TRPA Governing Board

July 22, 2026

AGENDA ITEM No. 7.D

2026 Transportation and Sustainable Communities Performance and Recommendations Report

DP 5 - Management Framework

1. Independent Guidance
2. Established Milestones
3. “Triggered” Responses

Transportation Performance Technical Advisory Committee (TPTAC)

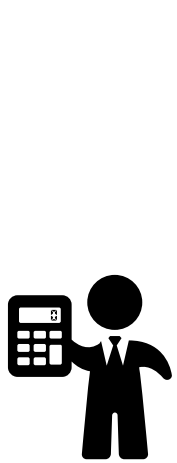
- March 2022 – Membership Appointed
- September 2022 - Charter Approved

Membership

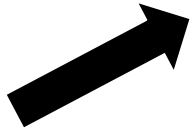
- Placer County
- Douglas County
- Washoe County
- Tahoe Transportation District
- Truckee North Tahoe TMA
- Nevada Department of Transportation OT
- League to Save Lake Tahoe
- Tahoe Regional Planning Agency
- City of South Lake Tahoe
- El Dorado County
- Carson City
- USFS LTBMU
- South Shore TMA
- Caltrans
- General Public Representative

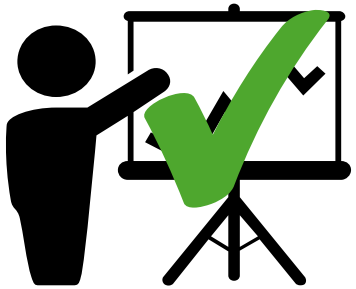
Adaptive management process

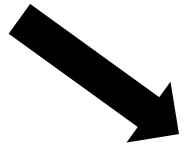
2022 2024 2026 2028 2030 2032 2034 2036 2038 2040 2042 2044

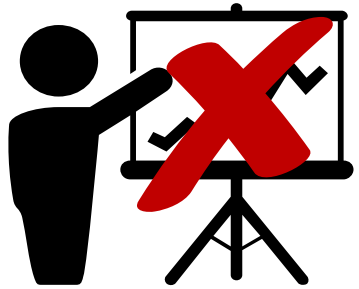


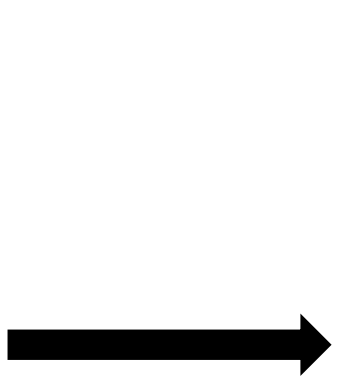
Reports











Regional Plan /
Regional Transportation Plan

Recommendations
to achieve the next
4-year milestone

2026 Reporting Cycle

Purpose:

