



Bi-State Consultation on Transportation *Summary Report*

FINAL December 2018



Transportation: A Bi-State Commitment to Improving Lake Tahoe



Providing a world class transportation system to, from, and around Lake Tahoe remains a priority for the states of California and Nevada. To address burgeoning growth in bi-state, national, and international recreation travel and visitation and its effects on the sensitive alpine environment and multi-billion-dollar economy of Lake Tahoe, leadership from both states convened a cross section of public and private sector partners to tackle long-standing transportation challenges.

The Lake Tahoe Bi-State Working Group on Transportation strengthened regional coordination to accelerate delivery of priority transportation investments and endorsed public-private pilot projects to evaluate new transportation technologies. The group also evaluated existing and innovative transportation funding options and fostered unity across the two states and surrounding urban areas to acknowledge Lake Tahoe's recreation and tourism value as the all-year playground for Northern California and Nevada.

The *Bi-State Working Group on Transportation Final Report* sets out the highest inter-regional transportation priorities and the final products of the working group committees, and summarizes the collaboration, coordination, and commitment from all sectors to accelerate transportation planning and project implementation in and around Lake Tahoe.

Lake Tahoe Transportation Priorities

- Increase Sustainable Transportation Funding
- Coordinated Bi-State Multi-Agency Transportation Planning and Implementation
- US 50 South Main Street Management Plan
- Public-Private Partnerships for Regional Travel Technology and Micro Transit/Rideshare Services
- Federal and State Partnerships for Passenger Rail and Inter-Regional Transit

Lake Tahoe is a state and national treasure as well as an economic engine for California and Nevada. To maintain the established momentum around improving transportation at Lake Tahoe, we urge continued collaboration on transportation improvements, so this natural resource is both enjoyed by the public and protected.

A handwritten signature in black ink, reading 'John Laird'.

John Laird, Secretary
California Natural Resources Agency
State of California

A handwritten signature in blue ink, reading 'Bradley Crowell'.

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

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CHARIOT MICROTRANSIT PILOT



Bi-State Consultation on Transportation

The Commitment

Improving transportation at Lake Tahoe is a major challenge and opportunity. Traffic congestion and parking shortages degrade the region's environment, quality of life, and visitor experience. Improving the transportation system to serve residents, commuters, and visitors and protect the region's environment requires the collaborative involvement of many partners. In 2017, the states of California and Nevada convened a Bi-State Consultation on Transportation to work with public and private partners on ways to accelerate transportation improvements at Lake Tahoe. The consultation created a 10-year Transportation Action Plan that identifies top-priority projects, services, and fair-share funding commitments from federal, state, local, and private sector partners. Achieving the action plan will strengthen transit services to double ridership, build 32 miles of bike and pedestrian paths to link residential, commercial, and recreation areas, and deploy new technologies to put real-time travel and parking information at people's fingertips. These improvements are needed to ensure continued preservation of the environment, quality of life, and a quality visitor experience at Lake Tahoe.

GOAL: Increase the number of people bicycling, walking, and using transit to double transit ridership and increase non-auto mode share 5 percent by 2028.

The Challenge

Lake Tahoe is a renowned visitor destination near several major metropolitan areas. Heavy seasonal drive up visitation puts significant pressures on the region's transportation system and two-lane roads leading to, from, and around the lake. During times of peak visitation, visitor traffic causes major congestion in town centers, recreation areas, and the region's entry and exit points. Lake Tahoe's roadways cannot simply be expanded to meet peak automobile travel demands that today exceed 10 million cars annually. Everyone at Lake Tahoe shares an interest in finding multimodal solutions for the region's transportation challenges.

Coordinated Action

Through four subcommittees in the Bi-State Consultation on Transportation, partners sought policy alignment, formalized partnerships, and enhanced transportation project delivery at Lake Tahoe. The following targeted outcomes are a result of the leadership from California and Nevada and the multi-sector partnership that recognized common interests in improving Lake Tahoe's transportation system.

1) Transportation Action Priorities

A shared investment of \$306 million is the funding need for the full action plan over the next decade with \$177.5 million identified as the highest priority projects. These initial priorities for the 10-year Transportation Action Plan include:

- *Next Generation Transit and Mobility*—Establish foundational public transit routes that serve major residential, commercial, and recreation areas and are augmented by ride-sharing and micro-transit services and connected at community mobility hubs.
- *Multimodal Corridor Management*—Target strategic multimodal corridor investments in parking management, complete streets, trails, transit, and technology to integrate transportation planning with recreation access and visitor management strategies.
- *Trails*—Fill critical gaps in the region's bikeways to connect recreation areas and town centers.
- *Technology and Pilot Projects*—Partner with the private sector on ride-share and shuttle services for visitors and employees. Partner with state transportation departments for adaptive roadway management to handle peak travel.

