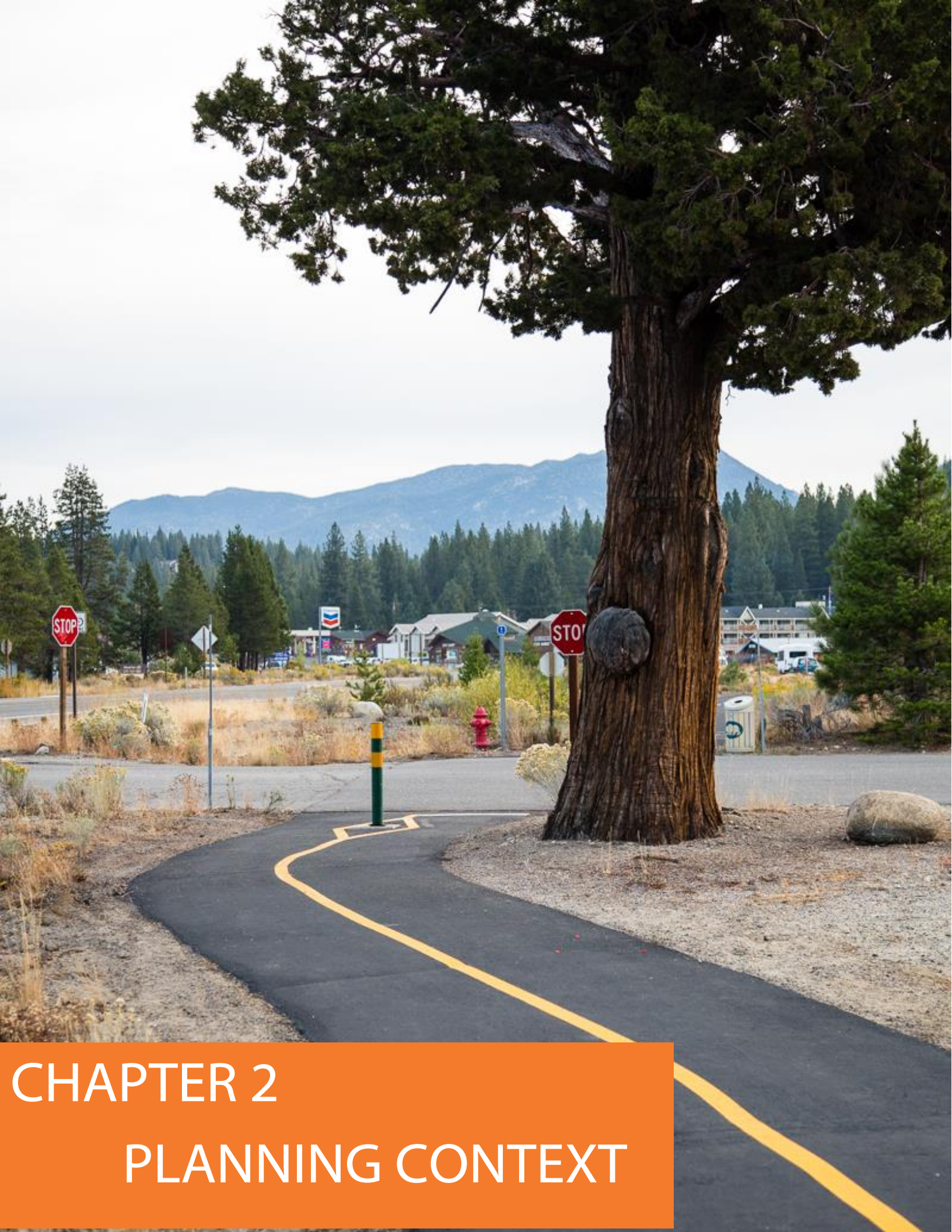

CHAPTER 2

PLANNING CONTEXT

Planning Context

Lake Tahoe is widely known for its famed water clarity and is designated by the EPA as an Outstanding National Resource Water. The lake's diminishing clarity as a result of rapid development leading up to and following the 1960 winter Olympics at Squaw Valley led California, Nevada, and the federal government to create TRPA in 1969 to manage growth and development throughout the region and lead the lake's environmental restoration and conservation.

The Lake Tahoe Region is a uniquely complex transportation planning landscape. It includes federal lands, the states of California and Nevada and their respective transportation departments, El Dorado, Placer, Douglas, and Washoe counties, the City of South Lake Tahoe, Carson City and County, the Tahoe Transportation District, and multiple public utility districts, improvement districts, and land management agencies. Tahoe and the surrounding valleys are the home of the Washoe Tribe of Nevada and California, making the tribe an important partner in planning initiatives.

TRPA's planning and regulatory authority, unique among federally designated metropolitan planning organizations, has created a long history of integrated land use and transportation planning in the Tahoe Region.

This integration can be seen when mixed-use development is concentrated in town centers, affordable and achievable workforce housing is incentivized, and town centers and recreation sites are connected to biking, walking, and transit options. As a result, the region achieves economic vitality, community revitalization, environmental restoration, and conservation goals. These actions also serve to meet California and Nevada targets to reduce greenhouse gas emissions and build climate resiliency.

While TRPA has these planning and regulatory authorities, the region is most effective at achieving shared goals when work is completed by the region's many private, community, and local, state, federal, and tribal government partnerships, which support the quality of life for residents, employees, and visitors.

Connecting land use and transportation planning and development is an important approach of the Regional Plan and the RTP. TRPA is committed to continuing this approach by concentrating development and incentivizing affordable and achievable housing in and near town centers and transit routes, and connecting centers with bicycling, walking, and transit options.

STATUTORY FRAMEWORK

The regional transportation plan satisfies three distinct transportation planning authorities: the TRPA Bi-State Compact, the federal metropolitan planning organization designation, and the State of California Regional Transportation Planning Agency.

Bi-State Compact

The regional transportation plan fulfills the Bi-State Compact requirement for TRPA's Regional Plan to have a transportation element that reduces dependency on the automobile and reduces the environmental impacts of mobile source emissions.

Under direction of the Bi-State Compact, TRPA established Environmental Threshold Carrying Capacities to measure the region's performance on key environmental quality goals. TRPA is responsible for achieving these thresholds, which include performance indicators for water quality, air quality, scenic

resources, soil conservation, fisheries, vegetation, wildlife, noise, and recreation.

Thresholds

The TRPA Bi-State Compact mandates the establishment of threshold standards and plans to attain and maintain them. The threshold standards address nine key resource areas: Water quality, air quality, scenic resources, soil conservation, fisheries, vegetation, wildlife, noise, and recreation. The Regional Transportation Plan, in its implementation, is a threshold attainment plan. Improvements in the plan will help achieve and sustain five of nine adopted thresholds:

> **Water Quality**: Return the lake to 1960s water clarity and algal levels by reducing nutrient and sediment in surface runoff and groundwater.
>
> **Air Quality**: Achieve the strictest of federal, state, or regional standards for carbon monoxide, ozone, and particulates; increase visibility; reduce U.S. 50 traffic; and reduce vehicle miles traveled.
>
> **Scenic Resources**: Maintain or improve 1982 roadway and shoreline scenic travel route ratings, maintain or improve views of individual scenic resources, and maintain or improve the quality of views from public outdoor recreation areas.
>
> **Noise**: Minimize noise disturbance from single events and minimize background noise disturbances in accordance with land use patterns.
>
> **Recreation**: Preserve and enhance high quality recreational experiences. Preserve undeveloped shorezone and other natural areas and maintain a fair share of recreational capacity for the public.

