

Lake Tahoe Sustainable Communities Program Documents Series #11

Annual Sustainability Report

Revised March 2016



Lake Tahoe
Sustainable Communities Program

California Strategic Growth Council

The work upon which this publication is based was funded in whole or in part through a grant awarded by the Strategic Growth Council.

Disclaimer

The statements and conclusions of this report are those of the GRANTEE and/or Subcontractor and not necessarily those of the Strategic Growth Council or of the Department of Conservation, or its employees. The Strategic Growth Council and the Department make no warranties, express or implied, and assume no liability for the information contained in the succeeding text.

Acknowledgements

Tahoe Metropolitan Planning Organization Governing Board

The Tahoe Metropolitan Planning Organization (TMPO) Governing Board is comprised of the members of the Tahoe Regional Planning Agency (TRPA) Governing Board and one representative of the US Forest Service. The TRPA staff serves both the TMPO and TRPA. The TRPA Governing Board is responsible for adopting the Lake Tahoe Regional Plan and Code of Ordinances. The TMPO Governing Board is responsible for adopting the Regional Transportation Plan and Sustainable Communities Strategy.

Tahoe Regional Planning Agency Senior Management Team

Joanne S. Marchetta, Executive Director
John Marshall, General Counsel
John B. Hester, Chief Operating Officer
Julie Regan, Chief, External Affairs
Chris Keillor, Finance Director
Marja Ambler, Clerk to the Governing Board

Tahoe Regional Planning Agency Sustainable Communities Program Staff

John B. Hester, Chief Operating Officer
Karin Edwards, Former Lake Tahoe Sustainable Communities Program Manager
Lucia Maloney, Acting Lake Tahoe Sustainable Communities Program Manager

Lake Tahoe Sustainability Collaborative

This citizens group is responsible for sustainability planning recommendations, projects, and programs. More information is available at www.sustainabilitycollaborative.org.

Tahoe Basin Partnership for Sustainable Communities

This group, comprised of representatives from the Tahoe Regional Planning Agency, Tahoe Metropolitan Planning Organization, California Tahoe Conservancy, El Dorado County, Placer County, City of South Lake Tahoe, North Lake Tahoe Resort Association, and Sierra Nevada Alliance, was responsible for preparing the original California Strategic Growth Council (SGC) Round 1 Sustainable Community Planning Grant application and has provided ongoing support for completion of these SGC grant-funded tasks.

This page intentionally left blank for two-sided printing.

Table of Contents

Introduction to the Lake Tahoe Sustainable Communities Program.....1
Annual Sustainability Report5
Environment.....5
Economy.....10
Community.....14

This page intentionally left blank for two-sided printing.

Introduction to the Lake Tahoe Sustainable Communities Program

The need to embrace sustainability in all planning and implementation activities in the Lake Tahoe Region and beyond has been recognized in a number of ways and through multiple organizations. At the national level, the Department of Housing and Urban Development has created the Sustainable Communities Regional Planning Grant Program and the Department of Interior Bureau of Reclamation has initiated the Truckee River Basin Study that includes adaptive strategies to respond to climate change and other uncertainties. At the state level, California has adopted the Sustainable Communities and Climate Protection Act of 2008 requiring greenhouse gas emission reduction targets for passenger vehicles for 2020 and 2035 for each region covered by a metropolitan planning organization (MPO) and created the Strategic Growth Council, which has awarded grants for sustainable community planning and natural resource conservation.

At the Lake Tahoe Region level, the Tahoe Regional Planning Agency (TRPA) has updated the Lake Tahoe Regional Plan to include sustainability policies and mitigation measures, and the Tahoe Metropolitan Planning Organization (TMPO) has adopted a Sustainable Communities Strategy as required by the Sustainable Communities and Climate Protection Act of 2008. At the local level, local governments in the Lake Tahoe Region are in the process of integrating sustainability principles into their local plans.

In the summer of 2010, a partnership of agencies, organizations, and jurisdictions came together as “The Tahoe Basin Partnership for Sustainable Communities” (the Partnership) in order to apply for a grant from the Strategic Growth Council. Collectively, the Partnership supported execution of the Strategic Growth Council 2011 Sustainable Communities Planning Grant that was officially awarded to the TMPO in August of 2011. The Partnership is comprised of Tahoe Metropolitan Planning Organization, Tahoe Regional Planning Agency, El Dorado County, Placer County, City of South Lake Tahoe, California Tahoe Conservancy, and Sierra Nevada Alliance.

