Transportation Performance Technical Advisory Committee

April 3, 2026, 1-3pm

TAHOE REGIONAL PLANNING AGENCY

Agenda Item 2

Roll Call

TAHOE REGIONAL PLANNING AGENCY

Agenda Item 3

Public Comment

For items on the Agenda

TAHOE REGIONAL PLANNING AGENCY

Agenda Item 4

Approval of Agenda

TAHOE REGIONAL PLANNING AGENCY

Agenda Item 5

Approval of Minutes

TAHOE REGIONAL PLANNING AGENCY

Agenda Item 6A

Committee structure: vacant general public representative

Committee Membership	
•Placer County	•City of South Lake Tahoe
•Douglas County	•El Dorado County
•Washoe County	•Carson City
•TTD	•TRPA
•TNT-TMA	•SSTMA
•NDOT	•Caltrans
•Environmental Community (League to Save Lake Tahoe)	•USFS
•General Public Rep.	

TAHOE REGIONAL PLANNING AGENCY

Agenda Item 6B

Review of draft Transportation and Sustainable Communities Performance and Recommendations Report

TAHOE REGIONAL PLANNING AGENCY

Outline

1. Schedule
2. Overview of performance reporting process
3. Review metric data & progress for:
   - Transit
   - Active Transportation
   - Auto

TAHOE REGIONAL PLANNING AGENCY

Schedule

April 3

TAC meeting #1

Discuss data & trends (Ch 1-3)

Discuss progress

May

TAC meeting #2

Formalize report

June

Final Report Published

Transmit report to TRPA Governing Board

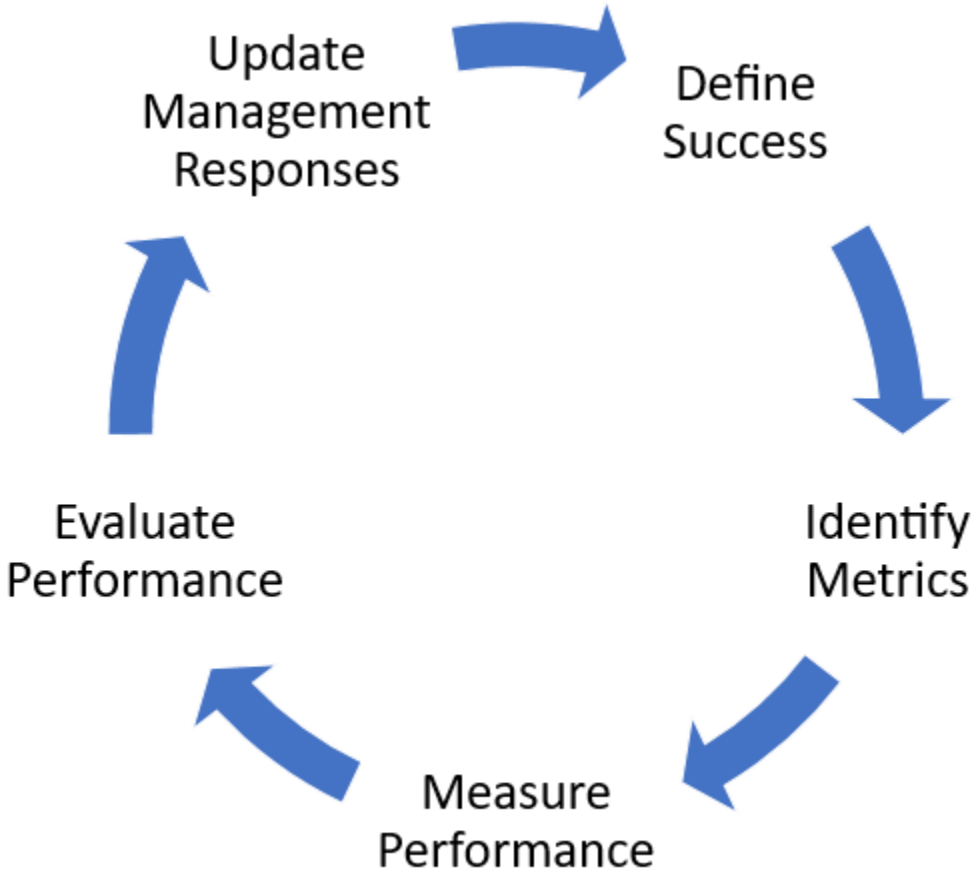
TAHOE REGIONAL PLANNING AGENCY

Performance Reporting Process

- Committee formed to help us meet the Transportation & Sustainable Communities Threshold (TSC1)
- Roles of committee:
  1. **Metrics:** Establish transportation metrics to track
  2. **Report:** Support and review biennial report:
     a. Performance and Recommendations Report starting in 2022 and then every four years
     b. Regional Transportation Plan Sustainable Community Strategy Analysis and Recommendations starting in 2024 and every four years
  3. **Guidance:** Provide guidance to adaptively manage program, policy, and projects

