

## Goal 1: Safety

Increase safety and security for all users of Tahoe's transportation system.

Policy #	Policy	Reason for Change
<del>2-12</del> 1.5	<del>Support</del> Implement the Safe Routes to School program <u>region wide</u> .	Language change to clarify TRPA's role in SRTS.
<del>2-23</del> 1.6	In roadway improvements, construct, upgrade, and maintain active transportation and transit facilities along major travel routes. In constrained locations, all design options should be considered, including but not limited to restriping, roadway realignment, signalization, and purchase of right of way.	No change.
<del>2-24</del> 1.7	Encourage partners to develop and implement plans coordinating wayfinding, <del>and</del> signage, <u>and education campaigns</u> to build awareness of <u>safety and</u> alternative transportation opportunities including transit <u>and active transportation modes</u> , <del>pedestrian, and bicycle facilities</del> .	Modified language to include stronger emphasis on safety, encourage education campaigns, and generalize active transportation modes to accommodate e-bikes, scooters, wheelchair users, and any future mode.
<del>3-1</del> 1.3	Coordinate the collection and analysis of safety data, identify areas of concern, and propose safety-related improvements and user awareness to <del>that</del> support <u>local</u> , state, and federal safety programs and performance measures.	Language change to include local jurisdictions in safety programming and PMs.
<del>3-2</del> 1.4	<u>Consider safety data and use</u> proven safety design countermeasures for safety hotspots <u>recommended from roadway safety audits, the active transportation plan, corridor plans, and other reliable sources</u> when designing new or modifying existing travel corridors. <u>Use proven safety countermeasures to provide traffic calming and</u> <del>that encourage road users to travel at safe speeds</del> . <del>consistent with the Lake Tahoe Region Safety Strategy</del> .	Suggested revision from the updated Vision Zero Strategy. Incorporated traffic calming from Policy 1.9.
<del>3-6</del> 1.1	Design projects to maximize visibility <u>of pedestrians and bicycles, incorporating daylighting, with a focus on</u> <del>at</del> vehicular, bicycle, and pedestrian conflict points. Consider increased safety signage, site distance, and other design features <u>from the Vision Zero Lake Tahoe Countermeasures Toolbox and the Active Transportation Plan Lake Tahoe Complete Streets Resource Guide</u> , <del>as appropriate</del>	Suggested revision from the updated Vision Zero Strategy.

<a href="#">4.121.8</a>	Prohibit the construction of roadways to freeway <del>design</del> standards in the Tahoe Region and establish Tahoe specific traffic design <a href="#">standards and volumes</a> for project development and analysis.	Removed/replaced words for clarity.
<del>4.181.9</del>	Design roadway corridors, including driveways, intersections, and scenic turnouts, to <a href="#">enhance safety for all modes</a> , minimize impacts to regional traffic flow, transit, and bicycle and pedestrian facilities by using shared access points where feasible.	Added modifier to include all modes.

## Goal 2: Environment

*Protect and enhance the environment, promote energy conservation, and reduce greenhouse gas (GHG) emissions.*

Policy #	Policy	Reason for Change
<del>1.22.1</del>	Leverage transportation projects to <a href="#">meet multiple objectives and</a> achieve and maintain environmental thresholds through integration with the Environmental Improvement Program.	Reworded for clarity.
<del>1.32.2</del>	<del>Implement</del> <a href="#">Support</a> greenhouse gas <a href="#">emission</a> reduction strategies in alignment with federal, state, tribal, and regional requirements and goals.	Revised for clarity.
<del>1.42.3</del>	Develop and implement project impact analysis, mitigation strategies and fee programs to reduce Vehicle Miles Travelled and auto trips.	No change.
<del>1.62.4</del>	Facilitate and promote the use of zero emission vehicles (ZEV) for freight, heavy-duty, transit, fleet, <del>and</del> passenger, <a href="#">and new transportation services</a> through implementation of the Tahoe-Truckee Plug-in Electric Vehicle Readiness Plan, education, incentives, funding, and permit streamlining.	Revised to consolidate with Policy 4.3.
<del>1.82.5</del>	Coordinate with the City of South Lake Tahoe to update and maintain an Airport Master Plan <del>and while</del> <a href="#">limiting</a> aviation facilities within the Tahoe Region to <a href="#">those that currently exist</a> <del>ing facilities</del> .	Reworded for clarity.