The TRPA, in partnership with other key stakeholders in the Lake Tahoe Region, is a participant in all of these national, state, regional and local efforts. Often they are complementary and of common interest to stakeholders. Hence, the Lake Tahoe Sustainable Communities Program has been created as a Basin-wide program with staff from different agencies and organizations participating in the various efforts. To the extent possible, the products from these efforts will be available through the Lake Tahoe Sustainable Communities Program website and as a series of documents.

Lake Tahoe Sustainable Communities Program Documents Series

This series of documents is organized to generally reflect the tasks associated with the grants received from the California Strategic Growth Council (SGC). The series includes the following:

1. **Sustainability Framework and Vision** – This document accompanies the California Tahoe Conservancy *Tahoe Basin Sustainability Planning Guidebook* document and includes an overview of the Sustainable Communities Program, the framework within which all of the regional and local level plans work, and the vision for sustainability based on input from over 5,000 participants in the regional planning process. The *Tahoe Basin Sustainability Planning Guidebook* was prepared in 2011 and describes how this effort was originally envisioned. The Sustainability Framework and Vision has more detailed and updated language related to the newly adopted Regional Plan and the framework for Area Plans, input from participants in that process, and the interaction of sustainability

components. This serves as the “deliverable” for the SGC Round 1 Sustainable Community Planning Grant Task 1: Roadmap & Organizational Structure.

2. **Sustainability Action Plan Background** – This document includes the initial greenhouse gas emissions inventory and reduction targets, and climate change adaptation and mitigation strategies. It reflects the adopted Regional Plan, Regional Transportation Plan, and Sustainable Communities Strategy policies, and is the basis for the sustainability (a.k.a., climate change) action plan. This document serves as the “deliverable” for the SGC Round 1 Sustainable Community Planning Grant Task 3: Goals, Objectives, & Strategies.
3. **Sustainability Action Plan: A Sustainability Action Toolkit for Lake Tahoe** – This includes the revised greenhouse gas emissions inventory and reduction targets, and climate change and adaptation strategies vetted through the Lake Tahoe Sustainability Collaborative and the Tahoe Basin Partnership for Sustainable Communities. This document also includes community level outreach and action strategies. This document serves as the “deliverables” for the SGC Round 1 Sustainable Community Planning Grant Tasks 3.D, 4.A, and 4.D: Lake Tahoe Sustainability Action Plan and Outreach Activities.
4. **Sustainability Indicators Reporting Plan**– This includes: (1) an assessment of existing Lake Tahoe Region measurement and monitoring efforts, (2) identification of a suite of sustainability indicators, and (3) development of a sustainability metrics reporting the plan, and (4) initiation of a sustainability dashboard. This measurement and tracking approach is intended to be consistent with and a key element of the larger Lake Tahoe Basin Monitoring, Evaluation, and Reporting Program required by California State Appropriations Bill #3110-0140 in addition to serving as the “deliverables” for SGC Round 1 Task 4.B: Develop Performance Measures, Indicators and Monitoring Program, including a Tracking and Accounting System and SGC Round 2 Task 4.A: Obtain Regional Indicators Data.
5. **Area Plans Framework** – This includes the framework for Area Plans and initiation of those Area Plans. The framework (i.e., Regional Plan policies and code, conformance review checklist, and model Area Plan contents) serves as the “deliverable” for SGC Round 1 Sustainable Community Planning Grant Task 4, Subtask C: Lake Tahoe Livable Communities Program.
6. **Area Plans Background** – This includes an assessment of the sustainability and livability measures needed in each planning area and the barriers to local implementation of those sustainability measures. This document serves as the “deliverable” for the SGC Round 1 Sustainable Community Planning Grant Task 2: Situation Assessments.
7. **Development Commodities Transfer Policies Analysis** – This document includes identification and analysis of the potential market effectiveness of proposed transfer of development rights and bonus unit policies considered for inclusion in the Regional Plan. This serves as the “deliverable” for the SGC Round 1 Sustainable Community Planning Grant Task 4, Subtask E: Development Rights Incentives Program.
8. **Development Commodities Tracking and Exchange System** – This includes the concepts, processes, software requirements, and other system specifications, as well as the results of implementing the

development commodities and exchange system. This serves as the “deliverable” for the SGC Round 2 Sustainable Community Planning Grant Task 3: Regional Development Rights Tracking System.

