



Mail

PO Box 5310
Stateline, NV 89449-5310

Location

128 Market Street
Stateline, NV 89449

Contact

Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.gov

STAFF REPORT

Date: July 19, 2023

To: TRPA Governing Board

From: TRPA Staff

Subject: Presentation on the final Transportation Equity Study and endorsement of proposed policies and actions to be included in the Regional Transportation Plan update

Summary and Staff Recommendation:

Staff and project consultants, DKS Associates, will provide a summary of the final Lake Tahoe Transportation Equity Study and policy recommendations. Staff recommends the Governing Board endorse policy recommendations for inclusion in the next Regional Transportation Plan.

Required Motion:

In order to endorse the proposed transportation equity policies, the Board must make the following motion based on the staff report:

- 1) A motion to endorse the proposed transportation equity policies (included within Attachment A) for inclusion in the Regional Transportation Plan update

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

Project Description/Background:

The Transportation Equity Study kicked off in early 2022 following a recommendation from the 2020 Linking Tahoe: Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). Using the RTP/SCS environmental justice assessment as a guide, the Transportation Equity Study focused on identifying the needs, concerns, and vulnerabilities of Tahoe's residents and visitors, especially those of our underserved communities. The final plan offers recommendations to enhance public engagement and evaluate the impacts of transportation planning activities. For more information, please review the project website [here](#).

To better understand the transportation barriers facing the Lake Tahoe Region, TRPA staff focused public outreach for the study to the most transportation disadvantaged communities in the Tahoe Region, including:

- **Persons without private transportation (zero vehicle households):** Lack of a personal vehicle is a significant factor for transit need. In 2022, 80% of Tahoe transit riders did not have access to a personal vehicle.
- **Seniors (individuals 65 years and older):** Elderly individuals may choose not to drive or can no longer drive due to age.

- **Persons living below the poverty line:** Purchasing and maintaining a personal vehicle might be difficult for households with limited income.
- **Individuals with a disability:** Disability status may impact an individual's ability to live independently, including driving a personal vehicle.
- **Youth (individuals 18 years and younger):** Most people under 18 do not drive and even those with driver's licenses often do not have the means to purchase and maintain a vehicle.
- **BIPOC (Black, Indigenous, and people of color):** People of color are more likely to live in densely populated neighborhoods, are less likely to have access to a car, and are more likely to bike, walk, or take transit to work.

Over the course of the project, staff and consultants hosted two focus group meetings, met one-on-one with 19 different stakeholder groups representing the above populations, hosted four community workshops, and conducted pop-up surveys at farmer's markets, local churches, and in front of local supermarkets. Feedback from the public was used to develop a draft list of policy ideas and potential action items that were presented to the Governing Board through a workshop at its February 22 meeting. The final list of policy recommendations and action items included in the final Transportation Equity Study report (Attachment A) incorporated a thorough review of TRPA's existing transportation policies, feedback provided by stakeholders, the public, and the TRPA Governing Board.

Discussion:

The final report on the Transportation Equity Study (Attachment A) includes a refined list of policies and actions that, if endorsed by the board, will be incorporated into future transportation plans including the Active Transportation Plan, Vision Zero Safety Strategy, Public Participation Plan, and Regional Transportation Plan. Recommended actions will help TRPA achieve connectivity and economic vitality and quality of life goals adopted in the RTP/SCS by improving transportation accessibility for Tahoe's residents and visitors. Moving forward, TRPA staff are also committed to transforming the agency's community engagement tactics and developing a suite of best practices for community and stakeholder outreach to be shared with regional partners. The study and associated policies will also ensure the Tahoe region is competitive for new discretionary funding sources that are increasingly tied to environmental justice initiatives, including the Bipartisan Infrastructure Law (BIL), Infrastructure Investment and Jobs Act (IIJA), and the Justice40 Initiative.

Contact Information:

For questions regarding this agenda item, please contact Kira Smith, Senior Transportation Planner, at (775) 589-5236 or ksmith@trpa.gov.