1. Status of Metrics
2. Milestone Assessment
3. Recommendations

Technical Advisory Committee Meetings

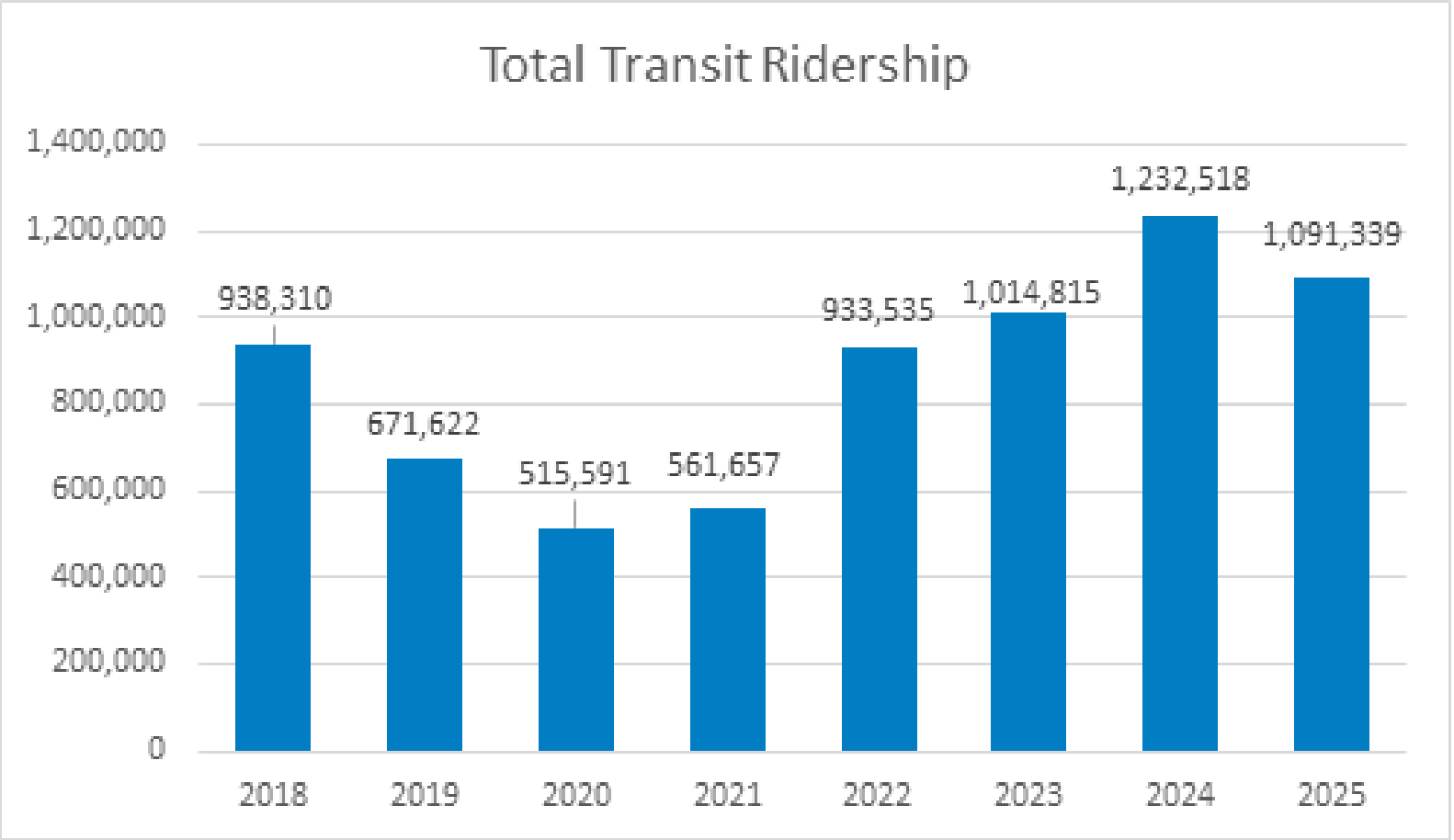
- May 8, 2026
- April 3, 2026

1. Metrics - Framework

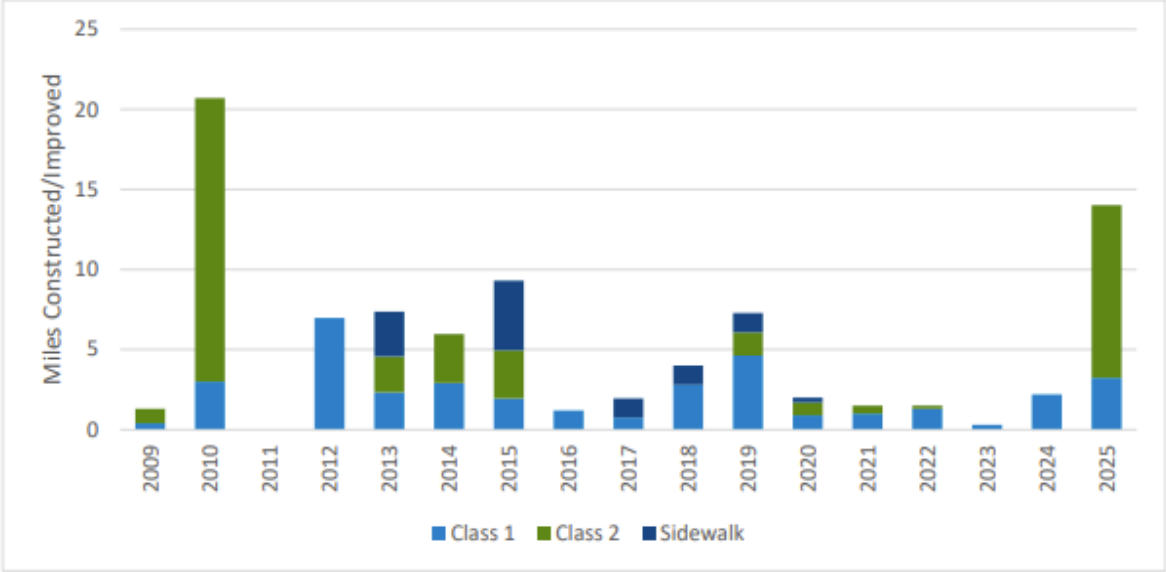
1. Transit
    1. Total Ridership
    2. Population served by frequent service
    3. Population served by basic service
2. Active Transportation
    1. Bike/Pedestrian Mode Share
    2. Low Stress Bike and Pedestrian Lane Miles
3. Automobile
    1. VMT / Capita
    2. Travel times (Congestion)