9. **Economic Development Strategy** – This document is the Economic Development Strategy. It includes analysis of existing and targeted industry clusters and recommendations on the clusters and incentives that will be most effective in creating and maintaining a sustainable economy for the Lake Tahoe Region. Also included is stakeholder outreach resulting in recommendations for implementation of commodities transfer policies. This serves as the “deliverable” for the SGC Round 1 Sustainable Community Planning Grant Task 4, Subtask F: Economic Incentives Strategy.
10. **Lake Tahoe Sustainability Collaborative Strategic Plan** – This document includes the LTSC’s mission, charter, and business plan which provides the strategy for the Lake Tahoe Sustainability Collaborative to continue, on an ongoing basis, to act as an independent entity that “champions” sustainability in the Lake Tahoe Region. This serves as the “deliverables” for the SGC Round 1 Sustainable Community Planning Grant Task 1.B: Establish Lake Tahoe Sustainability Collaborative and SGC Round 2, Task 4.E: Lake Tahoe Sustainability Collaborative Support.
11. **Annual Report** – This is the initial annual report on the Lake Tahoe Sustainable Communities Program and will be included as part of future TRPA annual reports. It will be updated using current sustainability indicators data, and can act as a template for similar sustainability planning reports in other regions. This serves as the “deliverables” for the SGC Round 2 Sustainable Community Planning Grant Tasks 4.B: Implement Regional Data Sharing/Management Program, 4.C: Web-Based Dashboard Implementation and 4.D: Prepare and Publish Final Tahoe Annual Report.
12. **Lake Tahoe Sustainable Communities Program Summary** - Other documents that are an integral part of the sustainability efforts in the Lake Tahoe Region include the Lake Tahoe Regional Plan, Regional Transportation Plan and Sustainable Communities Strategy, and various local government Area Plans. This document provides a summary of these plans, the products described in previous reports in this series, and how they work together within the Sustainability Framework for the Lake Tahoe Region. This serves as the “deliverable” for the SGC Round 2 Sustainable Community Planning Grant Task 2: SB375 Local Planning and Implementation Tool-Kit.

While providing valuable information about the Lake Tahoe Sustainable Communities Program to Lake Tahoe Region stakeholders, this series is also designed to provide a reference for other regions involved in addressing the critical issue of sustainability.

This page intentionally left blank for two-sided printing.

Annual Sustainability Indicators Report

In 2013, the Lake Tahoe Sustainable Communities Program partners and community stakeholders selected a suite of indicators representative of the Lake Tahoe Region’s economic, environmental, and community health. In 2014, this subset of indicators was incorporated into a dashboard that provides ready public access to an overview of the Lake Tahoe Region.

Sustainability Dashboard Categories

Water Quality
Invasive Species
Greenhouse Gas Emissions
Forest Health
Employment
Income
Business Environment
Housing
Transportation
Education
Public Health

The Sustainability Dashboard reports on 28 selected indicators of sustainability and is organized by 11 key categories of importance for the Lake Tahoe Region. Each dashboard category provides information on indicator status, ongoing efforts and projects, and suggestions on how individuals can get involved.

The Sustainability Dashboard is not meant to be a complete inventory of all metrics and indicators in the region – the goal of the dashboard is to make easily accessible the big picture about the condition of the Region’s environment, economy, and community. The Sustainability Dashboard is also not static; as new information becomes available or new priorities are identified, its indicators may also change. The Sustainability Dashboard is updated annually and can be

found at www.laketahoeinfo.org. The remaining sections of this document provide the most recent data for the 28 indicators of the environment, economy, and community. For many indicators, complete and current data are compiled only through 2013 (i.e. previous year), as reflected below.

Environment

This information, which is displayed starting on the following page, includes 11 indicators in four categories:

- **Water Quality** – Tahoe Deep Water Clarity, Parcels with Stormwater Retrofits, Miles of Roads Treated
- **Invasive Species** – Aquatic Invasive Plant Infestation, Watercraft Inspections
- **Greenhouse Gas Emissions** – GHG Emissions, Vehicle Miles Traveled, Natural Gas Consumption
- **Forest Health** - Flame Length, Acres of Forest Fuels Treatment, Acres of SEZ Restored or Enhanced