TRPA is presently updating its air quality thresholds, including the vehicle miles traveled (VMT) threshold. This will align state mobile source GHG emission reduction policies and targets and more closely link the plan's vision and the Regional Plan goals. This will further integrate the land use and transportation system to improve mobility, reduce reliance on the private automobile, and address roadway congestion. The VMT threshold standard will measure the progress of implementing the plan by measuring VMT per capita of residents and visitors.

Implementing the VMT threshold at the project level will occur through updated project impact assessment and fee processes, each of which will use VMT as the basis for evaluation. The updated processes will also advance the projects and programs of the plan.

Tribes

Consultation with the Washoe Tribe of Nevada and California is an important element of transportation planning at Tahoe to ensure access to traditional lands and activities in the Tahoe Region

Federal

In accordance with Titles 49 and 23 of the Code of Federal Regulations, the TMPO has a continuing, comprehensive, and coordinated transportation planning process — known as a 3C process — that considers all transportation modes, provides a forum for public input, and supports social and economic vitality. The 3C process consolidates TMPO's region-wide and local transportation projects into one regional transportation plan. The Tahoe Region was designated a Transportation Management Area administered by TRPA. This designation recognizes the complexity of transportation issues in the region and the high level of travel demand that the region's transportation system must accomodate.

TRPA and partners develop the Transportation Improvement Program (TIP) for the region, fulfilling a requirement for the TPMO and the Transportation Management Area to identify and prioritize projects for funding and implementation over a four-year period. The Funding the Plan section provides more information about the TIP.

The plan complies with several federal laws:

- Title VI of the Civil Rights Act of 1964, through its RTP Public Participation Plan.
- The Americans with Disabilities Act of 1990, through incorporation of ADA into planning processes for this report and the plan's policies and strategies.
- Fixing America's Surface Transportation Act (FAST Act), through development of a congestion management plan.
- Clean Water Act (Section 303(d)), through implementing roadway maintenance and operations projects that remedy Lake Tahoe's designation as an impaired water body by reducing transportation pollutants entering the lake and achieving the deep-water transparency standard of 97.4 feet. This is completed through the Lake Tahoe Total Maximum Daily Load Program.

Total Maximum Daily Load Program

The Clean Water Act requires states to compile a list of impaired water bodies that do not meet water quality standards and to establish a Total Maximum Daily Load (TMDL) program to reduce the primary pollutants affecting these waters. Lake Tahoe is designated an impaired water body because of its clarity loss. The primary pollutants causing its water quality degradation are phosphorus, nitrogen, and fine sediment particles. The TMDL for Lake Tahoe, established in 2010, identifies strategies for local, state, and federal jurisdictions around the lake to reduce these pollutant loads so that Tahoe's deep-water transparency can be restored to meet a standard of 97.4 feet, as measured by a Secchi disk.

The RTP plus federal and state vehicle emissions standards contribute to the Tahoe TMDL program goals to reduce nitrogen loading to the atmosphere from mobile sources.

According to the program, reducing basin-wide atmospheric nitrogen loading by at least 1% by 2025, and 2% by 2075 will be necessary to restore Lake Tahoe's clarity.

Based on the proposed strategies to reduce VMT and the anticipated improvements in vehicle emissions technology documented in California's EMFAC 2014 model (which is used to calculate nitrogen load), TRPA expects nitrogen load reductions by 2025 to be significantly greater than the 1% reduction target.

States

TRPA is the California designated Regional Transportation Planning Agency (RTPA) for the Tahoe Region covering El Dorado and Placer counties. An RTPA is required to complete a regional transportation plan and the plan fulfills that requirement. As the RTPA, TRPA must also complete a Regional Transportation Improvement Program (RTIP), which identifies funding for transportation projects in the California portion of the region. The Funding the Plan section provides more information about the RTIP.

As a Metropolitan Planning Organization in California, the plan also meets the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) as required by California Senate Bill 375 (SB 375). See the next section on Land Use and Transportation Connection for more information on how land development and transportation improvements will work together to reduce the region's mobile-source GHG emissions and meet reduction targets in accordance with SB 375.

The California Air Resources Board (CARB) sets GHG reduction targets for the Tahoe Region. More information about these targets can be found in the Measuring Success chapter and Appendix I.

Development projects in the region undergo TRPA's environmental review process, as required by TRPA Article VII. The review process will use an updated approach to

project impact assessment and mitigation fees that use VMT to calculate both impact and fees. In this way, the updated processes will implement the updated VMT threshold standard at the project level.

On July 1, 2020, California Senate Bill 743 (SB 743) took effect. SB 743 changes how California jurisdictions evaluate the impact of development projects under state environmental review requirements by replacing level of service standards with VMT and incorporate mitigations for VMT to advance the goals of the plan. This change aligns local and regional processes to provide a consistent, streamlined, and predictable process for assessing project impacts to transportation at the local and regional level.

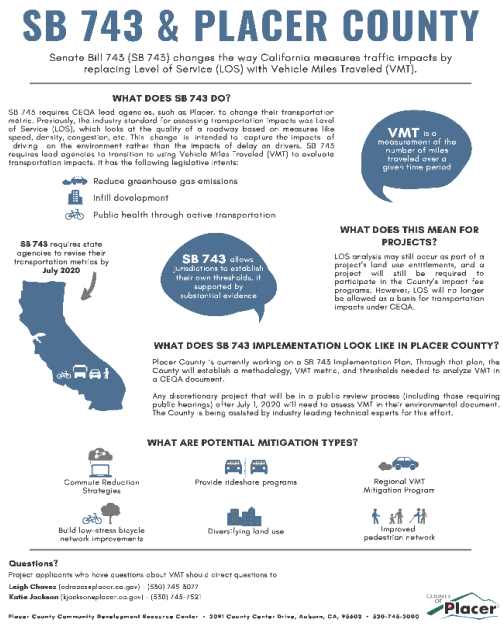

Figure 10: Informational Graphic for SB743

Department of Transportation

The plan is also aligned with both California and Nevada departments of transportation, long-range transportation planning documents, complete street plans, and greater transportation system improvements.

Cross-Cutting Regulation

Protecting Natural Resources

Natural habitat and rare, threatened, or endangered species are protected in the Tahoe Region by the federal Endangered Species Act, the California Endangered Species Act, and the TRPA Code of Ordinances. The TRPA Code of Ordinances also sets rules regarding development within the 100-year flood zone. In accordance with the requirements of SB 375, TRPA identifies protected parkland, open space, natural resource areas, and floodzones.

Protecting the environmental health of Lake Tahoe and the surrounding natural resources includes discouraging development in open space, flood zones, and natural habitats where rare, threatened, or endangered species live. This is a fundamental responsibility for TRPA and many of the region's other public agencies.

The Tahoe Region is part of the Sierra Nevada Conservation Unit in California's State Wildlife Action Plan which identifies key pressures affecting conservation targets in the Sierra Nevada. These pressures include climate change; fire and fire suppression; housing and urban areas; invasive plants and animals; livestock, farming and ranching; recreational activities; renewable energy; and roads and railroads.

Projects proposed in the plan do not yet have site-specific designs so their relation to species of concern is not yet known. Agencies permitting individual projects for construction will be required to consult with California Fish and Wildlife to ensure that site designs avoid or mitigate any negative impacts to sensitive species, including those listed in the State Wildlife Action Plan.

The plan's implementation improves environmental conditions and requires all projects to use best management practices to manage invasive species. As a result, the plan and the listed projects will not interfere with land conservation strategies in the State Wildlife Action Plan.

