

TRPA Governing Board

March 27, 2024

AGENDA ITEM VI. A

Transportation and Sustainable Communities Threshold Standard 1

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Management Framework

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

2021

2045



Regional Plan Milestone

Independent Advisory Body

DP-5.1 A TECHNICAL ADVISORY BODY WITH EXPERTISE IN TRANSPORTATION, LAND USE PLANNING, AND IMPLEMENTATION SHALL PROVIDE GUIDANCE ON PROGRAM MODIFICATIONS NECESSARY TO ATTAIN AND MAINTAIN TRANSPORTATION AND SUSTAINABLE COMMUNITIES THRESHOLD STANDARD 1 (TSC 1).

STAFF REPORT

Date: March 16, 2022

To: TRPA Governing Board

From: TRPA Staff

Subject: Appointment of Transportation Advisory Committee for purposes of adaptively managing TSC-1 threshold standard

Staff Recommendation:

Staff recommends that the TRPA Governing Board appoint the membership of the Transportation Advisory Committee by adoption of the attached resolution.

Required Motion:

In order to adopt the proposed resolution, the Board must make the following motion, based on the staff report:

- 1) A motion to adopt the attached resolution (Attachment A), Appointment of Transportation Advisory Committee to carry out Regional Plan Goal DP-5.

In order for motion to pass, an affirmative vote of any eight Board members is required



TRANSPORTATION PERFORMANCE TECHNICAL ADVISORY COMMITTEE CHARTER

Regional Plan Milestone

Reporting Framework



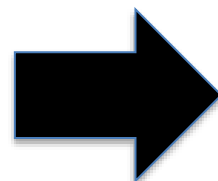
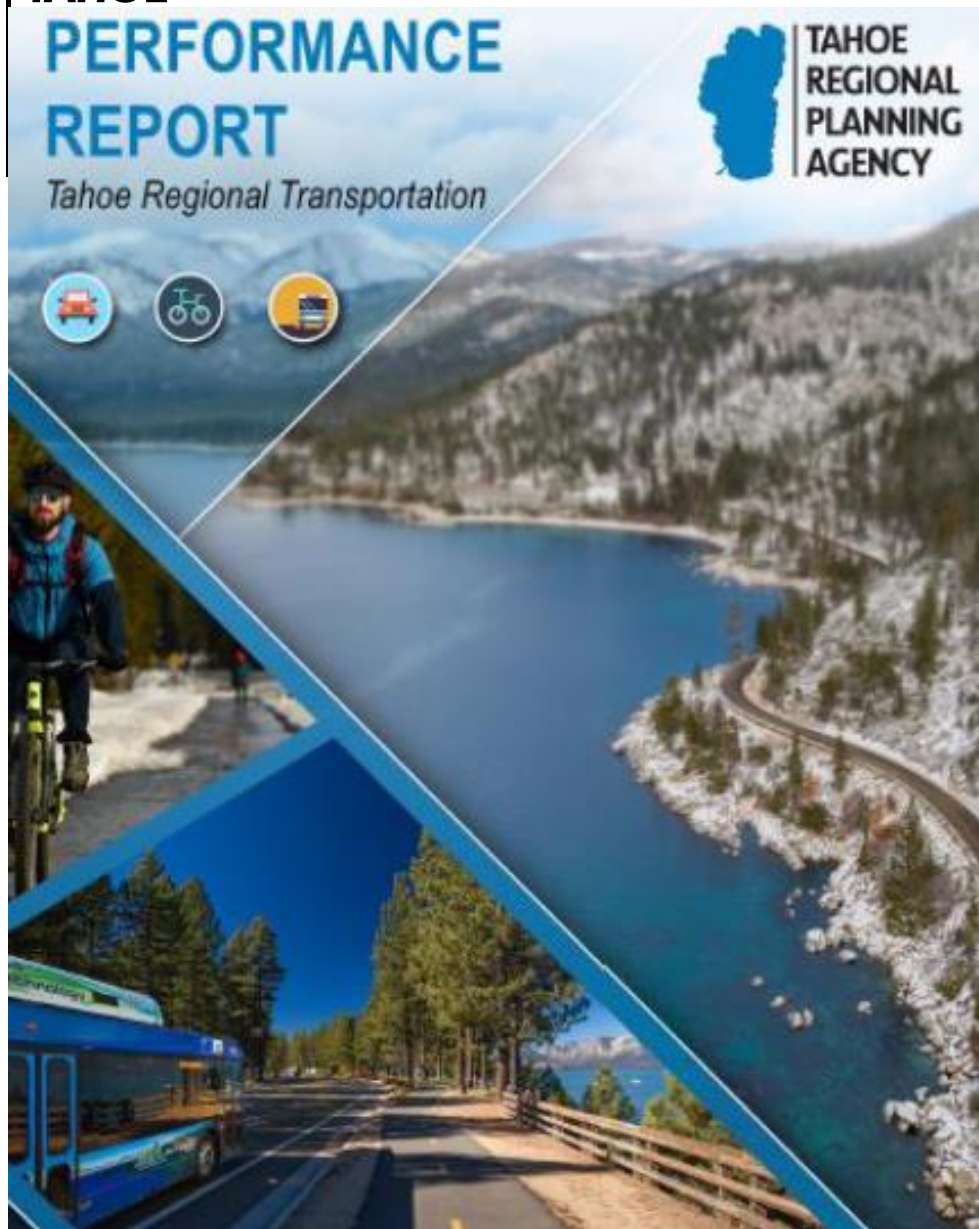
DP-5.2 THE TECHNICAL ADVISORY BODY WILL PREPARE AND TRANSMIT A PERFORMANCE AND RECOMMENDATIONS REPORT TO THE GOVERNING BOARD EVERY FOUR YEARS.