1. Metrics - Total Ridership

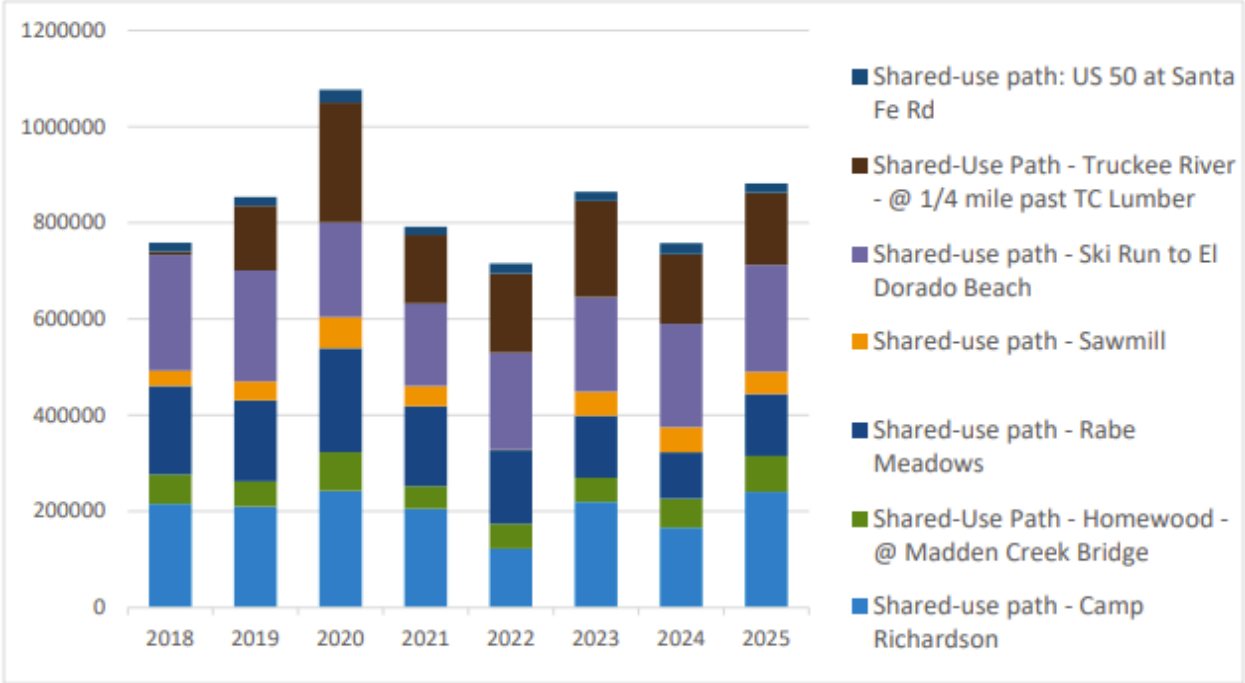
- The total number of people trips on transit service in the region
- 2025 ridership declined slightly from 2024 but remained above pre-2023 levels