## Goal 3: ~~Connectivity~~ [Mobility](#)

*Enhance and sustain the connectivity and accessibility of the Tahoe transportation system, across and between modes, communities, and neighboring regions, for people and goods.*

Policy #	Policy	Reason for Change
<del>2-3</del> 3.4	Collaborate with regional and inter-regional partners to establish efficient transportation connections within the Trans-Sierra Region including to and from Tahoe and surrounding communities.	No change.
2-53.2	<del>Prioritize</del> <del>improving</del> e the existing transit system <del>for the user</del> <del>in</del> <u>Community Priority Zones and recreation sites</u> , making it frequent, fun, and <del>free</del> <u>affordable</u> <del>in targeted locations</del> .	Language change to specify what we mean by “in targeted locations” and updating from “free” to “affordable” to allow for fares.
<del>2-6</del> 3.11	Use the best available technology to implement waterborne transportation systems that coordinates with other travel options consistent with the Shoreline Plan Greenhouse Gas Reduction Strategy.	No change.
<del>2-10</del> 3.3	Ensure all <u>transportation projects</u> <del>sit are</del> <del>is</del> Americans with Disabilities Act (ADA) compliant, Universally Accessible, and consistent with Coordinated Human Services Transportation Plans.	Modified to broaden language to consolidate with Policy 2.9.
<del>2-11</del> 3.1	Develop standards and guidelines for incorporating multimodal amenities in new development or redevelopment, as part of all plans, including <del>but not limited to</del> local area plans.	Removed unnecessary phrase. It is covered in the “all plans” phrase.
<del>2-14</del> 3.7	Support <del>, where feasible,</del> the implementation of on-demand, dynamically routed <u>micro-transit shuttles and other shared-ride mobility services</u> .	Modified language to consolidate with Policy 4.2.
<del>2-15</del> 3.8	Develop and maintain an <u>aActive tTransportation pPlan</u> as part of the Regional Transportation Plan. Include policies, a project list of existing and proposed bicycle and pedestrian facilities, strategies, and programs for implementation of the Active Transportation Plan.	No change.
<del>2-22</del> 3.5	Coordinate and include in area plans, intermodal transportation facilities (“Mobility Hubs”) that serve major activity centers and connect transit, pedestrian, bicycle <del>facilities, and</del> car/ride share, and <del>provide</del> park and ride facilities, where appropriate in and outside of the basin.	Removed unnecessary words.

5.3.3.9	Encourage collaboration between public lands managers, <a href="#">state</a> departments of transportation, transit providers, and other regional partners to support <a href="#">destination stewardship</a> , sustainable recreation, and multi-modal access to recreation sites.	Modified to include reference to the destination stewardship initiative.
6.1.3.6	<del>Preserve the condition of sidewalks and bicycle facilities and maintain, where feasible, for year-round use.</del> <a href="#">Ensure neighborhoods, particularly Community Priority Zones, have adequate or comparable snow removal and maintenance on sidewalks, bike paths, and at transit stops and bike racks to ensure year-round access to employment, recreation, and goods and services.</a>	Replaced with Transportation Equity Study policy A-1.0 and updated to include all communities and critical facilities. Combined with Policy 6.2.

**Goal 4: Economic Vitality and Quality of Life Prosperity**

*Support the Foster economic well-being, sustainability, and community vitality by optimizing the movement of goods and people and advancing transportation solutions in centers and throughout the Tahoe Region. ~~vitality of the Tahoe Region to enable a diverse workforce, sustainable environment, and quality experience for both residents and visitors.~~*

Policy #	Policy	Reason for Change
1.7.4.3	<del>Collaborate with all jurisdictions and employers in the Basin to develop, maintain, and implement programs to reduce employee vehicle trips.</del> <a href="#">Explore incentives for employer and resort-based transportation solutions for employees and visitors year-round and explore alternatives for single vehicle onsite parking for resort and recreation facilities including rideshare and shuttle services.</a>	Replaced with Transportation Equity Study policies A-2.0 and A-3.0.
2.7.4.4	Provide specialized and subsidized public transportation services and programs for <a href="#">seniors and</a> individuals with disabilities that <del>is</del> <a href="#">are</a> consistent with Coordinated Human Services Transportation plans.	Language change to add in seniors as a CHSTP focused community group.
2.8.4.2	Ensure all transportation projects, programs, and policies meet the transportation needs and minimize negative impacts for all communities, particularly <del>disadvantaged</del> <a href="#">Community Priority Zones</a> <del>priority communities</del> , and people with special needs.	Language change to align with RTP language about community priority zones.