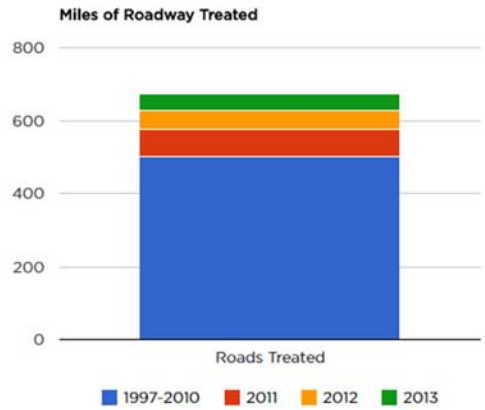
ENVIRONMENT

WATER QUALITY

Lake Tahoe’s clarity has historically been the bellwether indicator for water quality – and the health of the entire ecosystem. Stormwater runoff from roads and dense urban areas, vehicle exhaust, altered wetlands and streams, and inadequate stormwater pollution control has significantly impacted Lake Tahoe’s famous clarity and the health of its watersheds. Many of these impacts occurred decades ago. Watershed restoration, air pollution controls, and aggressively implementing proper stormwater controls and best management practices are essential to restore the Lake’s clarity and the Basin’s wetlands and wildlife. Fine sediment loads entering Lake Tahoe are the primary cause of the Lake’s clarity loss, thus efforts to slow clarity loss are focused on fine sediment load reductions. Stormwater runoff from paved and unpaved roads in the Tahoe Basin is responsible for contributing about two-thirds of total fine sediment pollution to Lake Tahoe. Reduced stormwater volumes result in less demand on public stormwater treatment systems and fewer fine sediment particles and other nutrients being delivered to Lake Tahoe. When fewer nutrients are available in the waters of Lake Tahoe, less algae can grow and clarity loss is reduced.

Indicator	Status
<p>Tahoe Deep Water Clarity</p> <p>Annual average depth of clarity in Lake Tahoe, as measured with a Secchi disk.</p>	<p style="text-align: center;">Annual Average Secchi Depth</p> <p style="text-align: center;">SOURCE: Tahoe Environmental Research Center</p>
<p>Parcels With Stormwater Retrofits</p> <p>Number of developed parcels in the Tahoe Basin that are retrofitted with Best Management Practices.</p>	<p style="text-align: center;">Number of Parcels with BMP Retrofits</p> <p style="text-align: center;">SOURCE: Environmental Improvement Program</p>

Miles of Roads Treated
 Miles of city, county, state and U.S. Forest Service (USFS) roads that are retrofitted, decommissioned or obliterated to reduce stormwater pollution.



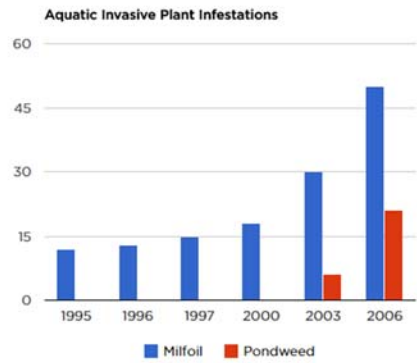
SOURCE: [Environmental Improvement Program](#)

INVASIVE SPECIES

Aquatic invasive species degrade the biological integrity of aquatic ecosystems and impact nearshore clarity by altering the chemical, physical, and biological habitat features of waterbodies, outcompeting native species and increasing algae growth. Aquatic invasive species can also degrade recreational assets and reduce property values which would have significant impacts on the local economy and community.

Indicator	Status
-----------	--------

Aquatic Invasive Plant Infestation
 Number of sites with Eurasian watermilfoil or curlyleaf pondweed colonies present in Lake Tahoe.



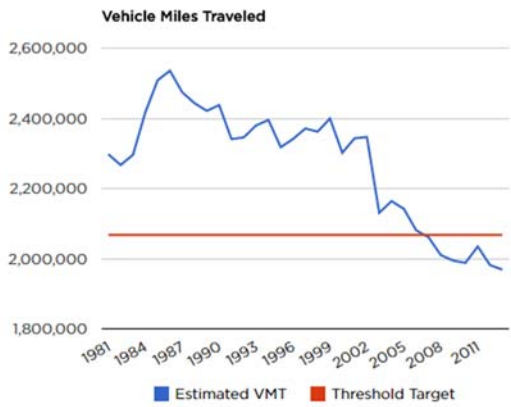
SOURCE: [Aquatic Invasive Species Program, Tahoe Regional Planning Agency](#)

Watercraft Inspections
 Total annual number of pre-launch watercraft inspections completed.

In 2013, 8105 watercraft inspections were conducted.

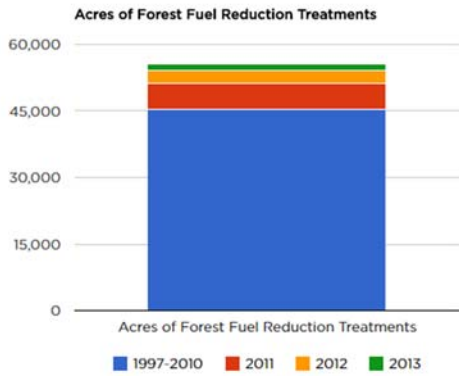
GREENHOUSE GAS EMISSIONS

The Greenhouse Gas Emissions Inventory measures the estimated GHG emissions generated by human-driven sources in the Lake Tahoe Region historically, as well as the projected GHG emissions generated in the future based on population and activity assumptions, and legislation and regulations currently in place. The Region’s Sustainability Action Plan calls for a 15 percent reduction in GHG emissions by 2020.