1. Metrics - Bike/Ped Facilities



Miles of Pedestrian and Bicycle Routes Improved or Constructed. Source: LT Info



Annual Trail Counts: Permanent Counters Installed 2018 or Earlier. Source: TRPA

1. Metrics - Travel Times

Segment	2017	2018	2019	2020	2021	2022	2023	2024	2025
CA 267	5.6	5.6	5.5	5.2	5.4	5.1	5.8	5.4	5.2
NV 28 (Country Club - US 50)	21.3	22.2	19.5	18.7	19	19.2	21.2	20.5	20.5
NV 28 (California - Country Club)	10.3	10.3	10.5	10.4	10.9	10.3	12.1	10.5	10
CA 28	23.4	22.7	23.4	22.9	25.4	25.6	25.5	24.7	23.7
CA 89 (CA 28 - I-80)	22	20.1	21.4	19.6	20.6	20.6	23.9	21.4	20.1
CA 89 (CA 88 - US 50)	16.3	17.1	15.5	15.8	15.7	15.5	16.7	16.7	16
NV 207	5.9	6	6.4	6.2	6.3	6.3	6.9	6.4	6.3
NV 431	19.8	20	20	19	19.4	20.6	22.4	20.2	19.6
Pioneer Trail	15	15.3	15.3	14.7	16.1	15.4	17.7	15.6	14.9
US 50 (Echo Summit - South Lake Y)	17.6	16.9	18	16.5	18.1	17.5	18.8	17.4	16.7
US 50 (South Lake Y - State Line)	18.4	16.5	16.4	14.3	14.7	13.4	14	13.2	13
US 50 (State Line - Spooner Summit)	23.4	23	23.1	21.9	22.4	21.3	24	22	22.6
All Segments	199	196	195	185	194	191	209	194	189

Source: INRIX Regional Integrated Transportation Information System

2. Milestone Assessment

1. Milestone DP 5.4. Revenue
    A. Revenue Proposal
    B. Revenue Commencement

2. Milestone DP 5.5 - Per Capita VMT
    A. 2024 Milestone

2. Milestones - DP 5.4.A Revenue Proposal

A. 2022 Regional Revenue Milestone - By December 31, 2021, a proposal for dedicated sources of transportation funding for Tahoe, endorsed and supported by the Bi-State Transportation Consultation, shall be submitted to the Nevada and California legislatures.

Transportation: A Bi-State Commitment to Improving Lake Tahoe

Lake Tahoe's awe-inspiring environment has attracted visitors from across the globe for generations. Its proximity to major metropolitan areas in Northern California and Nevada make it a popular destination for millions of people getting outdoors into nature. The Tahoe Basin is also a beloved home to tens of thousands of residents and the sacred ancestral lands of the Washoe Tribe of Nevada and California. Today, providing a world class transportation system for residents and visitors is a priority for leaders in California and Nevada. Our states recognize that the health of the lake, local communities, and economy are at risk from outdated transportation infrastructure.

Since 2017, the Director of the Nevada Department of Conservation and Natural Resources and the Secretary of the California Natural Resources Agency have convened a Bi-State Consultation on Transportation for Lake Tahoe. The Bi-State working group brings together public and private sector partners to catalyze needed transportation investment in the Tahoe Region.

The Lake Tahoe Transportation Action Plan is a product of this Bi-State Consultation and reflects the collaboration across local, state, and federal agencies. It prioritizes the most important transportation projects and a establishes a funding framework to make these projects a reality.

Transportation investments are being secured through a '7-7-7' funding framework in which each sector of the partnership—local/regional governments and business, state agencies, and federal government— works to allocate additional investments of $7 million per year. These investments include congressionally designated funds, state supported grant applications, local jurisdiction funding, and private investment from local businesses.

Recent accomplishments include:

- $2 million in congressionally designated funding for state Route 28 corridor implementation.
- Approximately $700,000 in new federal annual support for transit operations.
- Nevada passage of Senate Concurrent Resolution 8 (2021) to support transportation solutions at Lake Tahoe.
- California joint funding application with Placer County.
- Public-private partnerships to launch micro-transit service on both the North and South Shores.