TAHOE REGIONAL PLANNING AGENCY

Adaptive Management Process



TAHOE REGIONAL PLANNING AGENCY

Regional Transportation Plan Goals

Safety

Prosperity

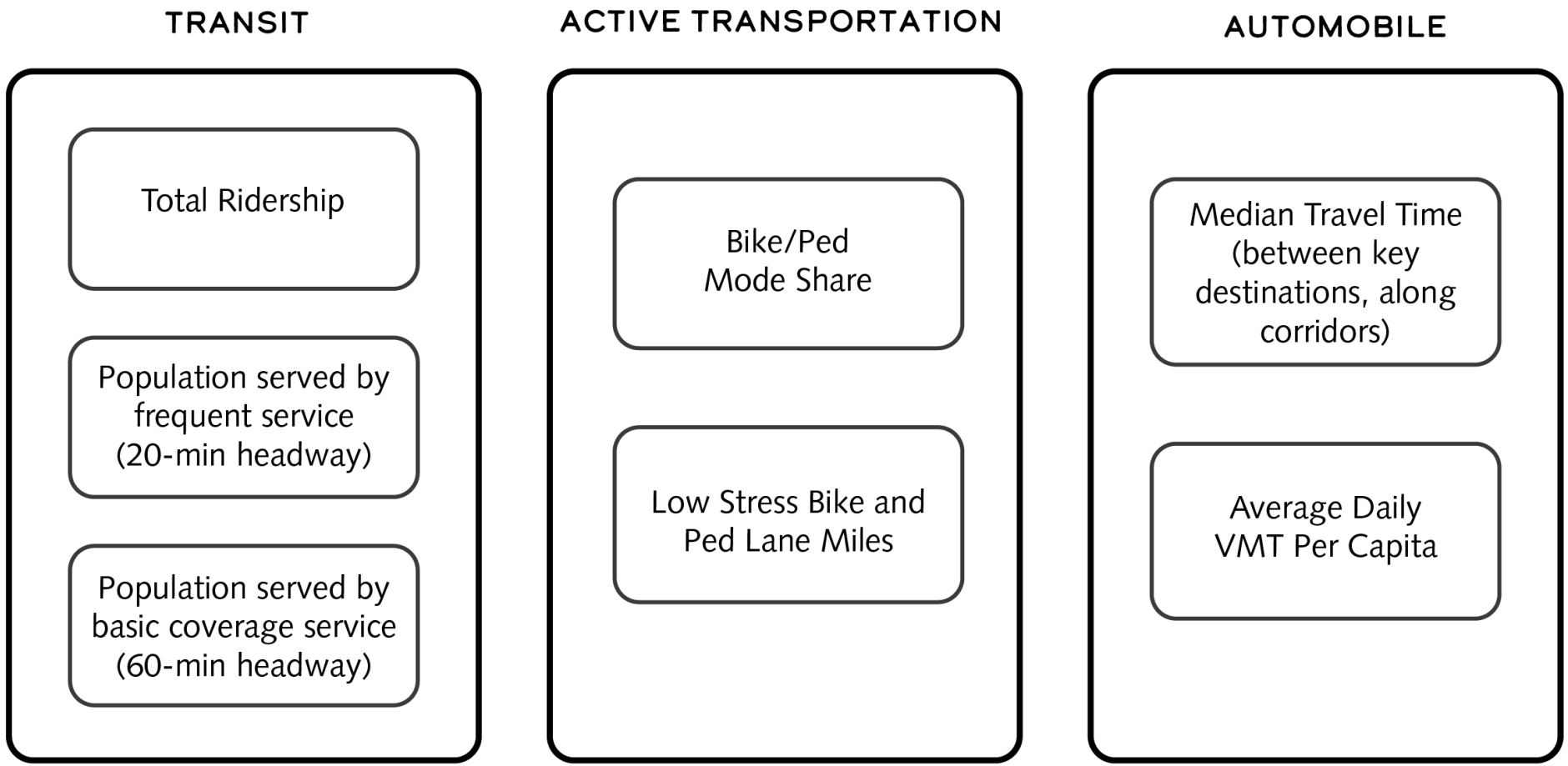
Environment

Resilience

Mobility

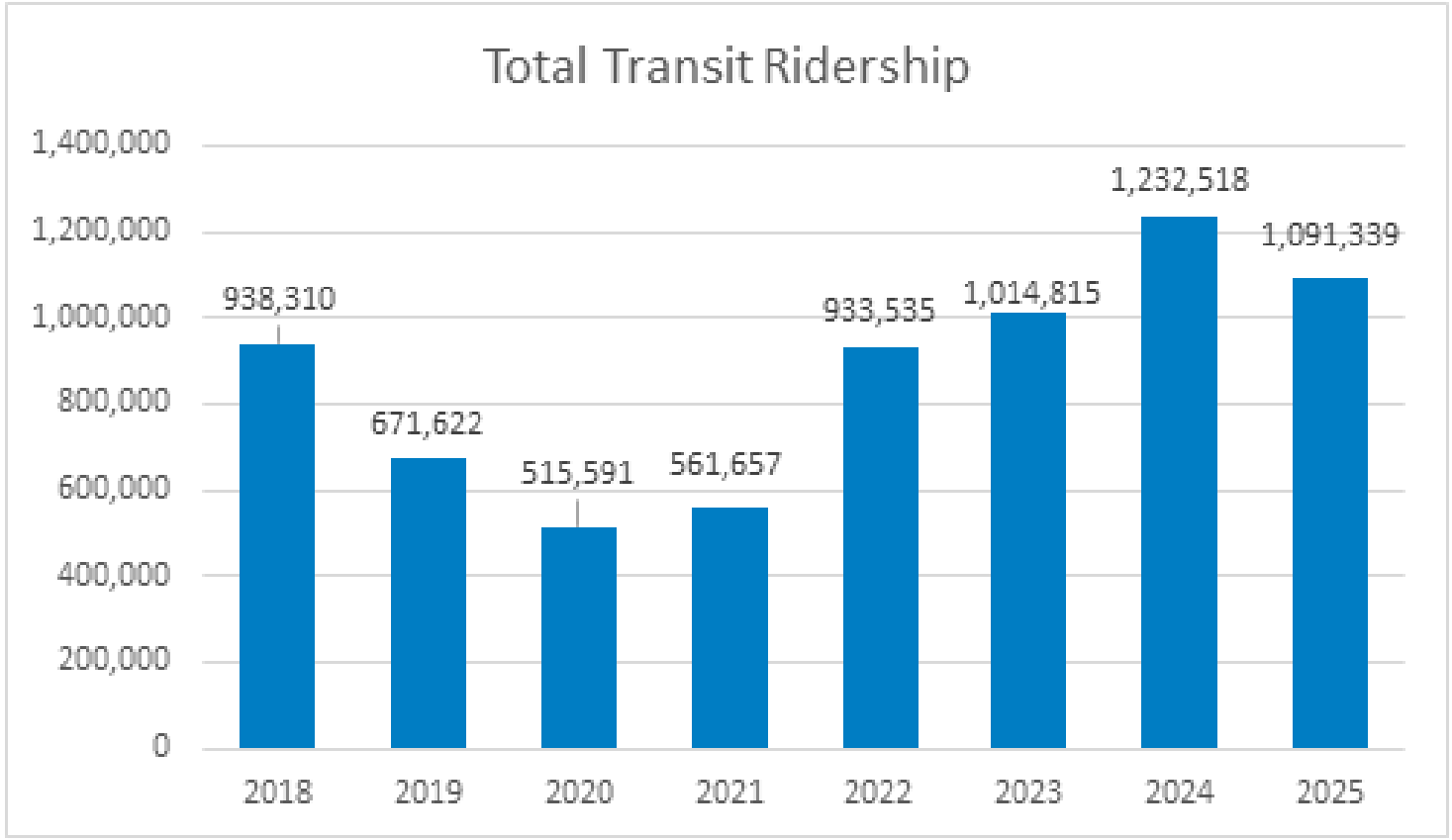
Performance

Primary Metrics



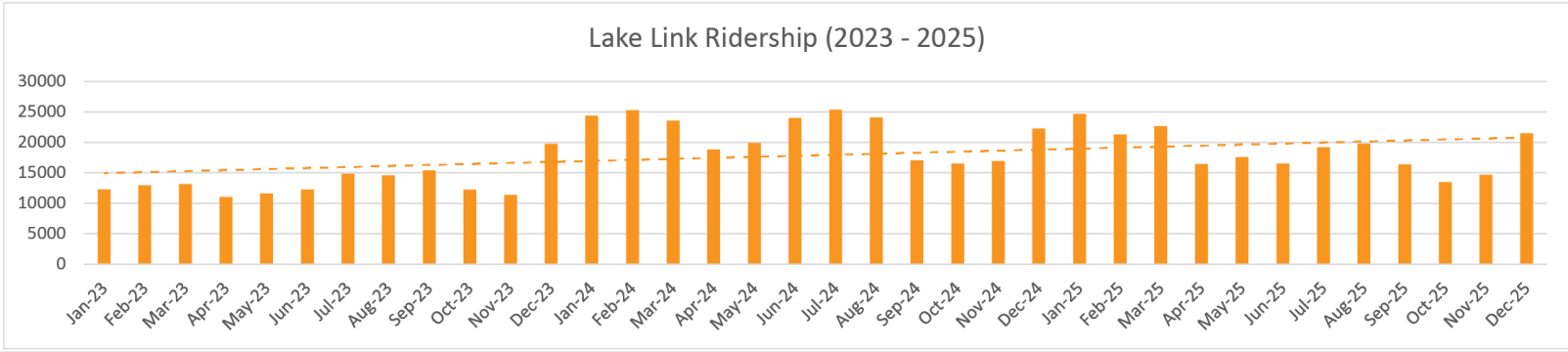
Transit: Total Ridership

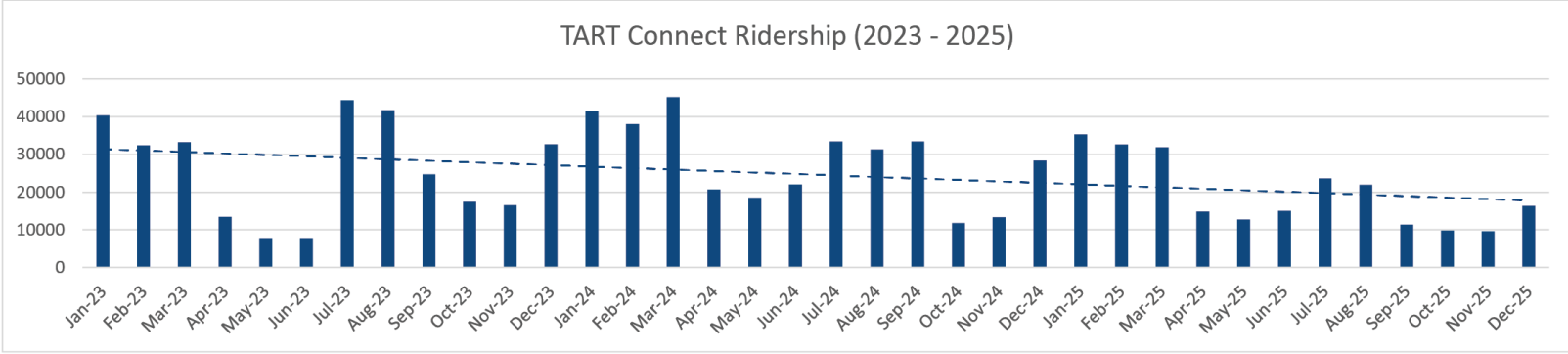