Attachment:

- A. Transportation Equity Study Policies

Attachment A
Transportation Equity Study Policies

TRANSPORTATION
EQUITY STUDY



Equity Policies

JULY 2023



Acknowledgments



Kira Smith

Senior Transportation
Planner

Victoria Ortiz

Community
Engagement Manager

Michelle Glickert

Principal
Transportation Planner

Rachael Shaw

Assistant
Transportation Planner

Kendall Flint

Regional Lead
Community Engagement
& Strategic Planning

David Banuelos

Senior Community
Engagement Specialist

Melissa Abadie

Creative Services Manager

Ilse Lopez-Narvaez

Community
Engagement Specialist

Jim Damkowitz

Resiliency Policy
Development

Wintana Miller

Transit Policy Development

Garth Appanaitis

Equity Policy Development

Josie Buchanan, MCRP

Community
Engagement Specialist

Chris Lepe

Principal

Special thanks to our community partners and community advocates for their participation in this effort.

South Lake Tahoe Family
Resource Center

Barton Hospital

Heavenly Resort

Sierra Community House

Lake Tahoe Unified
School District

Palisades Resort

South Lake Tahoe Fire

Tahoe Transportation
District

North Tahoe Fire

California Tahoe
Conservancy

Washoe Tribe

North Tahoe Truckee
Homeless Services

Saint Francis of Assisi

Tahoe Family Solutions

Boys & Girls Club

SOS Outreach

Live Violence Free

Lake Tahoe
Community College

Tahoe Coalition
for the Homeless

South Shore
Transportation
Management Association

Achieve Tahoe

St. Theresa's Church

Lake Tahoe Bicycle
Coalition

Meals on Wheels

California Department
of Rehabilitation

Tahoe Forest
Health Services

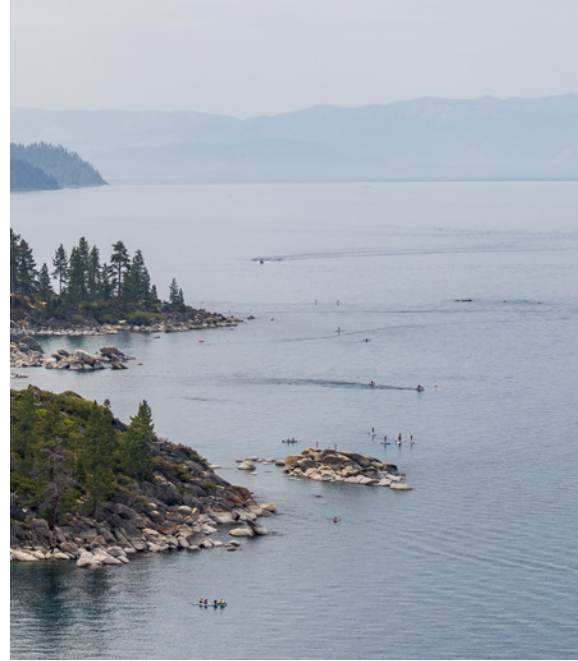
Alta Regional Center

Advance

Truckee North Tahoe
Transportation
Management Association

Tahoe/Truckee Community
Foundation

Tahoe/Truckee Area
Regional Transit



CHAPTER 1

Engagement Policies

Existing Engagement Policies

The Tahoe Regional Planning Agency (TRPA) Public Participation Plan has five principles that guide the agency's outreach strategies (no formal policies):

1. Reaching diverse populations requires a variety of outreach methods.
2. Large-scale outreach is a team effort, including internal staff and external partners.
3. Effective outreach requires strong relationships – with local governments, advocacy groups and advisory committees.
4. Successful outreach takes time and funding to plan and implement.
5. Stakeholders want to see results. Transparent outreach includes collecting feedback and reporting on what you heard.