Indicator	Status
<p>GHG Emissions</p> <p>Estimated historic GHG emissions generated by human-driven sources in the Lake Tahoe Region.</p>	<p><i>According to the Greenhouse Gas Emissions Inventory, electricity consumption, natural gas consumption, and transportation activities contribute approximately 75 percent of GHG emissions in the Region.</i></p>
<p>Vehicle Miles Traveled</p> <p>Estimated average annual daily Vehicle Miles Traveled (VMT) on roadways in the Tahoe Basin.</p>	 <p style="text-align: center;">SOURCE: Tahoe Metropolitan Planning Organization</p>
<p>Natural Gas Consumption</p> <p>Total therms of natural gas consumption from residential, commercial and industrial buildings in the Tahoe Basin.</p>	<p><i>According to the Greenhouse Gas Emissions Inventory, natural gas consumption accounts for roughly 25 percent of the total GHG emissions in the Lake Tahoe Region. Natural gas consumption went up in the Lake Tahoe Region between 2012 and 2013.</i></p>

FOREST HEALTH

In Tahoe, the buildup of forest fuels in addition to changes in climate have increased the likelihood of uncharacteristic, catastrophic wildfires that pose a serious risk to public safety, private property, and forest ecosystems. Vegetation management projects have been implemented throughout the Tahoe Region forests to reduce the amount of forest fuels that could lead to large-scale fires. Improving forest ecosystem health and reducing hazardous fuels (wildfire risk) requires fuels reduction/forest health treatments in the defense zone and threat zone of the wildland urban interface. Treatments are prioritized to reduce fuel conditions that could support high-intensity wildfires in and near communities.

Indicator	Status
<p>Flame Length</p> <p>Percentage of the wildland urban interface in the Lake Tahoe Region that is estimated and projected to have flame lengths that are within the desired condition of less than four feet.</p>	<p><i>Flame lengths in Tahoe are projected to increase by 2020.</i></p>
<p>Acres of Forest Fuels Treatment</p> <p>This indicator measures the number of acres of treatment performed in the Lake Tahoe Region to reduce hazardous fuels.</p>	 <p style="text-align: center;">Acres of Forest Fuel Reduction Treatments</p> <p style="text-align: center;">SOURCE: Environmental Improvement Program</p>
<p>Acres of SEZ Restored or Enhanced</p> <p>This indicator measures acres of stream environment zone in the Lake Tahoe Region that have been restored or enhanced in order to regain natural or historic function and values.</p>	<p><i>Between 1997 and 2013, over 1,400 acres of SEZ have been restored or enhanced.</i></p>

Economy

This information includes 8 indicators in three categories:

- **Employment** – Employment (CA), Unemployment Rate (CA)
- **Income** – Median Household Income, Subsidized School Lunches Eligibility, Lake Tahoe Community College Courses Offered
- **Business Environment** – Transient Occupancy Tax, Employment by Industry, Distribution of Development

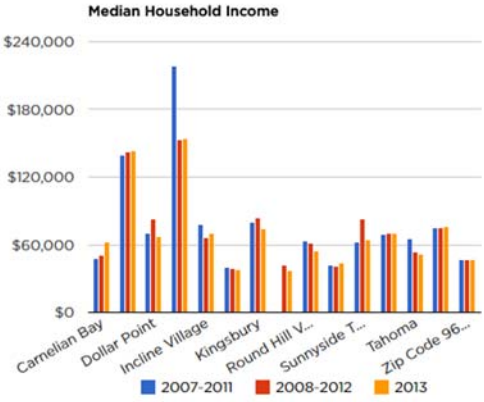
ECONOMY	
EMPLOYMENT Employment numbers can be compared to population, age distribution, and per capita income to indicate how job increases and losses are affecting the region’s residents, the economic health of a community, and the overall quality of life of community residents.	
Indicator	Status
Employment (CA) Annual average employment numbers for several California communities in the Lake Tahoe Region. ¹	<p style="text-align: center;"><small>SOURCE: CA Employment Development Division</small></p>
Unemployment Rate (CA) Annual average unemployment rate for California communities in the Lake Tahoe Region. ²	<i>In 2012, the unemployment rate in the City of South Lake Tahoe was 14.1 percent compared to the California statewide average of 10.5 percent.</i>

¹ Annual employment numbers are not available for communities in the Nevada portion of Tahoe or residents in the California portion of the Lake Tahoe Region who live outside of defined Census Designated Place (CDP). However, the portion of the total population of the Lake Tahoe Region who reside within defined CDPs in the California portion of the Tahoe Basin is roughly 70 percent so this indicator is a good proxy for employment numbers for the entire Lake Tahoe Region.