- The total number of people trips on transit service in the region
- 2025 ridership declined slightly from 2024 but remained above pre-2023 levels

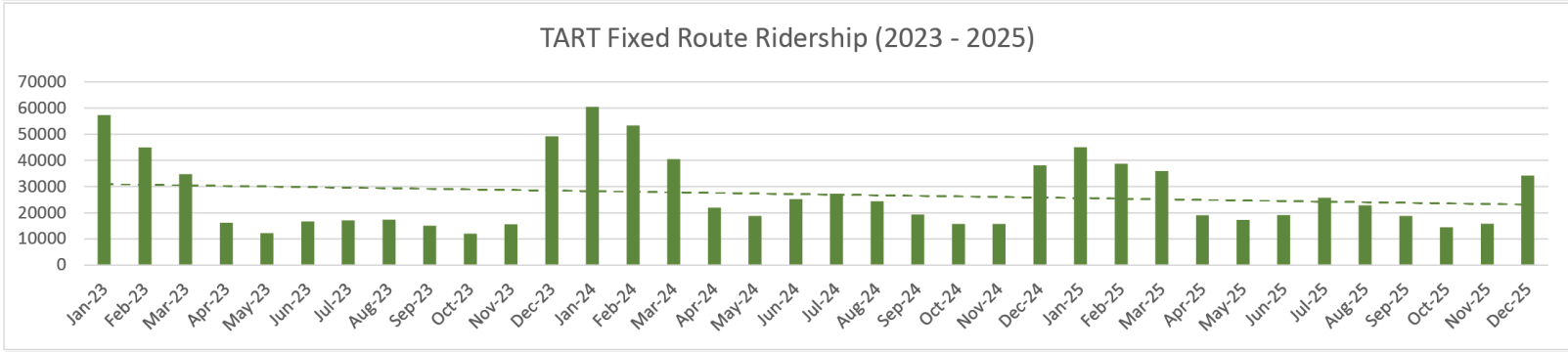


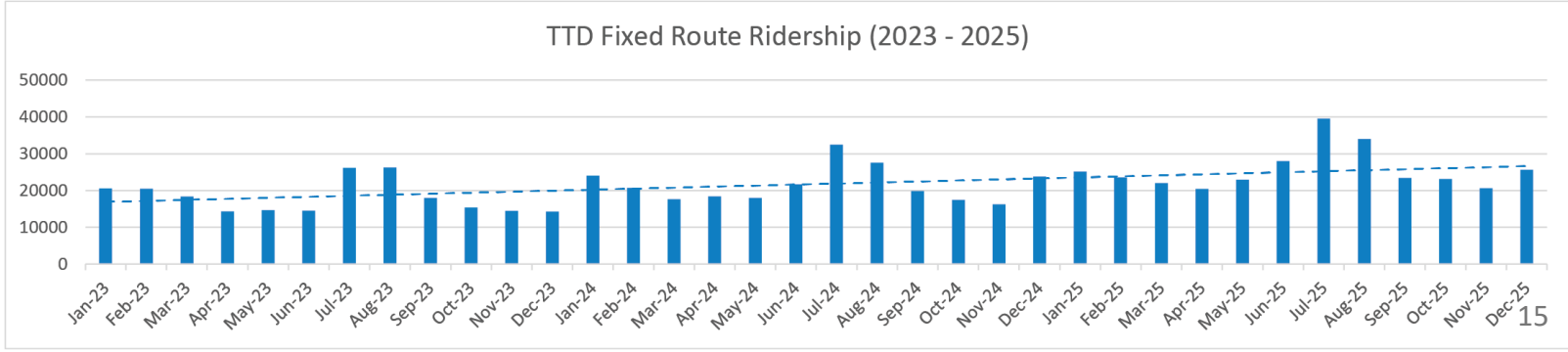
Transit: Total Ridership by Operator

- Overall between 2023 and 2025, ridership increased on the South Shore and decreased slightly on the North Shore