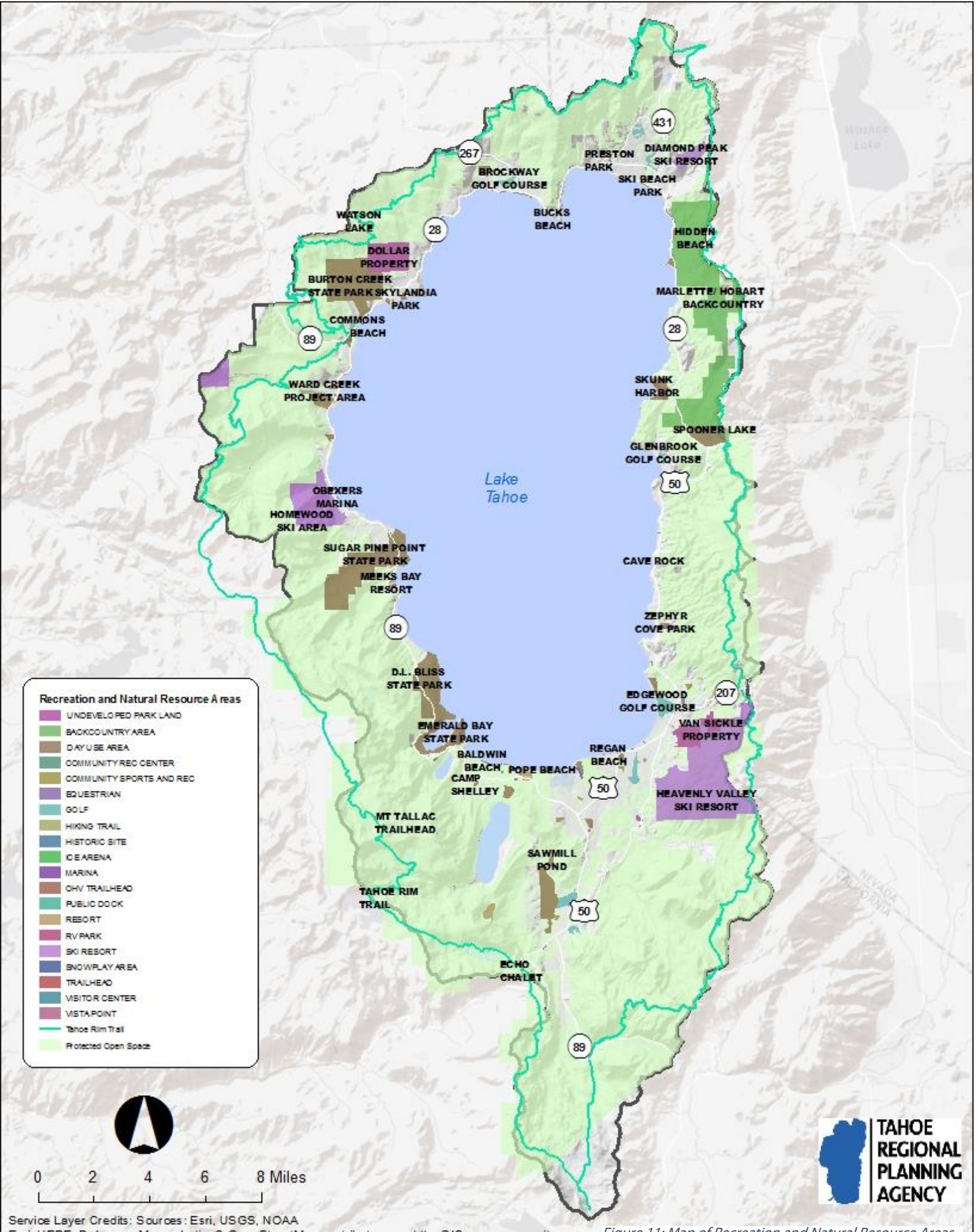

Figure 11: Map of Recreation and Natural Resource Areas

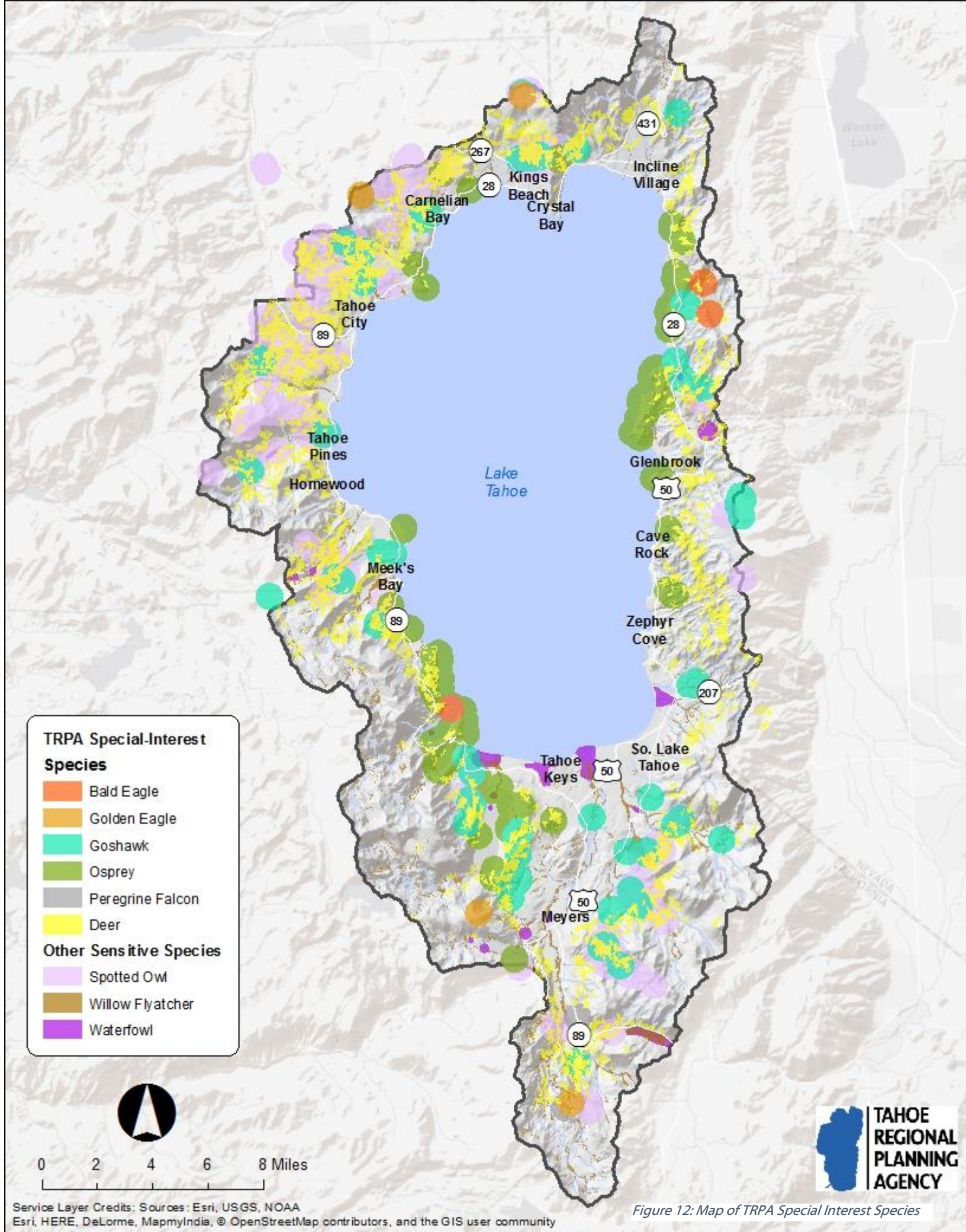

Figure 12: Map of TRPA Special Interest Species

Public Participation

The 2019 Public Participation Plan guided public outreach and engagement for the RTP with goals of transparency, inclusion, and consensus building.