² Annual unemployment rates are not available for communities in the Nevada portion of the region or residents in the California portion of the region who live outside of defined Census Designated Place (CDP). However, the portion of the total population of the Lake Tahoe Region who reside within defined CDPs in the California portion of Tahoe is roughly 70 percent so this indicator is a good proxy for employment numbers for the entire region.

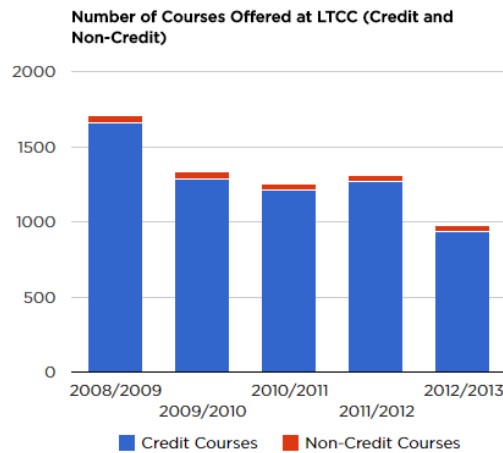
INCOME

Income is an important gauge of the standard of living and wealth distribution of communities in the Lake Tahoe Region. An increase in income for a community creates opportunities for its residents, ranging from educational attainment to community participation. Increases in average income are likely to increase environmental stewardship through increased philanthropic spending. Reporting the income for Tahoe communities provides both a comparison of economic health in different communities in the Lake Tahoe Region and an understanding of the trend within each community over time.

Indicator	Status
<p>Median Household Income</p> <p>Median household income of each Census Designated Places (CDPs) in the Lake Tahoe Region annually.</p>	 <p>Median Household Income</p> <p>SOURCE: US Census</p>
<p>Subsidized School Lunches Eligibility</p> <p>This indicator measures the percentage of students eligible for free and reduced priced meals.</p>	<p><i>In 2013, more than half of Tahoe’s students were eligible for free and reduced school lunch programs.</i></p>

Lake Tahoe Community College Courses Offered

This indicator measures the annual total number of credit and non-credit courses offered at LTCC.³



SOURCE: [CA Community College Chancellor's Office](#)

BUSINESS ENVIRONMENT

The business environment within a community influences the financial health and employment opportunities of its residents, as well as the character of the community. Tourism is the primary economic driver in the Lake Tahoe Region, roughly 40 percent of the overall economy in the region. Increasing industry diversification will increase the resilience of the local economy to macroeconomic trends, reducing the impacts of a recession and increasing the region’s ability to capitalize on a range of opportunities during periods of economic growth.

Concentrating development reduces the travel time and cost for residents and tourists to access retail facilities, facilitates additional visits to retail facilities and reduces public sector investments in infrastructure outside of the urban areas. These changes cause the concentrated areas of development to become economic hubs that generate higher private sector revenues, become community gathering areas, and cause the public sector to increase infrastructure investments (e.g. walking paths, parks) in concentrated development areas.

Indicator	Status
<p>Transient Occupancy Tax</p> <p>Total annual transient occupancy tax revenues collected from overnight lodging facilities in the Lake Tahoe Region.</p>	<p><i>Region-wide, TOT revenues increased in 2012-2013.</i></p>

³ Credit courses are courses offered at LTCC that have an associated credit amount that can be used to advance towards a degree or can be transferred as credits to another college or university. Non-credit courses are courses offered by LTCC that have no credit associated with it.

<p>Employment by Industry</p> <p>Number of employees per industry in the Lake Tahoe Region.</p>	<p><i>Arts, Entertainment & Recreation and Accommodations & Food Services account for the majority of employment in the Lake Tahoe Region.</i></p>
<p>Distribution of Development</p> <p>Percentage of Residential Units, Tourist Accommodation Units (TAUs) and Commercial Floor Area (CFA) located within defined centers (residential, tourist and commercial centers) in the Lake Tahoe Region.⁴</p>	<p><i>Four sub-categories of development were evaluated for 2013-2014, distribution of CFA, TAUs, Residential Units, and property improvements. Of these, the distribution of CFA increased within Town Centers by 0.09 percent.</i></p>

⁴ The Tahoe Regional Planning Agency's Regional Plan defines specific boundaries for these existing centers, generally including all concentrated areas of development and properties within ¼ mile of existing commercial and public services land uses.