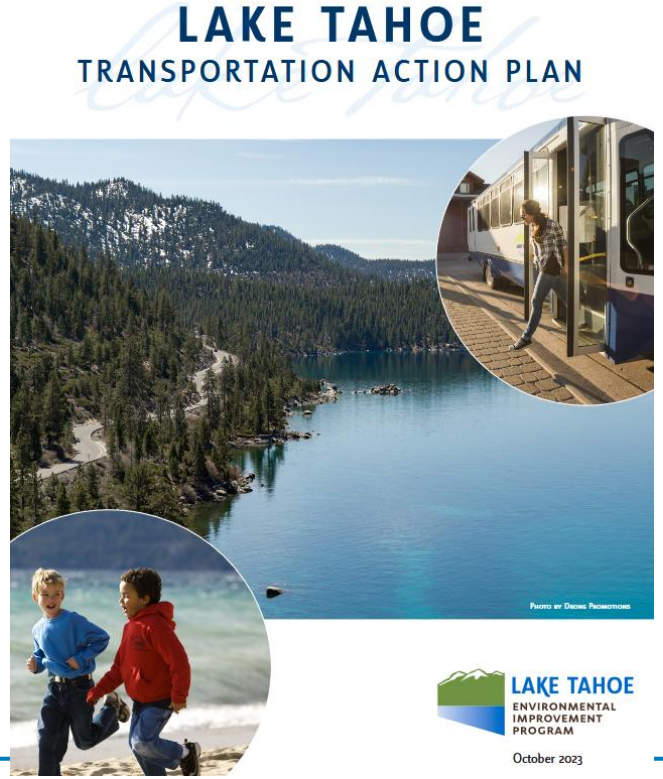
We are committed to continuing to build momentum for critical transportation improvements at Lake Tahoe. This shared effort will help us protect and maintain this world-renowned place for residents and visitors alike.

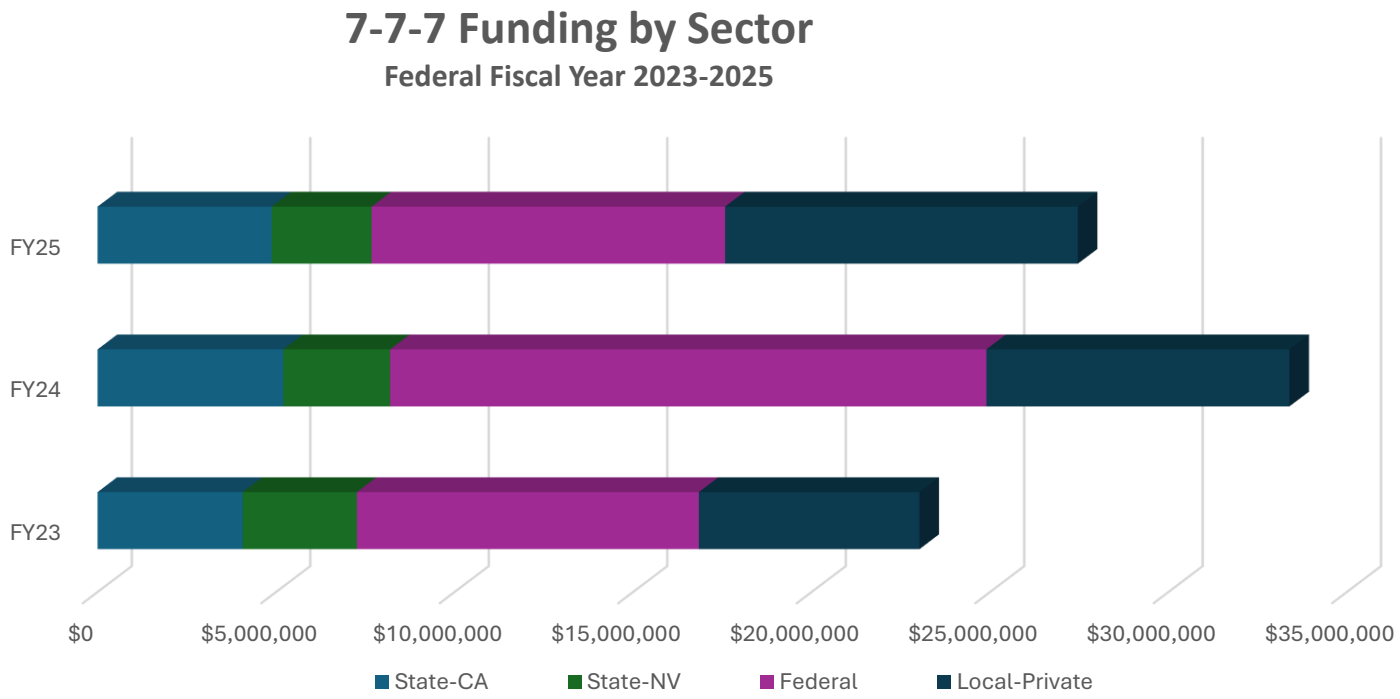
Wade Crowfoot, Secretary
California Natural Resources Agency
State of California