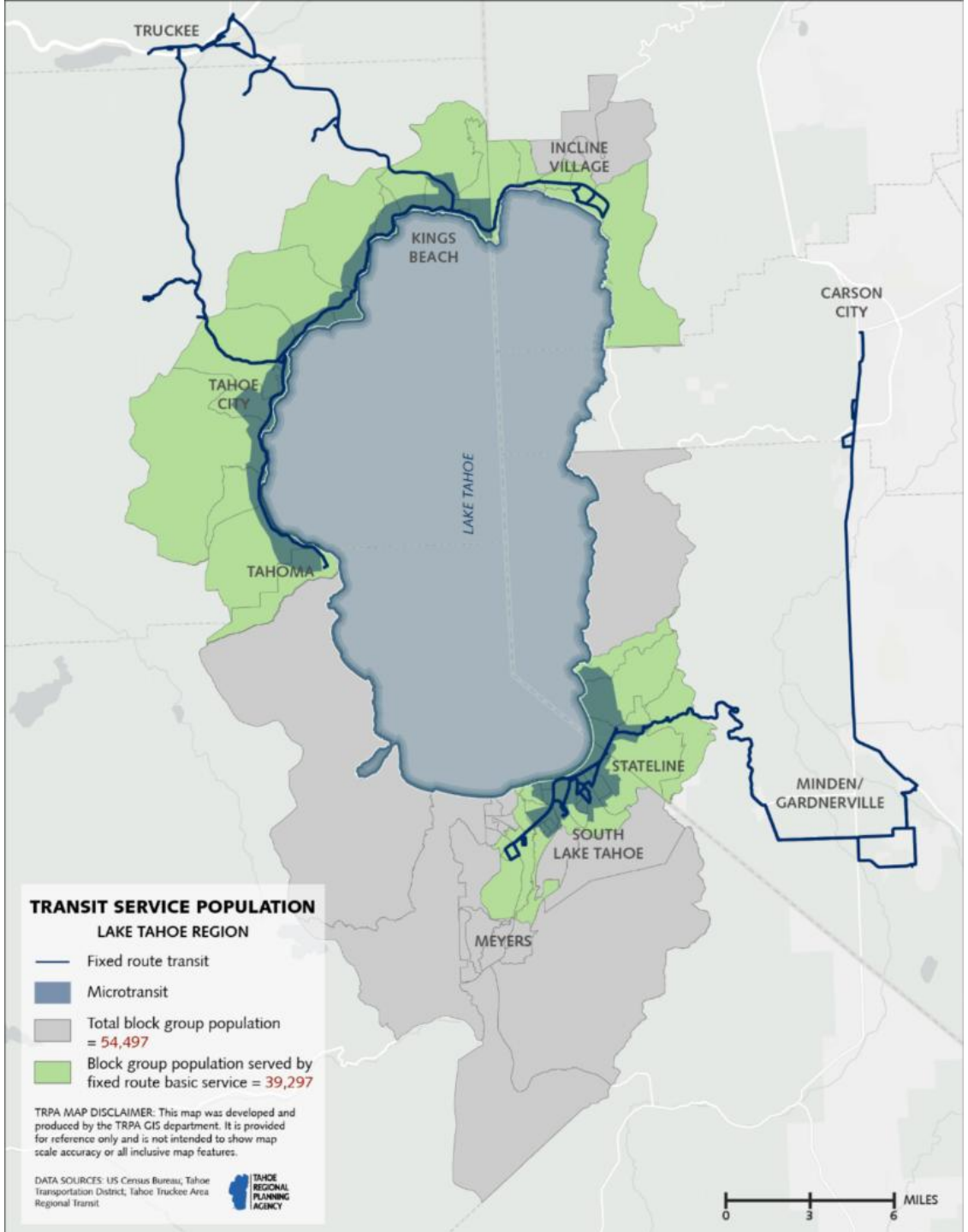




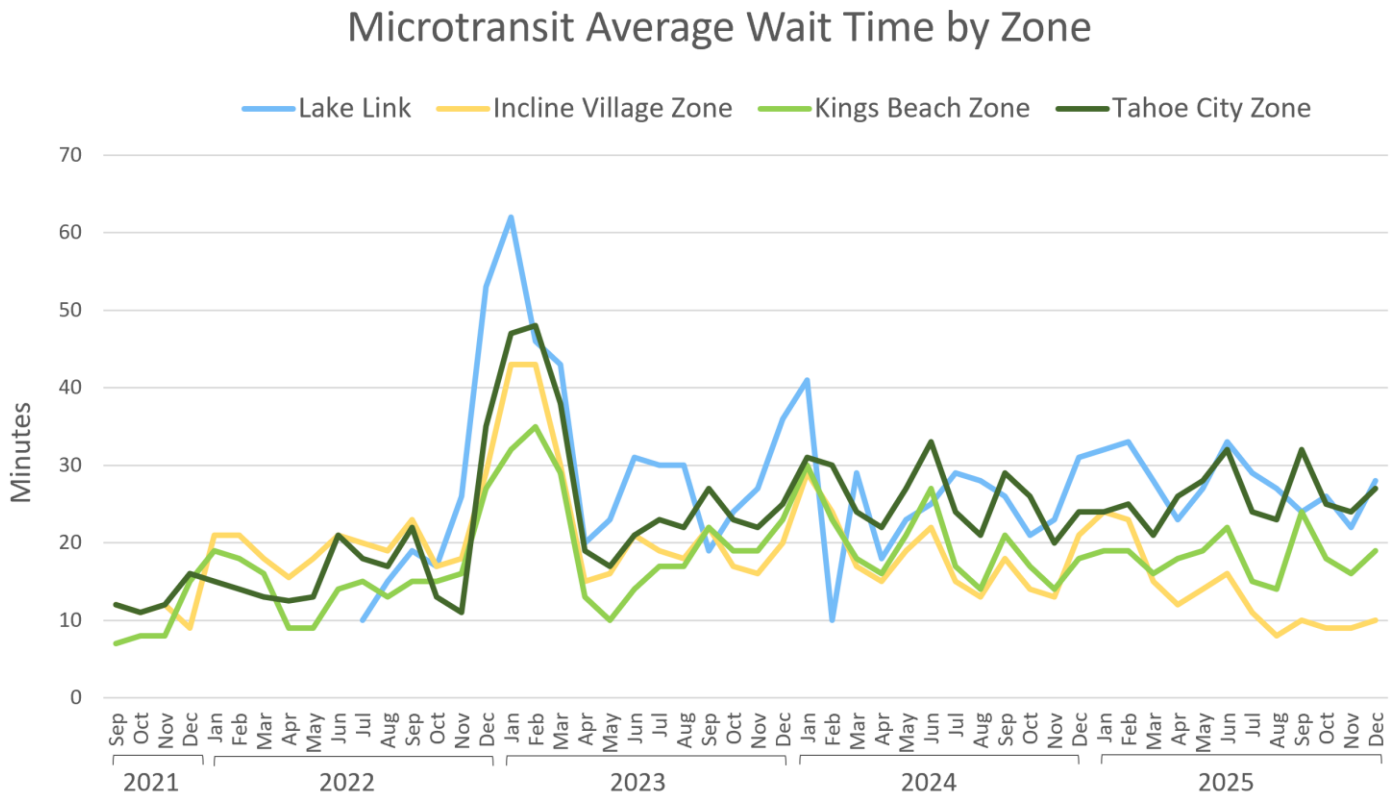


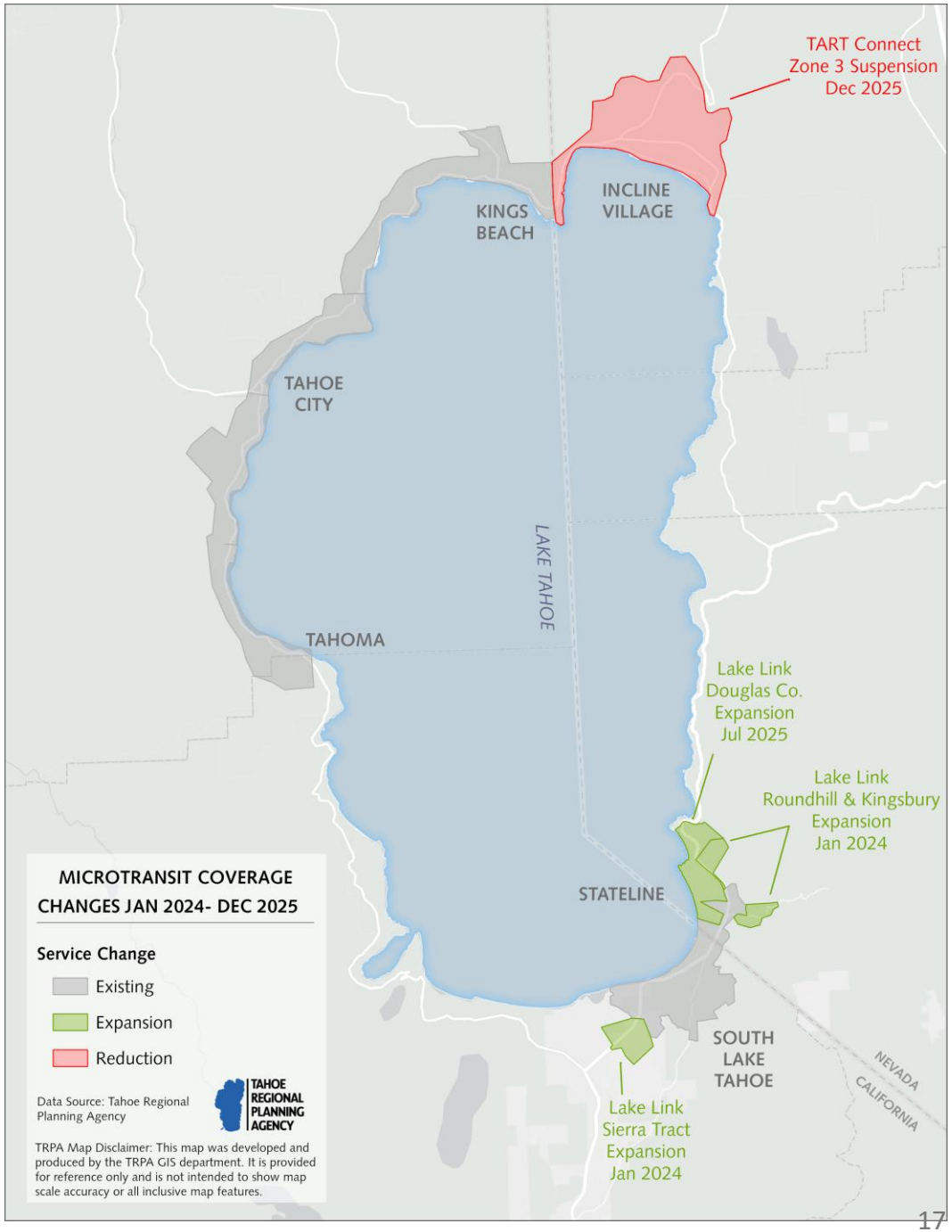
Transit: Population Served

- Population served increased slightly
- Fixed route network has not changed significantly
- Microtransit service is now a factor is population served



Transit: Microtransit Coverage





Transit: 2024 Recommendations & Progress

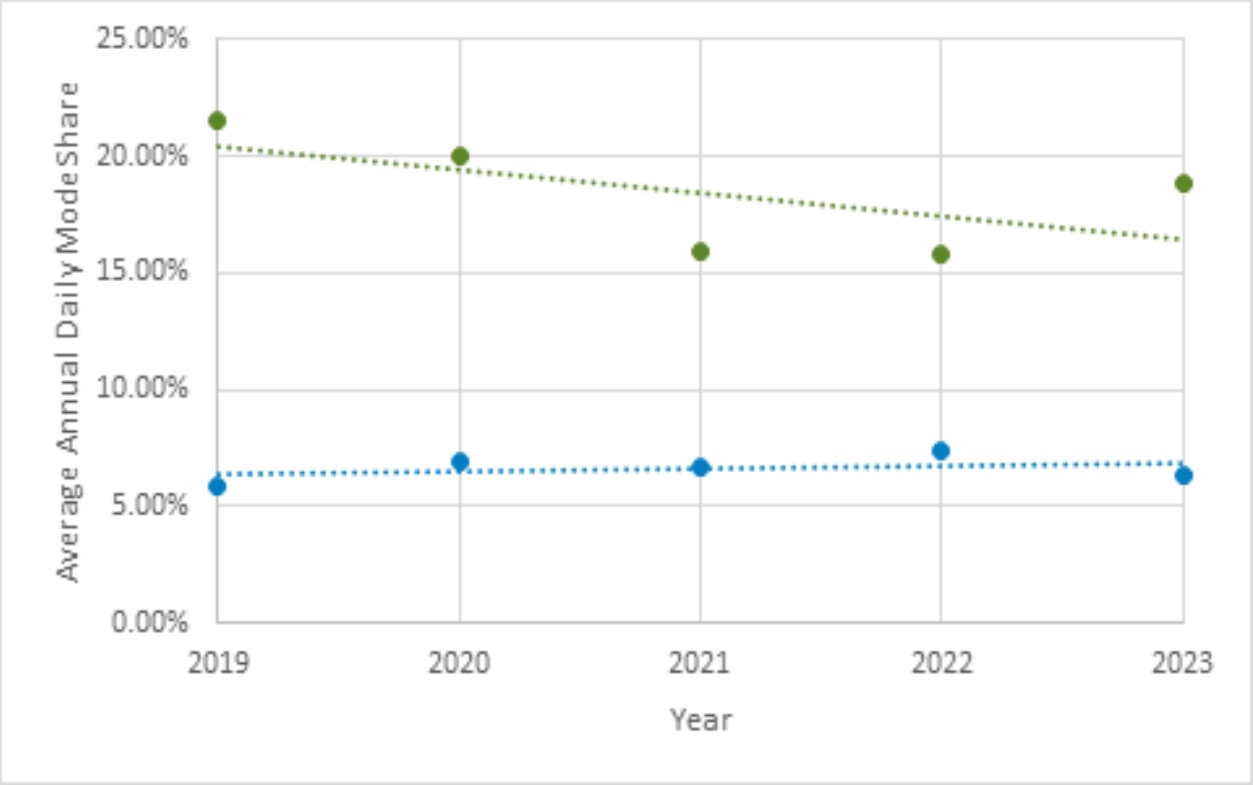
Recommendation	Status
I. Support strategies for securing and maintaining flexible operating dollars to increase the frequency and coverage of services.	In Progress
II. Where microtransit and fixed route are present, integrate operations to establish the most efficient and accessible services possible.	In Progress
III. Maximize limited transit operating funds through support for operators promoting services and improving service efficiency.	In Progress
IV. Prioritize funding for transit operations where possible with the TRPA Regional Grant Program.	Complete
V. Support workforce housing for transit employees.	Not Started
VI. Update the transit metric to include microtransit coverage, hours of service, and wait time to better assess progress.	Complete
VII. Seek ways to obtain stop-level ridership and travel time on public and private services.	In Progress
VIII. Obtain ridership data from private transit services.	In Progress
IX. Review TRPA code of ordinances for opportunities to further the goals and policies of transit.	In Progress

