

TRANSPORTATION
EQUITY STUDY



Equity Policies

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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

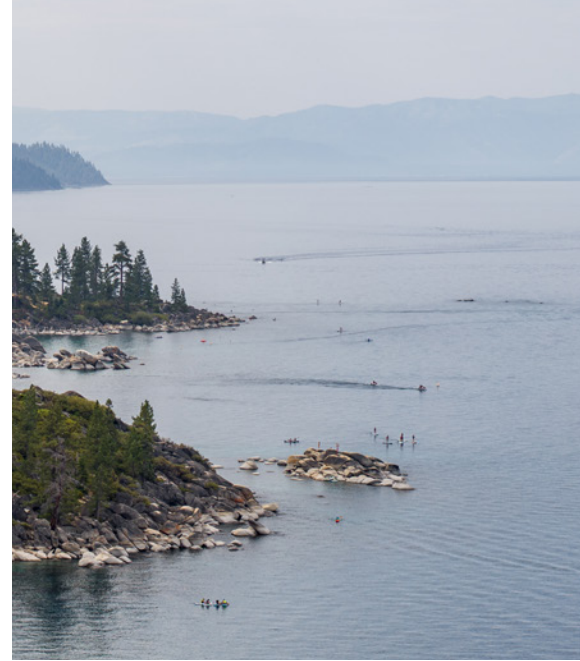
Alta Regional Center

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.

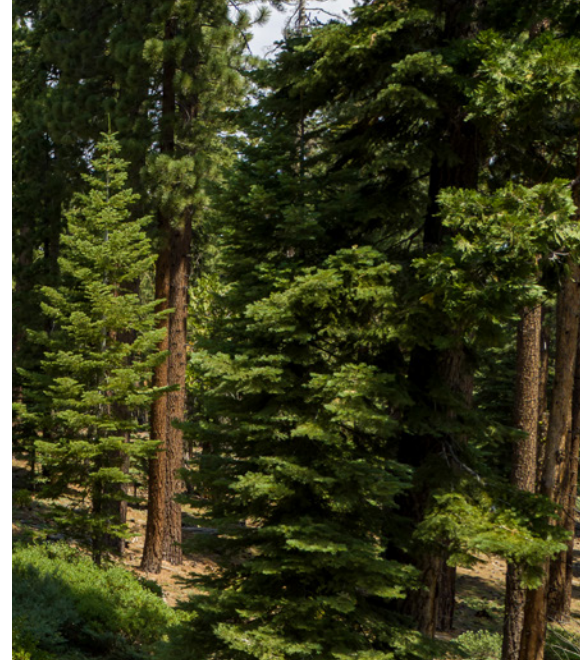
Policy I–8.0

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.

