFR part 450.322(f)(10)(vi) <b>(nonattainment and maintenance MPOs only)</b> )	n/a	

Environmental

1. Did the MPO/RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines?	Yes	<a href="http://www.tahoempo.org/Mobility2035/Default.aspx?SelectedIndex=1">http://www.tahoempo.org/Mobility2035/Default.aspx?SelectedIndex=1</a>
2. Does the RTP contain a list of projects specifically identified as TCMs, if applicable?	n/a	
3. Does the RTP contain a discussion of SIP conformity, if applicable? <b>(MPOs only)</b>	Yes	Appendix E, Conformity, and EIR/EIS Chapter 3.4 (Air Quality), p.22.
4. Does the RTP specify mitigation activities? (23 CFR part 450.322(f)(7))	Yes	Chapter 3, Section 3.6
5. Where does the EIR address mitigation activities?		Chapter 3 of the EIR/EIS, <a href="http://www.tahoempo.org/Mobility2035/Default.aspx?SelectedIndex=1">http://www.tahoempo.org/Mobility2035/Default.aspx?SelectedIndex=1</a>
6. Did the MPO/RTPA prepare a Negative Declaration or a Mitigated Negative Declaration for the RTP in accordance with CEQA guidelines?	n/a	

7. Does the RTP specify the TCMs to be implemented in the region? (**federal nonattainment and maintenance areas only**)

n/a	
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**I have reviewed the above information and certify that it is correct and complete.**

*Nick Haven*

10/8/12



**Name of MPO/RTPA:** Tahoe Metropolitan Planning Organization

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Yes	Chapters 4 & 5