Jim Lawrence, Acting Director
Nevada Department of Conservation and
Natural Resources
State of Nevada

2.Milestones DP 5.4.B Revenue Commencement

2024 Regional Revenue Milestone - An ongoing regional funding source or sources dedicated to transportation for the Tahoe Region that is reasonably expected to meet the needs set forth for it in the Regional Transportation Plan, shall commence implementation no later than December 31, 2023.





Fiscal Year	State-CA	State-NV	Federal	Local-Private	Total	Target	Difference
FY23	$4,065,000	$3,200,000	$9,575,000	$6,181,000	$23,021,000	$21,000,000	$2,021,000
FY24	$5,200,000	$2,995,000	$16,700,000	$8,495,000	$33,390,000	$21,000,000	$12,390,000
FY25	$4,875,000	$2,800,000	$9,900,000	$9,885,000	$27,460,000	$21,000,000	$6,460,000

2. Milestones - DP 5.5.A Per Capita VMT

DP-5.5 SCHEDULE OF MILESTONES FOR ASSESSMENT OF PROGRESS TOWARDS ATTAINMENT OF TSC 1.

Progress towards standard attainment will be tracked relative to the 2018 baseline of 12.48 VMT/Capita. The following milestones (Interim Targets and Major Evaluation Intervals) are established to assess progress toward attaining TSC 1.

A. 2024 Milestone – Per Capita VMT between 2020-2022 shall be equal to or below 12.35, a 1.01% reduction from the 2018 baseline.

Year	VMT Per Capita	Target VMT Per Capita	% Reduction Actual	% Reduction Target
2018 Baseline	12.69	12.48		
2018-2020	11.85	12.45	6.61%	0.27%
2019-2021	11.20	12.41	11.72%	0.53%
2020-2022	10.95	12.38	13.72%	0.80%
2021-2023	10.89	12.35	14.15%	1.04%

3-year Average VMT per capita. Source: Caltrans and NDOT, Tahoe Effective Population Model

3. Recommendations

Multi-modal

I. Evaluate methods to measure transit propensity, pedestrian propensity, bicycle propensity, and auto propensity.

II. Evaluate other methods for estimating regional mode share

Transit

I. Support strategies for securing and maintaining flexible operating money

II. Integrate microtransit and fixed routes operations.

III. Seek ways to obtain stop-level ridership and travel time on public and private services.

IV. Obtain ridership data from private transit services.

V. Support regional training coordination and opportunities for transit operators.

3. Recommendations

Active Transportation

I. Perform maintenance, conduct year-round clearing, and improve wayfinding.*

II. Augment the effectiveness of the Trip Reduction Ordinance to support reductions in VMT and single-auto work trips.

III. Consider monitoring travel time for pedestrians and bicycles.

Auto

I. Promote coordinated dissemination of real-time traveler information.

II. Consider updating the Region's Effective Population Model to improve the consistency through time of estimates.

III. Update the VMT Threshold baseline to reflect Caltrans's revised 2019 VMT estimate.

Process

DP 5.2: The advisory body's report "The report will include an assessment of status relative to the milestones identified in DP-5.4 and DP-5.5"

DP 5.2: "Within 90 days of issuance of the report by the advisory body, the Governing Board shall review the report's recommendations. If the Governing Board does not accept any of the report's recommendations, It shall provide a written justification explaining the basis for its adoption of alternative measures."

DP 5.6: "The following supplemental compliance measures (management responses) shall automatically go into effect **if** it is found that the milestones in DP-5.4--5.6 have **not** been attained."

Process

Options

1) No action is required if there is agreement with the Report. (Staff Recommendation)

2) If the Governing Board does not accept one or more recommendations and instead adopts alternative measures, the Board should identify the recommendation or recommendations it does not accept, identify the alternative measures it wishes to adopt, and direct staff to prepare the written justification required by DP 5.2.

Process

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