For the plan, TRPA reached the public through a plan webpage (http://gis.trpa.org/rtp/), advertisements in traditional and online media outlets, social media, promotional materials, partner and project meetings, webinars, public events, virtual events, surveys, and education and encouragement campaigns. North and South shore social service councils, school districts, and translation and translated materials were used to reach Spanish speaking members of the public and members of disadvantaged communities.

In total, 8,517 people informed the plan: 2,173 through direct engagement such as project and association meetings, and 6,344 through surveys, with 624 Spanish speaking residents engaged through both. Following shelter-in-place orders in response to the COVID-19 pandemic, the public outreach strategy pivoted to online initiatives, successfully reaching more than 2,000 members of the public through virtual outreach.

More information about the plan's public engagement can be found in Appendix E.

Figure 13: Flyer for RTP Outreach in English and Spanish

THE LAND USE AND TRANSPORTATION CONNECTION

California's legislature recognized the land use and transportation connection in 2008 when it passed SB 375, the Sustainable Communities and Climate Protection Act. Under SB 375, metropolitan planning organizations develop an RTP/SCS, demonstrating how the proposed regional land use pattern, housing supply, and transportation strategy support each other to meet regional GHG emission reduction targets from cars and light trucks. The RTP, which incorporates the land use and growth management goals of the Regional Plan, constitutes the RTP/SCS for the Tahoe Region.

Land-Use

The Tahoe Region's permanent population is about 50,000 people, and projections show only a modest increase in year-round residents by 2045. The approach of the Regional Plan and the RTP is to concentrate development in town centers and incentivize affordable, moderate, and achievable housing in or near to those centers and transit routes that connect to them. For the RTP/SCS, analysis evaluated existing land use for its ability to house today's residents and new residents that will call Tahoe home over the next 25 years. The following maps show where residences, including densities comparable with the Regional Plan, are anticipated. The analysis found that the region has areas sufficient to house residents from today to 2045.

Housing Supply

The State of California sets housing targets for individual jurisdictions through its Regional Housing Needs Assessment (RHNA) process. In the Tahoe Region, El Dorado County, Placer County, and the City of South Lake Tahoe are required to show how they will meet these targets through their Housing Elements. The RTP/SCS must also show that it can accommodate the RHNA. The following Table shows the RHNA requirements for 2021-2029. More information about the RHNA, how these requirements compare to TRPA's available development rights, and the plan's land use and transportation connection can be found in the Communities section of The Plan chapter.

Table 1: Regional Housing Needs Assessment (RHNA) Requirements (CA Only)

Jurisdiction	Very Low + Low Income RHNA Requirement	Moderate RHNA Requirement	Above-Moderate RHNA Requirement	Total RHNA Requirement
Placer County (Tahoe portion)	177	77	181	435
El Dorado County (Tahoe portion)	146	63	150	359
City of South Lake Tahoe	120	42	127	289
Total	443	182	458	1083