Engagement Policies

Policy E–1.0

Adopt an equity-first approach and establish greater commitment, depth, and specificity on engagement of traditionally underrepresented and underserved populations as part of future updates to the Public Participation Plan and other guidance documents.

» Policy E–1.1

Improve communication channels with underrepresented and underserved demographics through place-based engagement where these populations live and work.

» Policy E–1.2

Reduce language access barriers by providing translation of materials for public review.

Policy E–2.0

Allocate a minimum of 30 percent of all outreach efforts specifically to socio-economically disadvantaged populations, such as our Community Priority Zones, and provide access to best practices in engagement efforts.

» Policy E–2.1

Require agencies receiving funds through to TRPA to commit to same target.

» Policy E–2.2

Require contractors providing engagement services for TRPA projects to commit to same target.

Policy E-3.0

Ensure advisory bodies such as committees and commissions represent the voices of communities of color, Tribal communities, and communities representing people with disabilities by encouraging and recruiting from Community Priority Zones.

Policy E-4.0

Review and revise procurement and contracting barriers that may prevent community-based organizations from collaborating with TRPA such as insurance requirements, and auditing procedures.

Policy E-5.0

Collaborate across agencies internally and/or with other agencies to make state government community engagement processes more efficient and less of a burden on underserved communities.





CHAPTER 2

Year-Round Access Policies

Existing Year-Round Access Policies

FROM THE 2020 REGIONAL TRANSPORTATION PLAN:

Policy 6.1

Preserve the condition of sidewalks and bicycle facilities and maintain, where feasible, for year-round use.

Policy 6.2

Improve winter transit access by providing shelters, cleared sidewalks and pathways around stops, winter accessible bike racks, and warm shelters at mobility hubs and major transit stops.



Year-Round Access Policies

Policy A-1.0

Ensure that Community Priority Zones have adequate or comparable snow removal and other services to ensure year-round access to employment, recreation, and goods and services.

Policy A-2.0

Explore incentives for employer and resort-based transportation solutions for employees and visitors year-round.

Policy A-3.0

Explore alternatives to single vehicle onsite parking for resort and recreation facilities including rideshare and shuttle services.

Policy A-4.0

Support year-round opportunities for elected and appointed officials associated with TRPA to connect with communities throughout the Basin.





CHAPTER 3

Infrastructure Policies

Existing Infrastructure Policies

FROM THE 2020 REGIONAL TRANSPORTATION PLAN:

Policy 1.1

Support mixed-use, transit-oriented development, and community revitalization projects that encourages walking, bicycling, and easy access to existing and planned transit stops.

Policy 1.5

Prioritize projects and programs that enhance non-automobile travel modes.

Policy 4.10

Support the use of emerging technologies, such as the development and use of mobile device applications to navigate the active transportation network and facilitate ridesharing, efficient parking, transit use, and transportation network companies.

Policy 4.15

Establish a uniform method of data collection and forecasting for resident and visitor travel behavior and demographics.

Policy 6.4

Make “dig once” the basin-wide standard, requiring public and private roadway projects to accommodate the installation of conduit to support community needs (e.g. broadband fiber optic).



Infrastructure Policies

Policy I–1.0

Build internal agency alignment and capacity to achieve equitable processes and outcomes using the Equity Index Scorecard to help ensure day-to-day operations, programming, planning, and decision-making across all departments and levels of the agency are asking the right questions and holding each other accountable to process and outcome equity over time.

» Policy I–1.1

Ensure all proposed transportation projects, programs, and policies meet the transportation needs and minimize negative impacts for all communities, particularly disadvantaged communities, and people with special needs.

» Policy I–1.2

Ensure access to all services and modes of transportation are equitable and accessible, specifically for communities and neighborhoods identified as Community Priority Zones in the RTP.

Policy I–2.0

Implement physical devices such as transit kiosks to communicate arrival schedule and aid trip planning.

Policy I–3.0

Implement and connect bilingual emergency messaging systems that can provide emergency warning to broad settings including tourist spots, major retail and gathering areas, and employment sites.