DP-5.3 THE TECHNICAL ADVISORY BODY WILL PREPARE AND TRANSMIT A REGIONAL TRANSPORTATION PLAN SUSTAINABLE COMMUNITY STRATEGY ANALYSIS AND RECOMMENDATIONS REPORT.

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TAHOE



REGIONAL TRANSPORTATION PLAN

TAHOE REGIONAL PLANNING AGENCY || *Lake Tahoe*



Regional Plan Milestone

2022 Funding Milestone



GOAL DP-5.4.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.

DP-5.4.A Proposal Development

- July 29, 2021 EIPTO Committee
- August 21, 2021 EIPTO Committee
- September 22, 2021 Governing Board
- December 15, 2021 EIPTO Committee
- Feb 23, 2022 EIPTO Committee
- Apr 27, 2022 EIPTO Committee
- June 22, 2022 Governing Board

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 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

Presented Tuesday, August 16th, 2022
Lake Tahoe Summit

2024 Funding Milestone



GOAL DP-5.4.B

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.



777 Funding secured FY23 (Oct. 2022 – Sept. 2023)

FY2023	Total
Target	\$21,000,000
Secured	\$23,021,000
Difference	+\$2,021,000

	local/ private	california	nevada	federal
revenue target	\$7 million/yr	\$4.5 million/yr	\$2.5 million/yr	\$7 million/yr
potential revenue sources	Zonal congestion/ parking fee	Increased state support for existing & new competitive grant programs	Environmental Improvement Program bonds	Increased formula funding
	Local taxes (sales, hotel, vacancy)	State formula funding allocations	Conserve Nevada Program	New funding programs
	Fees, philanthropy, or other sources	Direct budget appropriation	Direct budget appropriation	Direct budget appropriation
	Increased general fund allocation		Increased state support for existing & new competitive grant programs	Infrastructure investments