Figure 15: DOMAS Affordable Housing in Kings Beach Credit: Karen Fink

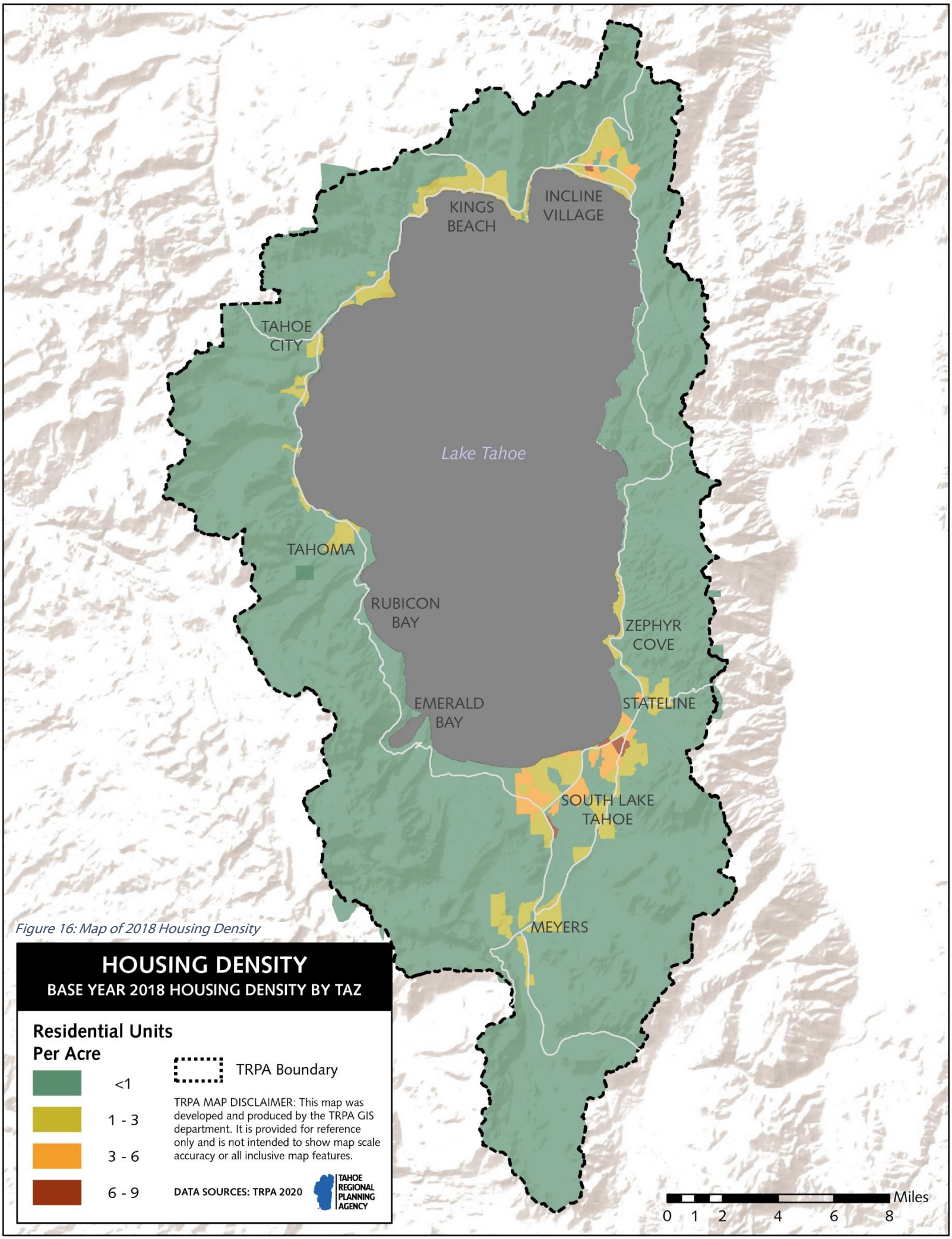

Figure 16: Map of 2018 Housing Density

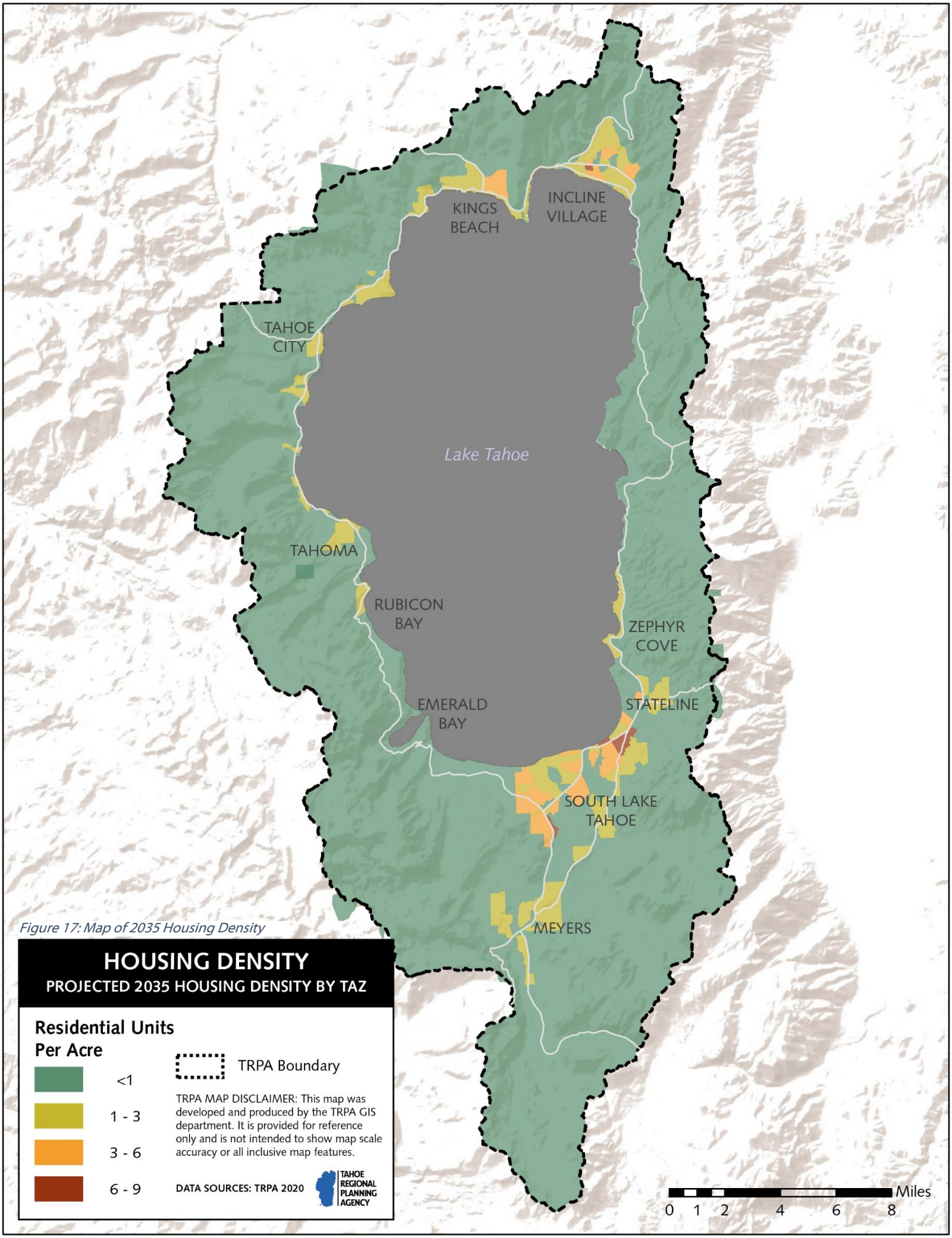

Figure 17: Map of 2035 Housing Density

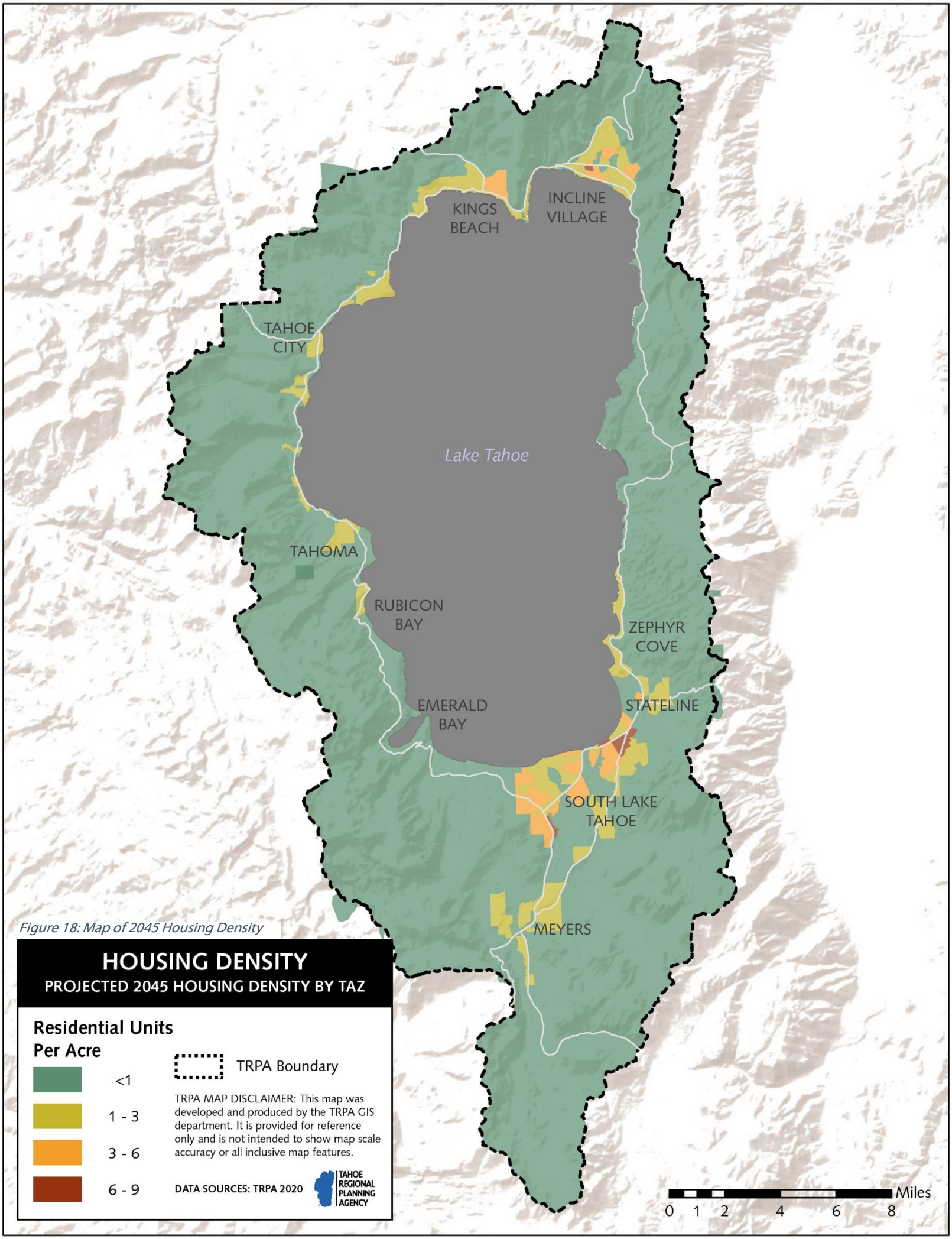

Figure 18: Map of 2045 Housing Density

Climate Resiliency

Climate change and its impacts pose significant and growing risks to the safety, reliability, effectiveness, and sustainability of the Tahoe Basin and its transportation network. Many impacts are already occurring, and Lake Tahoe communities need to adapt to become more resilient to these changes.