Discussion Questions

- Do you agree with the assessment of transit progress?
- Did your agency take any additional actions towards these recommendations?
- Are these still the right **priorities** to carry forward in the 2026 report?
- Would you suggest any changes or additions to the recommendations for the 2026 report?

Active Transportation: Bike/Ped Mode Share

- The method of travel used to complete a trip, reported as the proportion of all trips that use an individual mode.
- Mode share estimates from StreetLight are significantly higher than previous sources, ranging from 16-22% for pedestrians and 5-8% for bicyclists
- A detailed travel survey is planned for Summer/Fall 2026 that will provide robust mode share data

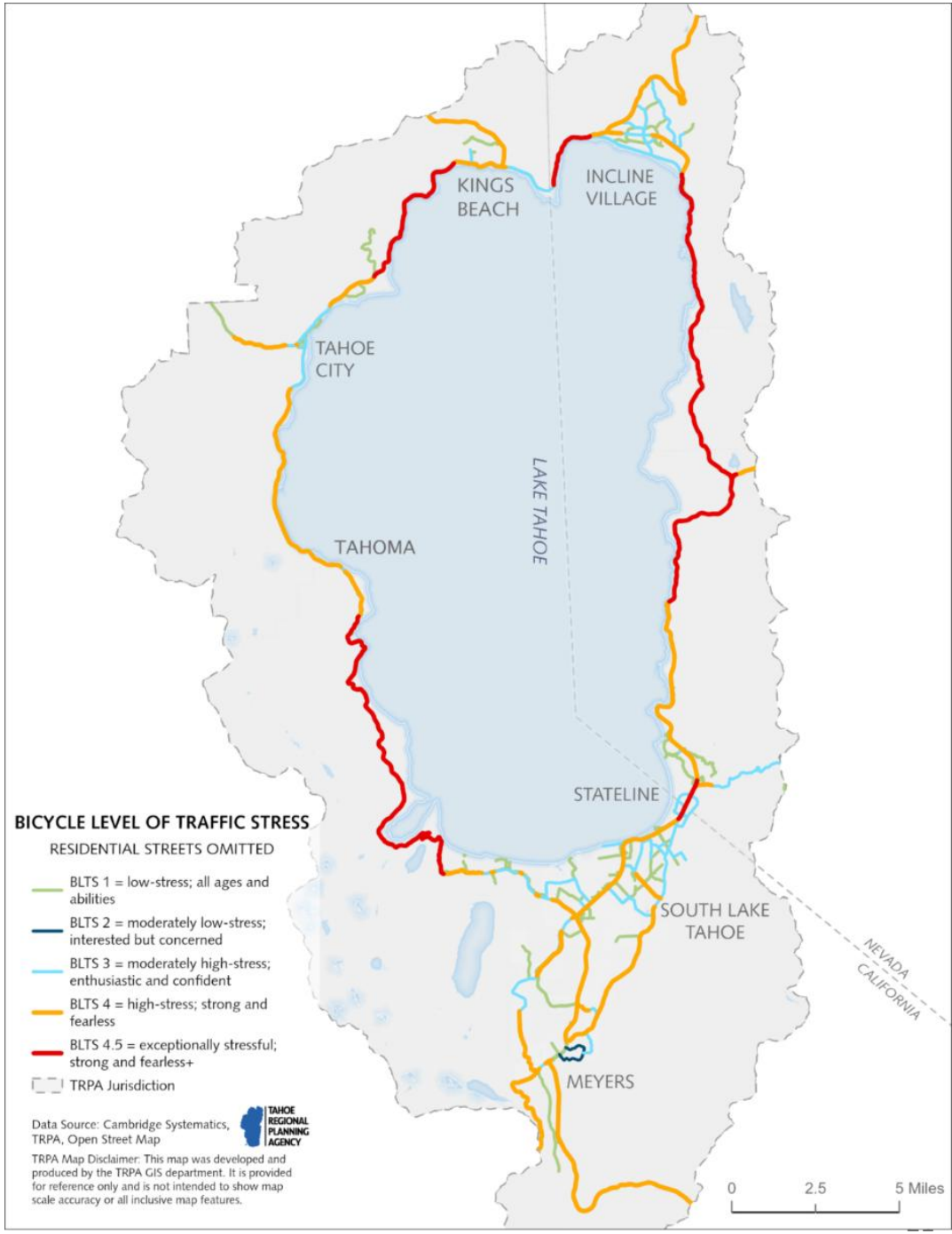


StreetLight Active Transportation Mode Share, 2019 to 2023

Active Transportation: Low Stress Bike/Ped Lane Miles

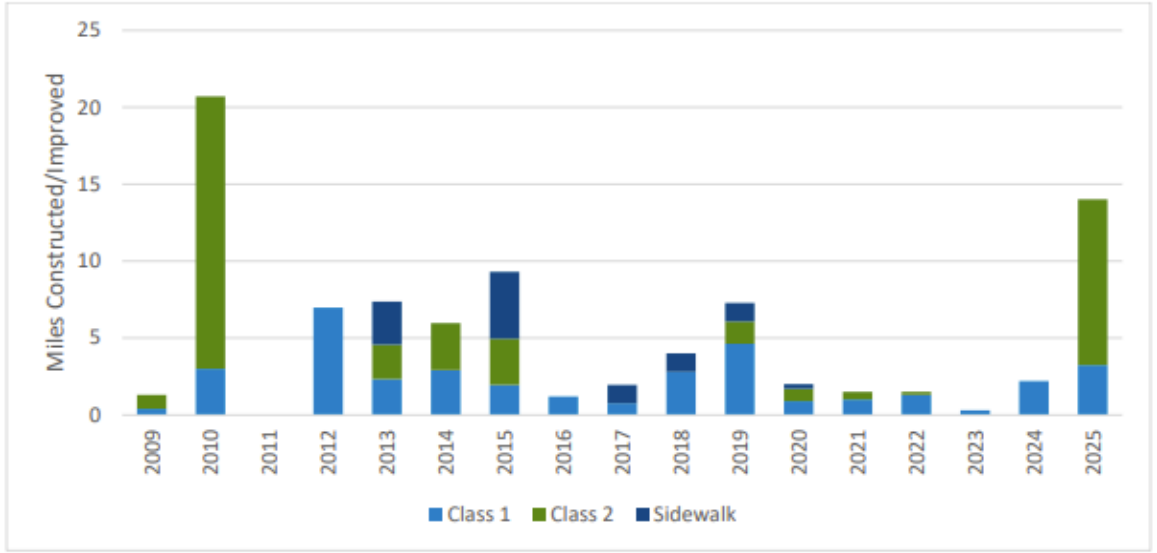
- Bicycle Level of Travel Stress is an analysis to evaluate the level of comfort of bicycling at a given location
- Most of the BLTS 1 increase is due to data source changes from the 2023 analysis
- Slight decrease in BLTS 3 miles and increase in BLTS 4 miles attributed to speed limit increases on SR 89

BLTS	Miles	Change from 2023
1	90.99	+13.27%
2	1.75	No Change
3	41.71	-4.90%
4	70.42	+2.82%