<del>2.18</del> 4.5	<del>Accommodate the needs of all categories of travelers by designing and operating roads for safe, comfortable, and efficient travel for roadway users of all ages and abilities, such as pedestrians, bicyclists, transit riders, motorists, commercial vehicles, and emergency vehicles. Ensure access to all services and modes of transportation are accessible, specifically for the Washoe Tribe of Nevada and California and neighborhoods identified as Community Priority Zones.</del>	Replaced with Transportation Equity Study policy S-4.0.
<del>2.20</del> 4.6	Coordinate and maintain parking maximums, <u>where required</u> , and shared parking standards <u>to encourage use of alternative means of travel other than single occupancy automobiles and to</u> <del>that</del> support <u>other</u> goals and policies of the Regional Plan.	Language update to align with Phase 2 housing amendments related to parking requirements.
<del>4.4</del> 4.7	<del>Coordinate policies across multiple partners that support the safe use of electric assisted, low-speed devices on paths and trails to serve travel needs in Tahoe. Support micromobility options that are safe and accessible and do not have barriers for use, including requiring smart devices.</del>	Replaced with Transportation Equity Study policy I-4.0.
4. <del>8</del> 7	<del>Promote awareness of travel options through outreach, education, and advertising, particularly in local schools. Provide educational programs and assistance to encourage and enable greater use of transit in place of auto trips.</del>	Replaced with Transportation Equity Study policy ENV-2.0.
<del>5.4</del> 4.9	Encourage community revitalization and transit-oriented development projects that comprehensively support regional and local transportation, housing, land use, environment, and other goals.	No change.
<del>5.24</del> 10	<del>Ensure access to public transit is compatible with the neighborhood in identified Priority Communities. Promote quality of service for transportation services to meet the needs of the Washoe Tribe of Nevada and California and people in Community Priority Zones.</del>	Replaced with Transportation Equity Study policy S-6.0.
<del>6.6</del> 4.11	Advance transportation planning through public participation and collaboration <u>as outlined in the Public Participation Plan.</u>	Added concrete tie to PPP.

**Goal 5: ~~System Preservation~~Resilience**

Provide for the preservation *and sustainability* of the existing transportation system *by actively identifying and pursuing new transportation funding through and by performing* maintenance activities that support *climate-transportation* resiliency, water quality, and safety.

Policy #	Policy	Reason for Change
<del>2-21</del> 5.6	Paid parking revenues should <del>benefit</del> fund infrastructure and services for transit <del>pedestrians, and bicyclists</del> and active transportation users within the <del>Tahoe Region</del> areas that funds are generated.	Language change for clarity.
<del>3-4</del> 5.8	<del>Support emergency preparedness and response planning, including the development of regional evacuation plans, and consider climate resiliency measures. Provide an opportunity for local jurisdictions to begin discussions around</del> coordinated evacuation planning with transportation departments and transit agencies.	Replaced with Transportation Equity Study policy ENV-3.0.
<del>4-1</del> 5.1	Prioritize regional and local investments that fulfill TRPA objectives in transit, active transportation, transportation demand management, and other programs which support identified TRPA transportation performance outcomes.	No change.
<del>4-14</del> 5.7	Expand and build capacity in Transportation Management Associations (TMAs) in the Tahoe Region to develop public-private partnerships that support transportation.	No change.
5.4	Establish regional and inter-regional cooperation and cost-sharing to obtain a uniform method of transportation data collection and sharing.	No change.
<del>5-4</del> 5.5	Collaborate with local, state, tribal, regional, federal, and private partners to develop <del>a regional</del> additional revenue sources to fund Lake Tahoe transportation investments.	Reworded for clarity.
<del>6-3</del> 5.3	<del>Coordinate with local jurisdictions to m</del> Maintain and preserve pavement condition to a level that supports the safety of the traveling public and protects water quality.	Modified to clarify TRPA role is coordination, not actual maintenance/ops.
<del>6-5</del> 5.2	Consider the increased vulnerability and risk to transportation infrastructure from <del>climate-change</del> natural hazards, such as increased flooding, drought, and wildfire risk, when designing new infrastructure and repairing or maintaining existing infrastructure.	Language change in alignment with federal government.