Community

This information includes 9 indicators in four categories:

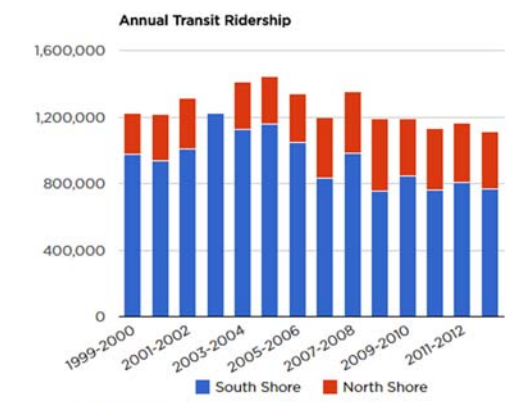
- **Housing** – Second Home Ownership, Median House Prices
- **Transportation** – Travel Mode Share, Transit Ridership, Miles of Pedestrian & Bicycle Routes Improved or Constructed
- **Education** – High School Proficiency Test Scores, Graduation Rates
- **Public Health** – Payers for Hospital Services, Principal Diagnosis of Concern

COMMUNITY	
<p>HOUSING</p> <p>A lack of affordable housing limits the ability of people to live close to work and can reduce the availability of qualified workers for local businesses. In response to high housing prices, local workers may be forced to choose between living outside the region and facing long commutes or paying more for housing than they can for housing. Commuting to and from the Lake Tahoe Region also increases greenhouse gas emissions and impacts quality of life.</p>	
Indicator	Status
<p>Second Home Ownership</p> <p>Percentage of housing units in the Lake Tahoe Region in seasonal, recreational or occupational use.⁵</p>	<p style="text-align: center;">SOURCE: US Census</p>
<p>Median House Prices</p> <p>Annual median house price of houses sold in the Lake Tahoe Region.</p>	<p><i>In 2012, in some communities of the Lake Tahoe Region, median home prices were as high as \$745,000.</i></p>

⁵ The US Census Bureau defines these units as vacant units used or intended for use only in certain seasons or for weekends or other occasional use throughout the year. Seasonal units include those used for summer or winter sports or recreation, such as beach cottages and hunting cabins. Interval ownership units, sometimes called shared-ownership or time-sharing condominiums, also are included.

TRANSPORTATION

Transportation policies and programs in the Lake Tahoe Region aim to provide a successful multi-modal transportation system that appeals to users, supports mobility needs, and decreases dependency on the private automobile. A well-functioning public transit system is one of the primary tools for changing travel mode share in the Lake Tahoe Region to be less dependent on automobile travel. Transit ridership is regularly monitored in the Lake Tahoe Region because it allows transportation planners the ability to assess how and to what extent public transportation systems are being utilized and enables prioritization for the allocation of transportation resources. Pedestrian and bicycle routes and paths provide options for increased personal mobility and decreased dependence on automobiles, both for everyday travel needs as well as recreational use. This reduces air and water pollution, increases community health and cultivates additional economic activity.

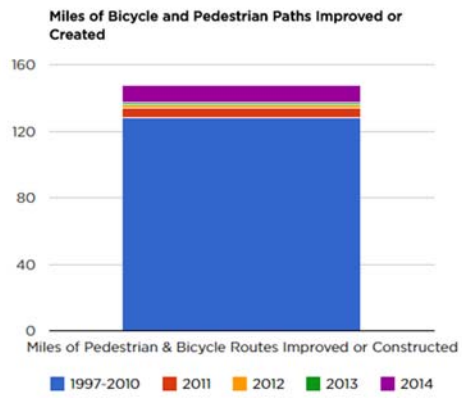
Indicator	Status
<p>Travel Mode Share</p> <p>Percentage of travelers in the Lake Tahoe Region that drive in a car/truck/van, use public transit, ride a bike, walk, or use another form of transportation.⁶</p>	<p><i>The total non-auto mode share in 2014 was 17 percent.</i></p>
Indicator	Status
<p>Transit Ridership</p> <p>Total annual transit ridership for the two most utilized public transportation systems serving Tahoe communities.⁷</p>	 <p style="text-align: center;"><i>SOURCE: Tahoe Metropolitan Planning Organization</i></p>

⁶ This indicator is based on surveys conducted by the Tahoe Metropolitan Planning Organization (TMPO) in winter and summer seasons every two years.

⁷ The first is the Tahoe Area Regional Transit (TART) system, which primarily serves North Lake Tahoe communities, and connects North Lake Tahoe users with the Truckee Train and Intermodal Depot. The second is BlueGo, which primarily serves Tahoe South Shore communities, and connects South Shore residents with Carson City and the Carson Valley in Douglas County. Transit Ridership is defined as the number of user trips of the transit system, including paid and complimentary trips, whether they are on a fixed route or demand-response.