4.5	36.24	No Change

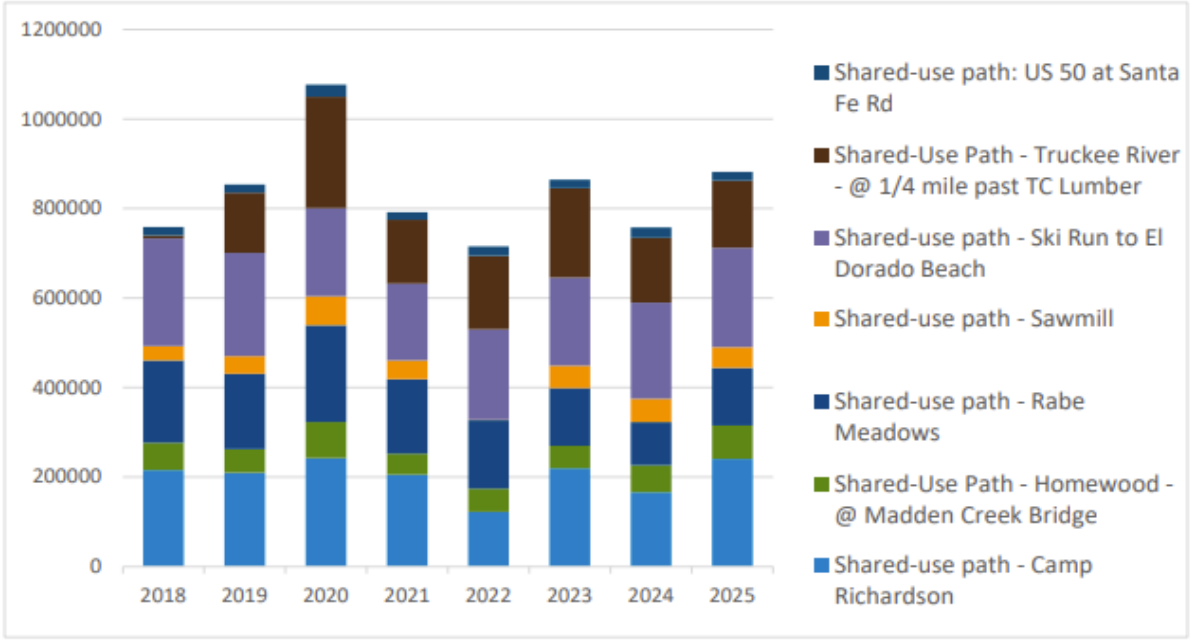


Active Transportation: Bike/Ped Facilities

- Increase in ped/bike routes improved in 2025
- Permanent counters show steady use of active transportation facilities



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



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

Active Transportation: 2024 Recommendations & Progress

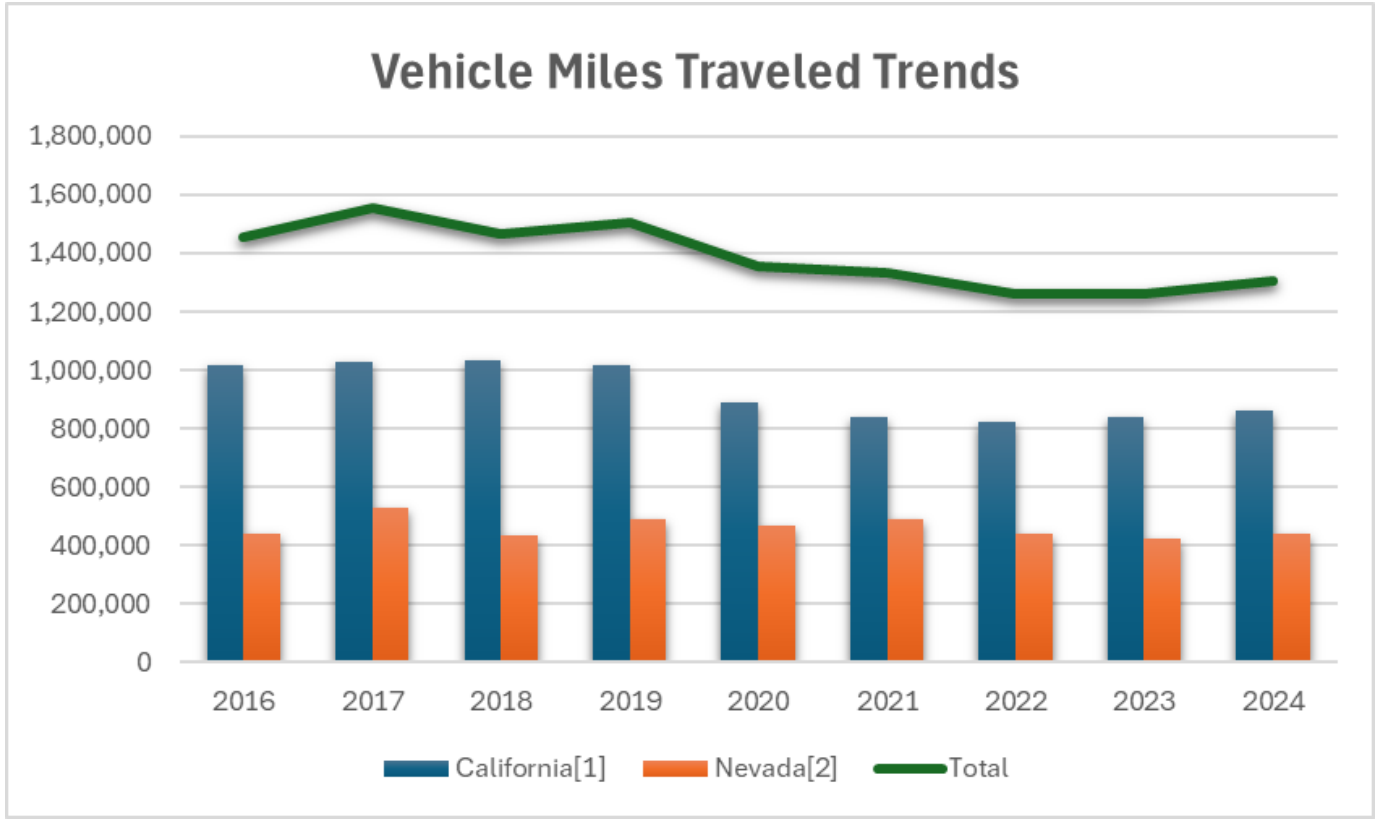
Recommendation	Status
I. Prioritize active transportation projects in the RTP/SCS and the Regional Grant Program that increase safety, decrease level of traffic stress, and increase the pedestrian experience index.	Complete
II. Support funding for local jurisdictions and other partners to perform maintenance, conduct year-round clearing, and improve wayfinding.	In Progress
III. Continue to seek better sources of data for mode share and commute trips, and restart the on-the-ground recurrent surveys when time and resources permit.	In Progress
IV. Review TRPA code of ordinances for opportunities to further the goals and policies of the ATP.	Complete
V. Explore updates to expand the effectiveness of Trip Reduction Ordinance to reduce single auto work trips.	Complete
VI. Consider monitoring travel time for pedestrians and bicycles along corridors that connect popular destinations.	Not Started