2) Reducing Recreation Area Congestion

Through transportation corridor planning, Lake Tahoe can improve its most congested roadways and recreation areas by bringing together the right public agencies and private sector partners to solve problems of safety, traffic flow, public access, and natural resource protection. Corridor management plans documenting needed improvements will be endorsed by multiple partner agencies and incorporated into the Tahoe Regional Planning Agency's regional transportation plan for investment and implementation.

Initial Priority Projects \$177.5M

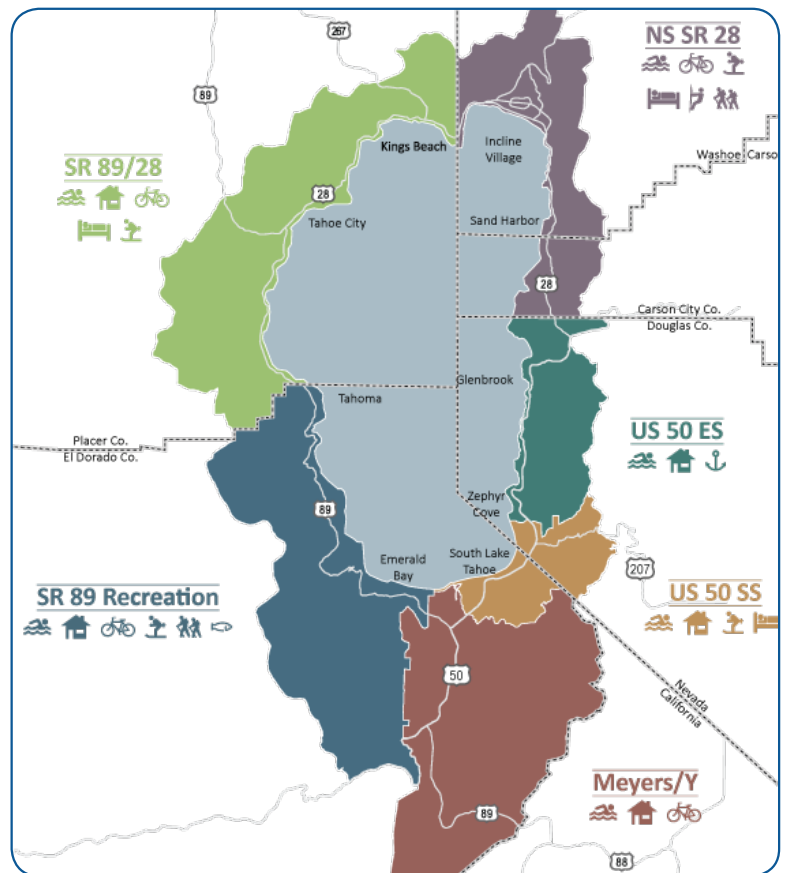
10-year estimated need

- **30 Minute Transit Service on Main Lines:**
 - North Shore \$15.5M and South Shore \$21.5M
- **Multimodal Corridor Investments:**
 - SR89 Emerald Bay \$11.8M*
 - Stateline to Stateline Bikeway \$60M
 - U.S. 50 Community Revitalization \$60M
- **Complete Streets:**
 - Pioneer Trail, South Shore \$1.6M
- **Technology:**
 - Regional Travel App \$2M
 - U.S. 50 Adaptive Traffic Management \$5M

**preliminary estimate—planning and design underway*

Key outcomes:

- Comprehensive, bi-state transportation and recreation corridor planning that aligns 17 planning and implementation partners in the Tahoe Basin.
- Corridor management plans for key recreation corridors completed or underway:
 - State Route 28 East Shore Corridor (2014)
 - State Route 89/Emerald Bay Recreation Corridor (2018)
 - U.S. Highway 50 East Shore Corridor (2019)
 - U.S. Highway 50 South Shore Corridor - Main Street Management Plan (2019)



3) Public-Private Partnerships and Innovation

The success of transit at Lake Tahoe depends on strengthening the participation of all sectors—with public main lines, private connector services, and local government support. Public-private partnerships will leverage limited public funds to create key links that serve visitors, residents, and employees. Real-time travel and parking information is an important tool to help people avoid driving or encourage them to carpool during times of peak visitation and a way to solve congestion from visitor travel. Two pilot projects have been launched to test new micro-transit services and the private-sector transit partnership.