Higher temperatures, changes in seasonal precipitation, the intensity of rain events, and extreme weather can degrade roadways, damage culverts, and disrupt traffic. Preparing for climate change and extreme weather events is an important element of protecting the integrity of Tahoe's transportation system, the investment of taxpayer dollars, and the achievement of the plan's goals. Additionally, TRPA recognizes the broader need to address climate change in a holistic manner that connects to environmental justice.

Greenhouse Gas Emission Reductions

The Plan's regional transportation demand model estimates that the region will meet CARB-mandated GHG reduction targets.

CARB established new, more aggressive GHG reduction targets for the Tahoe Region. Under these new targets the Tahoe Region is required to meet GHG reduction targets of 8 percent by 2020 and 5 percent by 2035, based on 2005 emission levels. The projects and programs in the RTP meet these reduction targets with an estimated 8.8 percent reduction in 2020 and a 5 percent reduction in 2035.

See Appendix I for more information on the RTP/SCS Mobile-Source Greenhouse Gas Emissions for California Portion of Basin analysis.

Appendix G provides more information about the transportation demand model estimates, the assumptions made, and the results of the GHG reduction target analysis completed as part of the plan's expanded environmental checklist. That analysis discusses the differences between the plan and the prior regional transportation plan approved in 2017.

Advancing Nevada's Climate Goals

Adopted in 2019, Nevada Senate Bill 256 established Nevada's climate goals. These include long-term reductions of GHG emissions to zero or near-zero by the year 2050. Additionally, Governor Steve Sisolak signed Executive Order 2019-22 in 2019. The order recognizes that as of 2015, fossil fuel use in the transportation sector is now the largest GHG and carbon emitting sector in Nevada. Both SB 256 and Executive Order 2019-22 emphasize the importance of reducing emissions from the transportation and land use sectors. The executive order outlines the actions and state priorities needed to reach climate goals, including reducing GHG emissions by at least 26% to 28% below 2005 levels by 2025, and raising Nevada's renewable portfolio standard to 50% by 2030.

Building Climate Resiliency

In 2014, a multi-sector collaborative, led by TRPA and funded by the Strategic Growth Council, created the national award-winning Sustainability Action Plan. The Action Plan outlines a comprehensive regional approach to reducing GHG emissions and adapting to climate change. Partners in the Tahoe Basin to date have implemented nearly 76% of the actions identified in the plan. Over the next five years, TRPA will work with partners to develop a cohesive set of bi-state regional strategies that will result in climate mitigation, adaptation, and resiliency for the region by building on regional climate action to date and best science and planning practices.

Nevada released the first State Climate Strategy in December 2020. As Nevada climate plans and actions are further developed, TRPA will continue to leverage the intersection of transportation and land use planning to reduce GHG emissions and build local climate change resiliency into its infrastructure, environment, and communities. The RTP identifies strategies to reduce per capita GHG emissions as part of regulatory requirements from California SB 375 and Nevada SB 256 and to build a resilient transportation system.

Identified Environmental Mitigation

The projects and programs outlined in the plan provide the Region's implementing partners with appropriate mitigations to offset forecasted transportation demand, including the development community who will build better projects that also advance implementation of the plan.

Figure 19: Electric Vehicle Charging

PLANNING APPROACH

Unlike many other areas in Nevada and California, a significant portion of the Tahoe Region's VMT comes from people who travel from outside of the Region to Tahoe, as well as those who commute into and out of the basin for work or school. Forecasts estimate that an additional four million plus people will be living in Northern California and Northern Nevada by 2045, which may increase the total number of people driving to and from Tahoe, the number of VMT produced by that travel, and associated GHG emissions.

With growth capped and development metered in the Tahoe Region, population growth within the Region is not anticipated to significantly increase its portion of GHG emissions.

The Regional Transportation Plan proposes new trails and transit services, traffic signal improvements, adaptive corridor management that uses existing roadway to implement transit priority and/or reversible travel lanes, and parking management programs within the Tahoe Region and from the broader Northern California and Northern Nevada regions. When implemented, these will reduce VMT and associated GHG emissions by providing more efficient and cost-effective non-automotive transportation choices that are linked to the destinations people want to visit.

Understanding transportation planning has equity impacts, that is provides benefits as well as costs to people's lives, the RTP planning approach engaged disadvantaged communities to develop the plan and for other environmental justice efforts. See Appendices E and F for more detail.

Supporting Plans

The policies, focus areas, and projects identified in the RTP are aligned to and consistent with many other existing plans and programs of other jurisdictions. Short- and Long-Range Transit Plans of the North and South Shore transit operators and the Coordinated Human Services Plan informs the Transit approach. The 2016 Active Transportation Plan and Safe Routes to School planning informs the Transit approach. The 2017 Tahoe-Truckee Plug-In Electric Vehicle Readiness Plan and the 2015 Intelligent Transportation Systems Strategic Plan informs the Technologies approach. Communities and Corridors are informed by multiple plans: corridor and area plans coalesce regional and local land use and transportation policies and strategies at a community scale, and the Airport Master Plan, the 2018 Shoreline Plan, and the 2019 Lake Tahoe Region Safety Strategy further inform these focus areas.

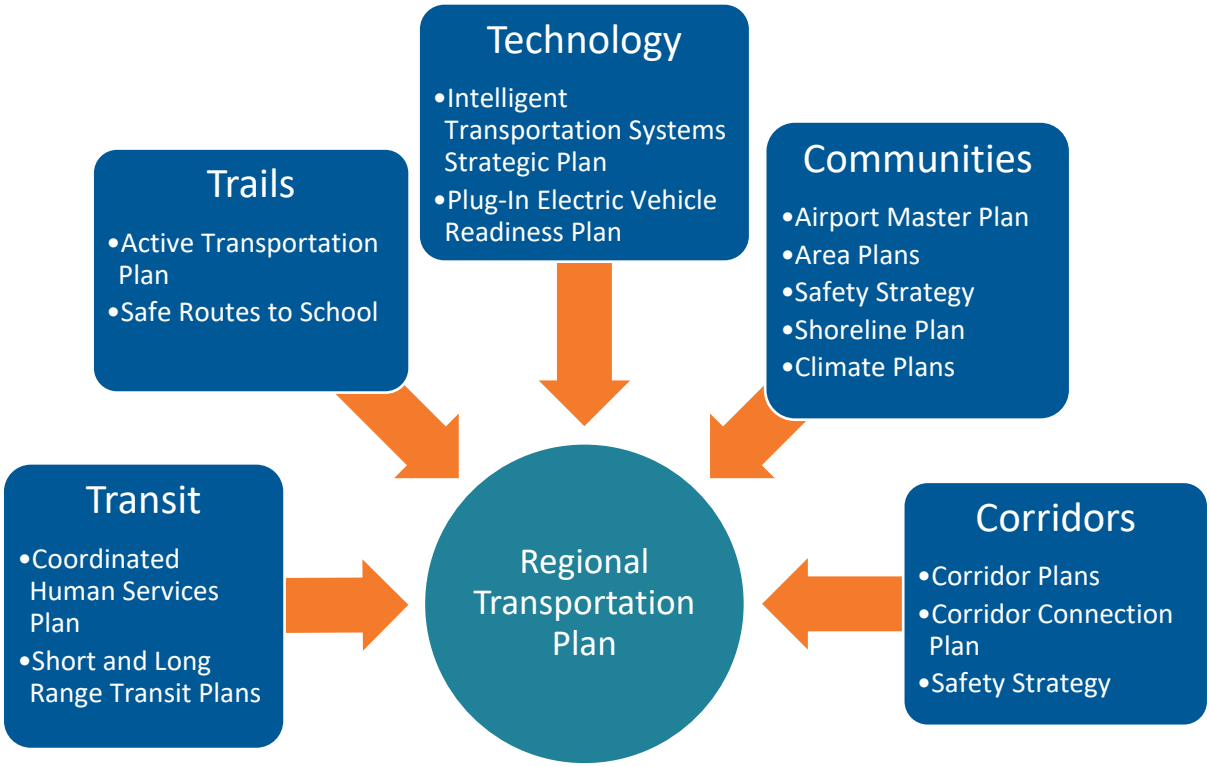

Figure 20: Connections between the Regional Transportation Plan and Other Planning Processes

Corridors

For planning and project implementation purposes, the Tahoe Region is divided into six travel corridors based on unique transportation, recreation, and quality of life needs.