Discussion Questions

- Do you agree with the assessment of active transportation progress?
- Did your agency take any additional actions towards these recommendations?
- Are these still the right **priorities** to carry forward in the 2026 report?
- Would you suggest any changes or additions to the recommendations for the 2026 report?

Auto:
Average Daily VMT

- VMT has not returned to pre-pandemic levels
- A comparison of 3-year average VMT from the earliest period on record (2016-2018) to the most recent (2022-2024) suggests that VMT decreased by 14.5 percent



Annual Average VMT. Source: Caltrans and NDOT

Auto:
Effective Population

- Average number of people in Tahoe (residents, visitors, commuters, etc.)
- 3%-7% decline since 2019

Year	Placer.ai	TEPM DOT	TEPM Streetlight
2018		134,692	118,856
2019	124,293	132,880	136,926
2020	124,198	126,355	126,174
2021	122,487	132,325	133,758
2022	118,431	130,998	133,608
2023	114,995	128,670	132,641
2024	117,318		
2025	115,436		

Effective Population 2018-2025: Tahoe Effective Population Model, Placer.ai

Auto:
Average Daily 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.

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

Auto: Median Travel Time

- The midpoint of how long it took to travel the length of the segment; 50% of trips were faster than this time, and 50% were slower
- Only five of the 108 reported segment travel times varied by more than five percent from the long-term average

Segment	2017	2018	2019	2020	2021	2022	2023	2024	2025
CA 267	4.4	4.5	4.4	4.3	4.3	4.2	4.5	4.4	4.3
NV 28 (Country Club - US 50)	16.8	18.1	16.7	16	15.8	15.9	16.9	17.2	16.7
NV 28 (California - Country Club)	8.7	8.9	8.7	8.6	8.7	8.7	9.1	8.9	8.6
CA 28	19.7	19.2	18.9	18.9	19.4	19.7	20.1	19.9	19.5
CA 89 (CA 28 - I-80)	18.1	17.7	17.9	17.2	17.2	17.3	18.2	17.7	17.2
CA 89 (CA 88 - US 50)	13.7	14.4	13.5	13.5	13.3	13.2	13.6	13.7	13.4
NV 207	5.2	5.2	5.2	5.2	5.3	5.3	5.5	5.4	5.4
NV 431	16	15.8	15.8	15.3	15.3	15.7	16.4	16	15.5
Pioneer Trail	12.9	12.9	12.7	12.4	12.7	12.5	13.4	12.9	12.7
US 50 (Echo Summit - South Lake Y)	13.4	12.9	13.3	13.1	13.2	13	13.5	13.2	13
US 50 (South Lake Y - State Line)	11.6	11	11	10.2	10.3	10	10.3	10	9.9
US 50 (State Line - Spooner Summit)	19.3	18.9	18.8	18.1	18	17.8	18.5	18.3	18.3
All Segments	160	159	157	153	153	153	160	158	155

Source: INRIX Regional Integrated Transportation Information System

Auto: 95th Percentile Travel Times

- Assesses conditions during the most congested travel periods of the year
- More sensitive to disruptions like construction, winter weather, and peak demand
- Longest travel times observed are generally associated with the historic winter of 2023

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

Automobile: 2024 Recommendations & Progress

Recommendation	Status
I. Continue to implement Regional Plan policies that reduce reliance on the automobile.	In Progress
II. Replace average travel time with median travel time as a measure of delay along corridors.	Complete
III. Promote coordination and dissemination of real-time traveler information on construction projects to minimize travel delay.	In Progress
IV. Consider updating the method for estimating the Region's Effective Population.	In Progress
V. Update the VMT Threshold baseline to reflect Caltrans's revised 2019 VMT estimate.	In Progress
VI. Explore the creation of a multi-modal level of service index for the region.	In Progress
VII. Evaluate other methods for estimating regional mode share that is representative of all traveling parties.	In Progress

Discussion Questions

- Do you agree with the assessment of auto progress?
- Did your agency take any additional actions towards these recommendations?
- Are these still the right **priorities** to carry forward in the 2026 report?
- Would you suggest any changes or additions to the recommendations for the 2026 report?

Agenda Item 6C

Set Date for the Next Committee Meeting

May 8, 2026	9:30 – 11:00	10 – 11:30	11 – 12:30	1 – 2:30	1:30 – 3:00	2:00 – 3:30
May 11, 2026			11 – 12:30			
May 14, 2026			11 – 12:30			
June 5, 2026	9:30 – 11:00	10 – 11:30	11 – 12:30	1 – 2:30	1:30 – 3:00	

TAHOE REGIONAL PLANNING AGENCY

Agenda Item 7

Committee Member Comments

Agenda Item 8

Public Comment

On any items

TAHOE REGIONAL PLANNING AGENCY