Equity Index Scorecard



1. COST OF SERVICE

This metric will vary by transportation mode and location, and therefore should be set by the community; a recommended default is that households should spend no more than 20% of total budget on transportation costs.

Mason, Jacob. (2018)
The Future of Transport is Sustainable Shared Mobility. ITDP. February 22, 2018.



2. ACCESSIBILITY

Transportation mode is physically accessible (available in neighborhoods), accessible to disabled people, accessible to people with various cultures/languages, accessible without the need for banking or a smartphone.



3. ADEQUACY OF SERVICE

Frequency of transit, travel times, time spent in traffic, optimal availability of parking, etc. for both residents and visitors, Consistency and variability of travel times, predictability of travel times.



4. PROXIMITY OF SERVICE

Number of households by income within walking distance to schools and services. Number of households within 30-minute transit ride or 20-minute auto ride of employment center, etc. Number of transit transfers needed, time spent in transit. Access to recreational facilities within the Basin.



5. ENVIRONMENTAL IMPACTS

Projects and programs that reduce quantities of air pollutants (PM, NOx) reduction, 40 level of physical activity, etc., reduce greenhouse gases and promote company development reducing VMT per capita.

Caltrans (2010). Smart Mobility Framework 2010: A Call to Action for the New Decade, p 10



6. ECONOMIC IMPACTS

Number of households within 30-minute transit ride or 20-minute auto ride of shopping, recreational and/or travel centers. Number of transit transfers needed, time spent in transit.



7. SAFETY

Collision rate and severity; personal safety issues (harassment, profiling, etc.)

Caltrans (2010). Smart Mobility Framework 2010: A Call to Action for the New Decade, p 10

**“ TO BREATHE THE SAME
AIR AS THE ANGELS,
YOU MUST GO TO TAHOE.”**

– MARK TWAIN



Policy I–4.0

Support micro-mobility options that are accessible and do not have barriers for use, including requiring smart devices.

Policy I–5.0

Create a web-based equity dashboard that tracks progress on disparities related to TRPA’s Initiatives and include findings within the TRPA’s Annual Report or a separate annual report, and shared with organizations serving underrepresented and underserved populations.

Policy I–6.0

Support the California Department of Transportation (Caltrans) Broadband Middle-Mile Broadband Initiative to designate state highway facilities in the Tahoe Basin as Middle-Mile corridors and similar broadband efforts by the Nevada Department of Transportation (NDOT).

Policy I-7.0

Coordinate with local agency partners to establish “Last-Mile” broadband fiber optic connectivity to all communities with a priority for communities with little (low-speed) or no broadband access, especially in Community Priority Zones.

Policy I-8.0

Coordinate with state and local agencies to support the expeditious installation of electric vehicle (EV) and other electric mobility modes (including scooters, bikes, etc.) charging infrastructure in the Tahoe Basin’s Community Priority Zones.

Policy I-9.0

Proactively seek federal and state funding for electric charging infrastructure implementation in the Tahoe Basin.





CHAPTER 4

Service Policies

Existing Service Policies

FROM THE 2020 REGIONAL TRANSPORTATION PLAN:

Policy 1.6

Collaborate with all jurisdictions and employers in the basin to develop, maintain, and implement programs to reduce employee vehicle trips.

Policy 2.13

Coordinate public and private transit service, where feasible, to reduce service costs and avoid service duplication.

Policy 5.2

Ensure access to public transit is compatible with the neighborhood in identified Priority Communities.

Policy 6.2

Improve winter transit access by providing shelters, cleared sidewalks and paths around stops, winter accessible bike racks, and warm shelters at mobility hubs and major transit stops.

Policy 2.7

Provide specialized and subsidized public transportation services and programs for individuals with disabilities that is consistent with Coordinated Human Services Transportation plans.