**Goal 6: Operations & Congestion Management Performance**

Provide a dynamic, reliable, and efficient transportation network through coordinated operations, system management, technology, and monitoring, ~~and targeted investments.~~

Policy #	Policy	Reason for Change
<del>1-10</del> <u>6.1</u>	Develop and implement a cooperative continuous, and comprehensive Congestion Management Process to adaptively manage congestion within the region’s multi-modal transportation system, <del>with a focus on peak traffic periods and Basin entry/exit routes.</del>	Modified to remove the focus on peak periods.
<del>2-13</del> <u>6.3</u>	Coordinate with federal, state, tribal, and local governments, transportation management associations, and private sector partners to fund and operate reliable transportation alternatives.	No change.
<del>2-13</del> <u>6.4</u>	Coordinate public and private transit service, where feasible, to reduce costs of service and avoid service duplication.	No change.
<del>2-19</del> <u>6.5</u>	Support parking management programs that incentivize non-auto modes and discourage private auto-mobile use, <del>at peak times in peak locations, alleviate circulating vehicle trips associated with parking availability.</del>	Revise language to encourage parking management across the region, not just in busier locations.
<del>4-5</del> <u>6.6</u>	Identify opportunities to implement comprehensive transportation solutions that include technology, safety, and other supporting elements when developing infrastructure projects.	No change.
<del>4-6</del> <u>6.7</u>	<del>Collaborate with jurisdictions and state departments of transportation to adaptively manage roadways for peak travel periods</del> <u>Coordinate with state departments of transportation, transit operators, and local jurisdictions to support installation of cloud-based Transit Signal Priority (TSP) systems at signalized intersections within urbanized areas of the Tahoe Basin.</u>	Replaced with Transportation Equity Study policy T-2.0.

4.96.8	<p><del>Implement programs and policies of the Tahoe Basin Intelligent Transportation Systems Strategic Plan to support needed infrastructure to achieve regional transportation goals. Support continued field deployment of intelligent transportation system travel information in the Tahoe Region with an emphasis on real-time transportation information including but not limited to multi-modal options, transit vehicle arrival, wayfinding to points-of-interest and available parking.</del></p>	Replaced with Transportation Equity Study policy T-1.0.
4.106.9	<p><del>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. Support the implementation of data platforms that facilitate systemwide integration of IT telecommunications data for a Transportation Management Center.</del></p>	Replaced with Transportation Equity Study policy T-4.0 as the policy is redundant with others. Consider simply deleting Policy 4.10 and adding T-4.0 as a new policy as the two are not super related.
4.116.10	<p>Level of service (LOS) criteria for the region’s highway system and signalized intersections during peak periods shall be: “C” on rural recreational/scenic roads; “D” on rural developed area roads; “D” on urban developed area roads; “D” for signalized intersections. Level of Service “E” may be acceptable during peak periods in urban areas, but not to exceed four hours per day. These vehicle LOS standards may be exceeded when provisions for multi-modal amenities and/or services (such as transit, bicycling, and walking facilities) are adequate to provide mobility for users at a level that is proportional to the project-generated traffic in relation to overall traffic conditions on affected roadways. <u>Transit and active transportation improvements should be considered before road widening projects.</u></p>	Updated in alignment with Policy 1.6.
4.136.11	<p>Require the development of traffic management plans <u>for events with more than 500 attendees</u><del>for major temporary seasonal activities, that include</del><u>ing streetscape flexibility within urban centers, and the coordination of with simultaneously occurring events, and strategies for encouraging the use of alternatives to personal automobiles.:</u></p>	Modified to align with proposed changes to Code Section 22.7.6 regarding temporary activity transportation plans.
4.156.12	<p>Establish a uniform method of data collection and forecasting for resident and visitor travel behavior and demographics.</p>	No change.



6.46.13	Make “dig once” <a href="#">construction project principles</a> 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, <a href="#">stormwater systems</a> , <a href="#">heated sidewalks, etc.</a> ).	Added “construction project principles” for clarity on what “dig once” entails. Added additional community needs that may be supported through dig once.
4.166.2	Maintain monitoring programs for all modes to assess the effectiveness of the long-term implementation of local and regional mobility strategies on a publicly accessible reporting platform. (e.g., <a href="#">www.laketahoeinfo.org website</a> ).	Remove specific URL to allow for future flexibility and added transportation equity tracking to align with recommendations in Transportation Equity Study.

**Deleted Policies:**

Policy #	Policy	Reason for Deletion
1.1	<del>Support mixed-use, transit-oriented development, and community revitalization projects that encourages walking, bicycling, and easy access to existing and planned transit stops.</del>	Redundant
1.5	<del>Prioritize projects and programs that enhance non-automobile travel modes.</del>	Redundant
1.9	<del>Traffic-calming and noise reduction strategies, to achieve noise standards and Community Noise Equivalent Levels, should be included when planning transportation improvements.</del>	Included in Policy 3.2
2.2	<del>Provide frequent transit service to recreational areas, including trailheads and shoreline access points.</del>	Redundant – included in Policy 2.5
2.4	<del>Collaborate with nearby communities that share transportation to and from the Tahoe Basin, including but not limited to; the Town of Truckee, the Placer County Resort Triangle, Sacramento, Bay Area, Reno, and the Carson/Minden valley.</del>	Redundant
2.9	<del>Ensure that pedestrian and bicycle facilities are Americans With Disabilities Act (ADA) compliant and Universally Accessible.</del>	Redundant – included in Policy 2.10
2.16	<del>Incorporate programs and policies of the Active Transportation Plan into regional and local land use plans and regulatory processes.</del>	Redundant – included in Policy 2.15