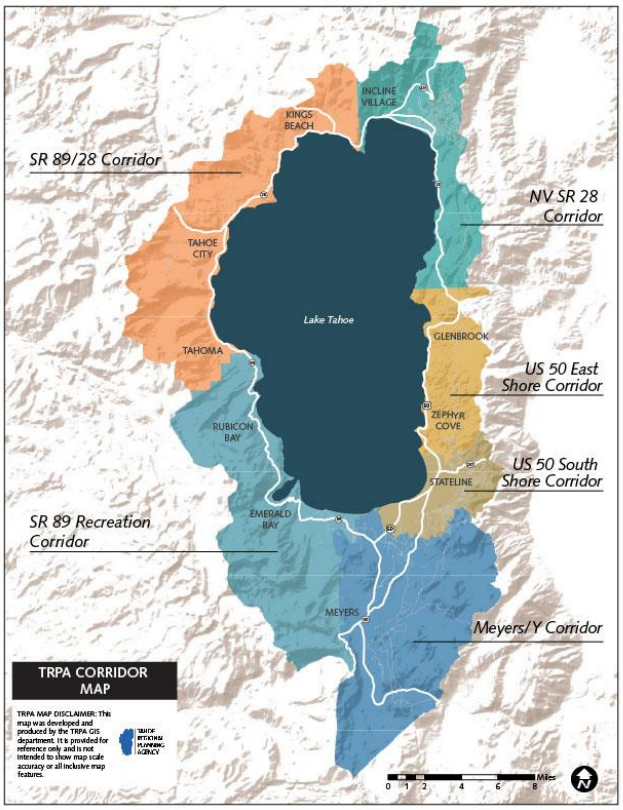

Figure 21: Tahoe Corridors Map

Corridor planning considers and integrates different travel options, solves implementation challenges, incorporates multiple stakeholder perspectives, and aligns related projects to maximize their benefits, effectiveness, and funding opportunities. Corridor plan projects are incorporated into the RTP project list to advance toward implementation.

Corridor planning requires multi-agency collaboration, commitments, and resources to address shared issues that often cross jurisdictional boundaries. The Corridor Planning Framework is outlined in the Bi-State Corridor Planning MOU which was adopted through the 2018 Bi-State Consultation on Transportation and signed by 17 agencies committed to the corridor planning framework.

IN WITNESS WHEREOF the Parties hereto have caused this **Comprehensive Transportation Coordination and Corridor Planning for the Lake Tahoe Bi-State Region** Memorandum of Understanding to be executed by their respective officers duly authorized.

John Laird, Secretary of Natural Resources
State of California

Bradley Crowell, Director
Department of Conservation and Natural Resources
State of Nevada

Joanne S. Marchetta, Executive Director,
Tahoe Regional Planning Agency

Carl Hasty, District Manager,
Tahoe Transportation District

Jeff Marsolais, Forest Supervisor,
US Forest Service,
Lake Tahoe Basin Management Unit

Brian Annis, Transportation Secretary
California State Transportation Agency

Amarjeet S. Benipal, Director District 3
California Department of Transportation

Rudy Malfabon, P.E., Director
Nevada Department of Transportation

Lieutenant Terry Lowther, South Lake Tahoe Office
California Highway Patrol

Matt Green, Acting Sierra District Superintendent
California Department of Parks and Recreation

Todd Leopold, CEO
Placer County

Dirk Brazil, Interim City Manager
City of South Lake Tahoe

Don Ashton, CAO
El Dorado County

John Slaughter, County Manager
Washoe County

Jennifer Davidson, Interim County Manager
Douglas County

Brad Johnson, General Manager/CEO
North Tahoe Public Utility District

Sean Barclay, General Manager
Tahoe City Public Utility District

Lake Tahoe Coordination and Corridor Planning MOU – Final 6

Figure 22: Bi-State Consultation Participants

From Plan to Project Implementation

Strong partner coordination assures that projects are recognized in both the RTP project list and in partner's plans, making them eligible for funding. Project champions are key to moving corridor plans and projects to construction and to ensuring partners commit to long-term operations and maintenance.

Once the project is listed and eligible for funding, the project can move toward construction through completion of a study. Data for these studies can include counting how many people are traveling by foot, bike, car, or transit in the project area, conducting a land survey of the roadway to better understand opportunities and constraints for

construction, and gathering public input to inform the final project design. Studies can be undertaken by TRPA and/or partners.

The final step is securing funding and constructing the project, which is typically undertaken by the jurisdiction or organization that is both capable and committed to seeing a project through to completion.

TRPA and partners each monitor the effectiveness of the completed transportation improvements and identify additional needs for future planning, policy updates, and project designs. See Measuring and Managing for Success and Appendix I for more information.

Partnering and Collaborating

Implementing the RTP's vision requires broad collaboration — in Tahoe that can regularly mean at least a dozen or more agencies and partners for any single project.

This collaboration is required to achieve almost every project and program proposed in the plan: from planning to design, funding to construction, and most importantly, maintaining the system through its lifespan.

For example, the SR 89 Corridor Plan aligned multiple local governments, law enforcement agencies, public and private land managers, and utility and special improvement districts. The collaboration built through the planning process is key to developing the support and allegiance needed to implement the plan over the next several years.

TRPA also participates in planning processes in adjacent regions that directly connect or indirectly serve the Tahoe Region. For example, TRPA and the Washoe Regional Transportation Commission, Carson Area Metropolitan Planning Organization, and Incline Village/Crystal Bay Visitors Bureau are working together to develop transit options between Reno, Carson City, and Tahoe's East Shore recreation corridor. These transit routes will serve work commuters traveling between Reno and the Carson Valley to North Tahoe and day visitors to Tahoe's popular East Shore beaches, including Sand Harbor State Park. These transit services are included in the project list (Appendix B).