VMT per Capita Milestones



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

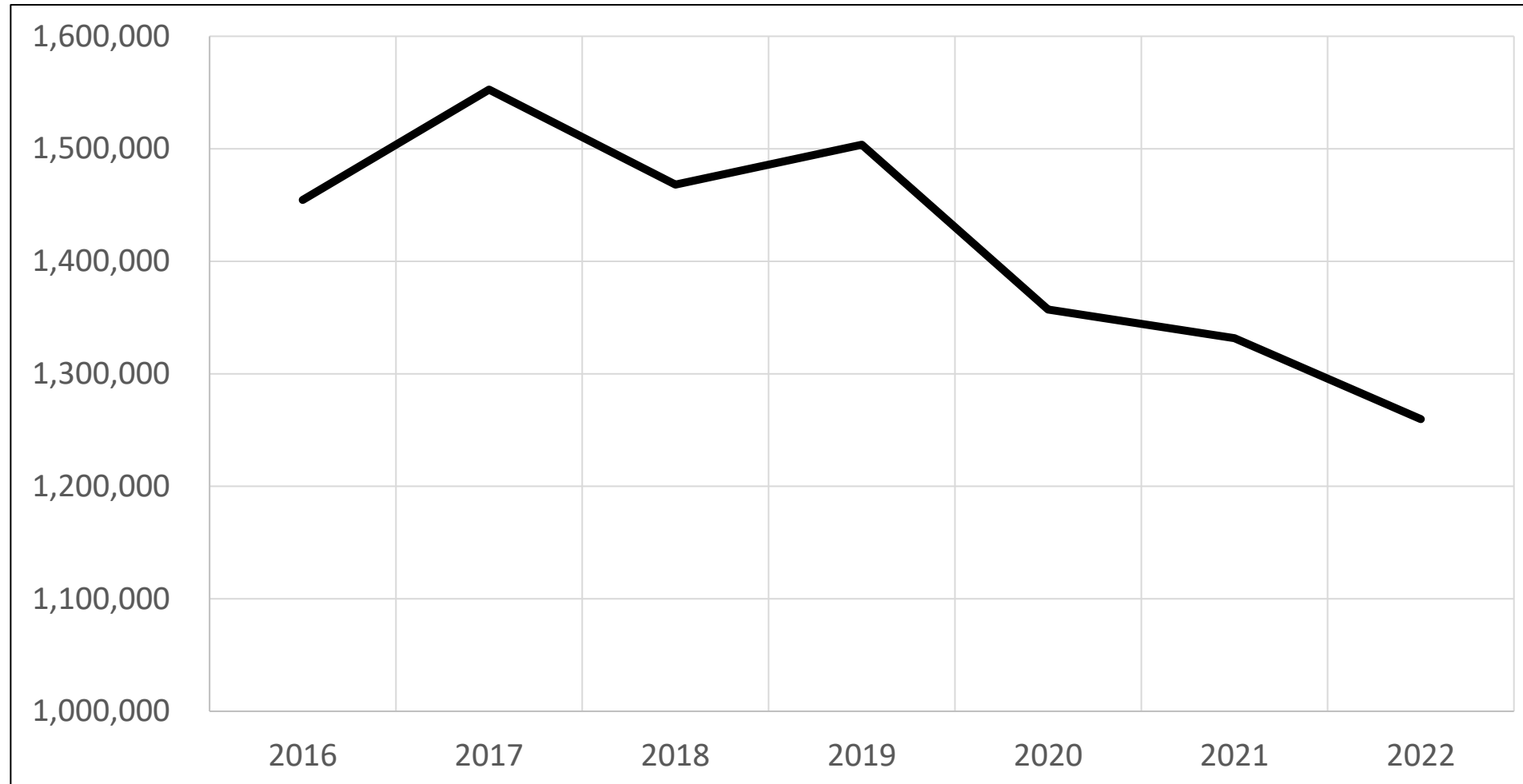
Progress towards standard attainment will be tracked relative to the 2018 baseline of 12.48 VMT/Capita. The following milestones (Interim Targets and Major Evaluation Intervals) are established to assess progress toward attaining TSC 1.

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.

B.2028 Milestone – Per Capita VMT between 2024-2026 shall be equal to or below 12.26, a 1.76% reduction from the 2018 baseline.



Regional VMT (HPMS)



Adaptative Management Responses



DP-5.6 ADAPTIVE MANAGEMENT RESPONSES TO BE IMPLEMENTED AFTER A RESULTS ASSESSMENT.

The following supplemental compliance measures (management responses) shall automatically go into effect if it is found that the milestones in DP-5.4 – DP-5.5 have not been attained:

- A. 2024 Regional Revenue Milestone - If the milestone established DP-5.4.B is not attained, the standard of significance for all land uses in Code of Ordinances Table 65.2.3-1 shall be no-net unmitigated.....
- B. 2028 Milestone – 2028 VMT Per Capita Milestone – If Regional VMT Per Capita is not at or below the level identified in DP-5.5.B, (1) the per unit rate of the mobility mitigation fee will increase by 10% over the previous rate on January 1st of the following year, and (2) the standard of significance for all land uses in Code of Ordinances Table 65.2.3-1 shall be no-net unmitigated VMT for projects outside of Centers and a half-mile buffer around them.



Next Steps



Governing Board Questions

Agenda Item No VI .A

Possible Action

3.27.24

Public Comment

Agenda Item No VI .A

Possible Action

3.27.24

Motion 1

A motion to direct the Agency to continue to support the implementation of the “7-7-7” framework while working with local, regional, state, and federal partners to refine the overall funding approach and establish appropriate milestones.

Motion 2

A motion to direct continued engagement with the Transportation Performance Technical Advisory Committee and programmatic experts to adaptively manage the policy framework to address concerns raised by stakeholders and the Board, including a review of the project impact assessment process and exemption of public service projects.