Miles of Pedestrian & Bicycle Routes Improved or Constructed

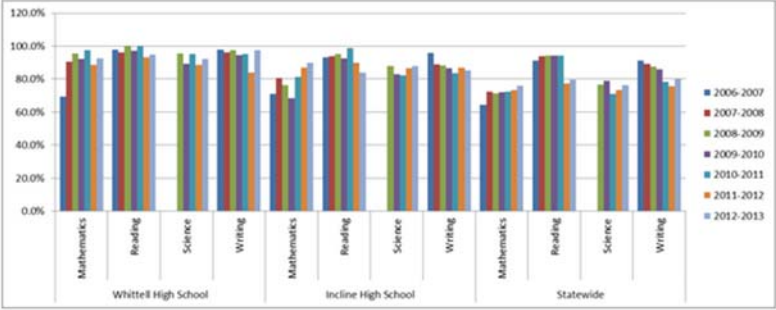
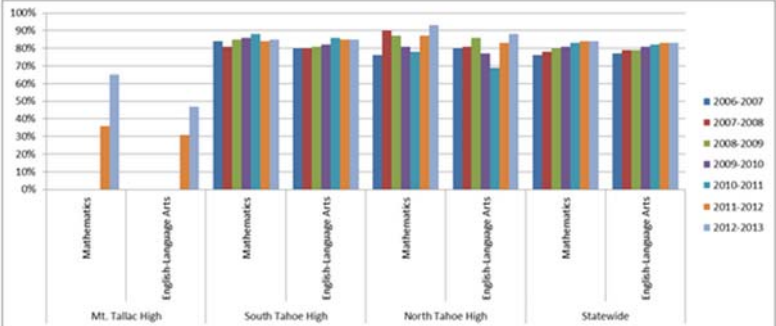
Miles of bicycle paths, sidewalks and other transit routes improved or constructed in the Lake Tahoe Region each year.



SOURCE: [Environmental Improvement Program](#)

EDUCATION

A good education empowers children to fulfill their dreams and become productive members of society. In addition, a highly skilled and educated workforce is a key driver of innovation and economic growth for a community. Communities with a higher number of employers requiring a diploma for most well-paying jobs are likely to see higher graduation rates.

Indicator	Status
<p>High School Proficiency Test Scores</p> <p>Annual percentage of students in Tahoe Basin public high schools that pass the high school proficiency test.⁸</p>	<p>NV High School Proficiency Exam</p>  <p>CA High School Exit Exam</p>  <p><i>SOURCE: CA Department of Education; NV Department of Education</i></p>
<p>Graduation Rates</p> <p>Annual cohort graduation rate of students from Tahoe Basin public high schools.⁹</p>	<p><i>The graduation rate for high school students in the Lake Tahoe Region is higher than both the California and Nevada statewide averages.</i></p>

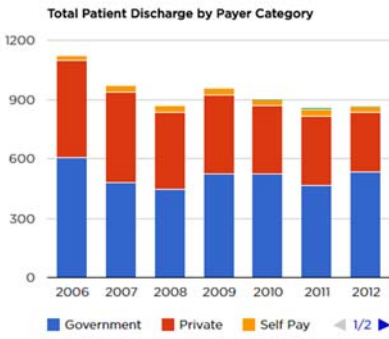
⁸ High School proficiency tests are scored differently in California and Nevada and therefore data for each state is displayed separately.

⁹ Cohort graduation rates measure the percentage of students who enter high school and graduate within four years.

PUBLIC HEALTH

A healthy community contains more productive members of society, reduces local health care system costs and promotes healthy behavior choices of its residents and visitors.

The distribution of payers for hospital services is a helpful measure of the wealth levels, personal health and hospital affordability for Tahoe residents over time. This indicator reflects the affordability and accessibility of hospitals in the region for local residents; affordability and accessibility are impacted by the dependence on government insurance because below market rates for government insurers are offset by above market rates for private insurers and self-payers.

Indicator	Status
<p>Payers for Hospital Services</p> <p>Annual total count of Tahoe residents discharged from hospitals in California serving Tahoe residents by expected source of payment.</p>	 <p style="text-align: center;"><small>SOURCE: CA Office of Statewide Health Planning and Development</small></p>
<p>Principal Diagnosis of Concern</p> <p>Annual total count of patients discharged from Tahoe hospitals by principal diagnosis group.¹⁰</p>	<p><i>In 2012, the most common health issue at Tahoe hospitals was respiratory system conditions.</i></p>

¹⁰ The California Office of Statewide Health Planning and Development (OSHPD) tracks 19 principal diagnosis group, but this indicator only reports on cancer, circulatory system, respiratory system, and skin disorder diagnosis groups. These groups were selected because they consistently have the highest total patient counts and/or they are the most relevant health conditions experienced by Tahoe residents.