Policy 1.5

Facilitate and promote the use of zero emission vehicle transit, fleet, and personal vehicles through implementation of the Tahoe-Truckee Plug-in Electric Vehicle Readiness Plan, education, incentives, funding, and permit streamlining.

Policy 2.10

Ensure all transit is Americans with Disabilities Act (ADA) compliant, Universally Accessible, and consistent with Coordinated Human Services Transportation Plans.

Policy 2.13

Coordinate public and private transit service, where feasible, to reduce costs of service and avoid service duplication.

Policy 2.14

Support, where feasible, the implementation of on-demand, dynamically routed transit shuttles.

Policy 2.21

Paid parking revenues should benefit infrastructure and services for transit, pedestrians, and bicyclists within the areas that funds are generated.



Service Policies

Policy S–1.0

Ensure proposed projects aimed towards addressing unmet transportation needs, specifically for seniors and individuals with disabilities, are listed or addressed in the proposed project list for specialized and fixed-route services identified in the Coordinated Human Services Plan to identify and fund equitable specialized services and fixed route services.

Policy S–2.0

Establish cross-jurisdictional and interagency collaboration to ensure integrated regional transportation planning and management is developed, maintained, and implemented to address the needs of Tribes and communities, specifically people in disadvantaged communities, who lack and/or need reliable transportation service connections to reach essential services such as medical care, grocery stores, etc.

Policy S–3.0

Ensure services to public and active transportation are compatible and accessible to Tribes and communities, specifically for people with disabilities, households with little to no internet, low-income households, households with zero vehicles, etc.

Policy S–4.0

Ensure access to all services and modes of transportation are equitable and accessible, specifically for Tribes and communities and neighborhoods identified as Community Priority Zones in the RTP.

Policy S-5.0

Ensure all proposed services and programs for transportation are affordable and accessible for low-income households.

Policy S-6.0

Promote quality of service for transportation services meet the needs of Tribes and communities, specifically people in disadvantaged communities and people with disabilities.

Policy S-7.0

Support opportunities for crisis training for bus/shuttle drivers and others with direct interactions with the public, such as domestic violence and mental health crisis training.





CHAPTER 5

Environment Policies

Existing Environment Policies

FROM THE 2020 REGIONAL TRANSPORTATION PLAN:

Policy 1.1

Support mixed-use, transit-oriented development, and community revitalization projects that encourages walking, bicycling, and easy access to existing and planned transit stops.

Policy 1.5

Coordinate Prioritize projects and programs that enhance non-automobile travel modes.

Policy 6.1

Preserve the condition of sidewalks and bicycle facilities and maintain, where feasible, for year-round use.

Policy 6.2

Improve winter transit access by providing shelters, cleared sidewalks and pathways around stops, winter accessible bike racks, and warm shelters at mobility hubs and major transit stops.



Environment Policies

Policy ENV-1.0

Consider utilizing smart (motion sensor) street lighting to reduce light pollution (dark sky) and reduce energy while providing safety for peds and other users.

Policy ENV-2.0

Provide educational programs and assistance to encourage and enable greater use of transit in place of auto trips.

Policy ENV-3.0

Provide an opportunity for local jurisdictions to begin discussions around coordinated evacuation planning with transportation departments and transit agencies.





CHAPTER 6

Technology Policies

Technology Policies

Policy T-1.0

Support continued field deployment of Intelligent Transportation System travel information in Tahoe Basin with an emphasis on real-time information related to multi-modal opportunities, transit vehicle arrival, way-finding to points-of-interest, available parking, and real-time information on available parking.

Policy T-2.0

Coordinate with Caltrans, Nevada Department of Transportation, and local jurisdictions to support installation of cloud-based Transit Signal Priority (TSP) systems at signalized intersections within urbanized areas of the Tahoe Basin.

Policy T-3.0

Support coordination among state and local agencies to implement a multijurisdictional Transportation Management Center.

Policy T-4.0

Support the implementation of Data Platforms that facilitate systemwide integration of IT telecommunications data for a Transportation Management Center.