2.17	<del>Construct, upgrade, and maintain pedestrian and bicycle facilities consistent with the Active Transportation Plan.</del>	Redundant – included in Policy 2.15
3.3	<del>Coordinate safety awareness programs.</del>	Not TRPA’s role
3.5	<del>Encourage appropriate agencies to use traffic incident management performance measures.</del>	Not TRPA’s role
4.3	<del>Work to ensure that new transportation services and technologies utilize zero emission vehicle technology as feasible.</del>	Redundant
4.8	<del>Invest resources in marketing and outreach campaigns to promote the use of non-auto travel options.</del>	Redundant

**Proposed New Policies:**

Goal	Policy	Reason for Addition
<a href="#">Environment – 2.6</a>	<a href="#">Consider utilizing smart (motion sensor) street lighting to reduce light pollution (i.e., maintaining dark skies) and reduce energy consumption while providing safety for pedestrians and other users.</a>	Addition from Transportation Equity Study (ENV – 1.0) to support dark sky initiative.
<a href="#">Environment – 2.7</a>	<a href="#">Design transportation infrastructure to avoid conflicts with wildlife and wildlife corridors. This includes minimizing lighting and noise in sensitive areas and incorporating wildlife crossings where appropriate.</a>	Addition to encourage consideration of wildlife corridors in planning and implementation.
<a href="#">Environment – 2.8</a>	<a href="#">Ensure invasive weed infestations are avoided when constructing and maintaining new transportation infrastructure. Native plant cultivation and weed management should be included in construction and maintenance plans for all projects.</a>	Addition to encourage consideration of native plants and invasive plant mitigation in planning and construction.
<a href="#">Environment – 2.9</a>	<a href="#">Coordinate with state and local agencies to support the expeditious installation of electric vehicle (EV) and other electric mobility modes (including scooters, bikes, transit, etc.) charging infrastructure within Community Priority Zones.</a>	Addition from Transportation Equity Study (I-8.0) to support charging infrastructure in CPZs.

<a href="#">Safety - 1.10</a>	<a href="#">Support implementation and connection of bilingual emergency messaging systems that can provide emergency warnings in broad settings including tourist spots, major retail and gathering areas, and employment sites.</a>	Addition from Transportation Equity Study (I-3.0) to encourage enhanced communications infrastructure.
<a href="#">Safety – 1.2</a>	<a href="#">Prioritize cost effective safety improvements that will help the region eliminate transportation-related fatalities and serious injuries on the regional multimodal transportation system.</a>	Reinforce the Vision Zero Strategy goal of Zero by 2050, which aligns with other MPOs policies.
<a href="#">Mobility – 3.10</a>	<a href="#">Support implementation of physical devices such as transit kiosks to communicate real-time transit information and aid trip planning.</a>	Addition from Transportation Equity Study (I-2.0) to encourage real-time info for transit.
<a href="#">Performance – 6.14</a>	<a href="#">Support the California Department of Transportation (Caltrans) Middle-Mile Broadband Initiative to designate state highway facilities in the Tahoe Basin as Middle-Mile corridors and encourage similar broadband efforts by the Nevada Department of Transportation (NDOT).</a>	Addition from Transportation Equity Study (I-6.0) to emphasize need for better broadband connectivity.
<a href="#">Performance – 6.15</a>	<a href="#">Coordinate with local agency partners to establish “Last-Mile” broadband fiber optic connectivity to all communities, especially communities with low-speed, partial, or no broadband access, and Community Priority Zones.</a>	Addition from Transportation Equity Study (I-7.0) to emphasize need for better broadband connectivity, especially in CPZs.
<a href="#">Resilience – 5.9</a>	<a href="#">Proactively seek federal and state funding for electric charging infrastructure installation in the Tahoe Basin.</a>	Addition from Transportation Equity Study (I-9.0) to encourage pursuit of EV funding.
<a href="#">Prosperity – 4.1</a>	<a href="#">Work to ensure all proposed transportation services and programs are affordable and accessible for low-income households.</a>	Addition from Transportation Equity Study (S-5.0) to highlight transportation affordability as a priority/metric.