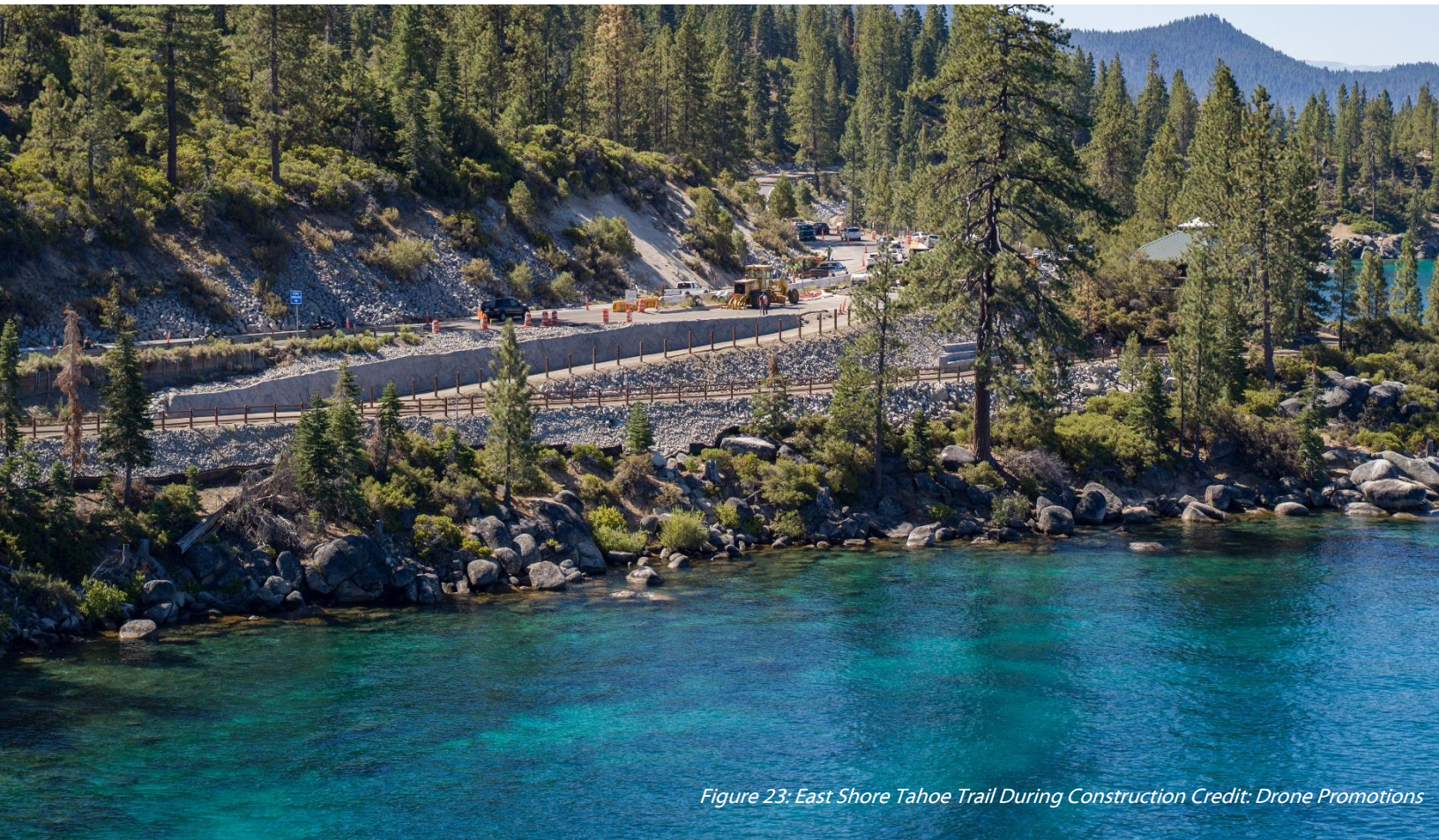

Figure 23: East Shore Tahoe Trail During Construction Credit: Drone Promotions

Project Spotlight: Resort Triangle Corridor Plan

Placer County recently completed the Resort Triangle Transportation Plan (RTTP), which seeks to improve the transportation system. The Resort Triangle is generally defined as the area shaped by SR 89, SR 267, and SR 28 in eastern Placer County along the northern side of the Tahoe Basin. When completed, the Resort Triangle will be more adaptable and resilient to serve the influx of visitors throughout the year and to preserve the area's unique characteristics.

The plan will:

- Enhance transit operations on SR 89 and SR 267 corridors by providing a transit-only lane and/or high occupancy vehicle (HOV) lane
- Enhance overall operations of steep grades on SR 267 by providing a climbing lane specifically for trucks and transit vehicles
- Encourage people to take transit, carpool, walk, bike, and/or park one time by implementing a paid parking program in the commercial town centers and recreational destinations and use that revenue to invest in further improvements for walking, biking, and transit
- Enable people to leave their car behind (at their place of lodging) and take transit by implementing an on-demand microtransit program
- Equip employers with resources and support to provide their employees vehicle commute reduction options

Figure 24: Resort Triangle Plan Logo

The plan was developed in collaboration with town, county, regional, state transportation, and utility agencies, as well as representatives from the triangle's resort and ski industry representatives. TRPA actively participated on the Project Development Team for the RTTP which extends the mission and goals of the Regional Plan and Regional Transportation Plan to make more efficient use of existing transportation infrastructure, focus on improving mobility for all, reduce transportation impacts on the environment, improve congestion and travel delay, promote and enhance transit services, and reduce reliance on the personal automobile. TRPA will continue to collaborate with Placer County on the further development and implementation of projects and programs identified in the plan.

Partnerships

Strong relationships with the region's many partners are paramount.

Policy Highlight

Policy 2.3: 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.

The RTP encompasses the work of partners and recognizes their contributions to achieving the goals of the plan.

See Appendix E for more information TRPA's many partners.

Project Implementing Partners

Tahoe Transportation Implementation Committee (TTIC)

Local agency partners play an important role in constructing the regional transportation plan's priorities and projects. The TTIC coordinates recommendations for transportation project prioritization and funding for the Regional Grant Program, federal funding programs, project implementation and performance measuring, and provides technical support to develop regional revenue sources. The committee provided valuable feedback for the development of the plan and played a large role in development of its final policy list (Appendix A), project list (Appendix B), and revenue forecast (Appendix C).

Members include:

- Local Jurisdictions
- Public Utility Districts
- Resource Conservation Districts
- State Departments of Transportation
- Transportation Management Associations
- Tahoe Transportation District
- USDA Forest Service

Tahoe Transportation Advisory Committee (TTAC)

Transportation planning is rapidly evolving and uses complex transportation modeling and technical inputs from increasingly sophisticated data sources. Understanding and guiding complex information, data, and policy decisions benefits from input and guidance from non-governmental organizations, technical experts, community stakeholders, and the development community. The TTAC provides input at key points for TRPA led initiatives such as the VMT Threshold Standard update and studies to better understand visitation to the region. The TTAC is an iteration of the successful TRPA Transportation Model Working Group. See Measuring & Managing for Success for more information about the Model Working Group.

Members include:

- Local Jurisdictions
- Regional Government Agencies (California Attorney General)
- State Department of Transportation
- Public Professional - Technical User(s)
- Chambers of commerce
- Visitors Authorities
- Non-Profits
- Public – Development Community
- Transportation Management Associations

Private Partners

Private partners play an important role in achieving the transportation vision of the RTP by providing easements, constructing improvements, paying fees, maintaining paths, and offering transportation services for Tahoe travelers. For example, new development projects are charged mitigation fees based on the calculated VMT impact of the project to Tahoe's transportation system. Local jurisdictions use mitigation fee revenues to gain larger grant opportunities to implement projects that advance the vision, programs, and project list of the plan,

meaning mitigation fees can multiply available project funds.

Input from organizations representing public interests, advocacy groups, business associations, and others is essential to project and program development and delivery. For example, TRPA's Commute Tahoe program partners with the region's employers so they, too, can help manage traffic congestion by encouraging their employees to walk, bike, use transit, carpool, or vanpool to work.

Figure 25: Father and daughter walk along a bike path