Key outcomes:

- Dynamic on-demand micro-transit service (Stateline to Zephyr Cove, 2018)
- Tahoe regional rideshare smartphone app (2019)

4) Mega-Region Coordination

The Northern California Megaregion extends from the San Francisco Bay Area through Sacramento to Reno and Northern Nevada. Lake Tahoe is the megaregion's world class recreation destination. Fifteen million people in the growing megaregion live within a day's drive of Lake Tahoe and its premier outdoor recreation and entertainment. Lake Tahoe transportation partners have started collaborating with neighboring communities to address the megaregion's shared problems of traffic congestion, goods movement, and growing visitation travel. California and Nevada transportation departments are leading the coordination of rail connections across the Sierra Nevada for growing freight and passenger needs and engaging with Union Pacific Railroad on passenger rail service and reinstatement of a Bi-State Rail Advisory Committee.

Key outcomes:

- Lake Tahoe Bi-State Consultation on Transportation comments on the California Rail Plan urging bi-state rail coordination (complete)
- Nevada Department of Transportation and Caltrans "I-80 Planning Coalition" to focus on rail service needs (near-term)
- Bi-State Enhanced Interstate Partnership agreement between Caltrans and Nevada Department of Transportation (future)

5) U.S. 50 South Shore Community Revitalization Project

The U.S. 50 South Shore Community Revitalization Project is a transformational regionally significant project identified as a top transportation priority for Lake Tahoe. A committee of the Bi-State Consultation on Transportation formed to gain agreement on project elements and processes following project approval. Elements include the development and implementation of a Main Street Management Plan, 109 units of replacement housing, and community connectivity improvements and amenities including a community park within the Rocky Point Neighborhood.

Key outcomes:

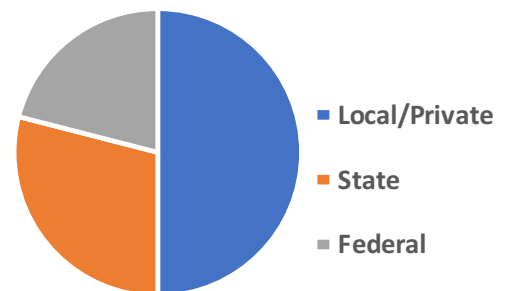
- Permit conditions including the Main Street Management Plan, Replacement Housing, and Community Connectivity and Amenities
- Project approval of the U.S. 50 Community Revitalization Project



Partnership & Shared Responsibility

For two decades, the Lake Tahoe Environmental Improvement Program (EIP) partnership has worked together to address regionally significant issues. Like other EIP focus areas, achieving the transportation goals of this 10-year action plan will require fair-share funding from federal, state, local, and private sector partners. The partnership established through the Bi-State Consultation on Transportation is committed to carrying out the 10-year plan and will continue to work to implement transportation solutions that protect Lake Tahoe's environment and strengthen its economy.

**10-year
Investment targets by sector
(through 2028)**



COMMITTEE REPORTS

FISCAL SUBCOMMITTEE

Financing the necessary transportation improvements to increase mode share in Tahoe is a shared responsibility between public and private sectors. The Fiscal Subcommittee supported the Bi-state Consultation on Transportation with a background on the state of transportation funding at Lake Tahoe. In

response to committee discussion on how best to implement the 20-year Regional Transportation Plan, the Fiscal Subcommittee recommended the development of a shorter-term focused “10-year Action Plan” to identify a list of priority projects that would help achieve the goal.

GOAL: Increase the number of people bicycling, walking, and using transit to double transit ridership and increase non-auto mode share 5% by 2028.

The Fiscal Subcommittee convened partners to create a project list including specific transit, complete streets, trails, and technology related projects to set the course for getting more people bicycling, walking, and using transit. Following this dialogue, a handful of priority projects were identified from the larger Regional Transportation Plan list to accelerate implementation. The project list included outreach outside of the committee with local, private, and public partners. The project list represents the first increment of priorities identified in both local and regional adopted plans. These projects are not however the only ones that may be advancing. The committee recognized the importance of public/private partnerships to explore pilot programs that lead to the development of new solutions or support the enhancement of existing transportation options.

Initial Priority Projects \$177.5 M

10-year estimated costs

- ☐ **Transit: 30 Minute Service on Main Lines**
 - o North \$15.5M and South Shore \$21.5M
 - ☐ **Multimodal Corridor Investments:**
 - o SR89 Emerald Bay \$11.8M*
 - o Stateline to Stateline Bikeway \$60M
 - o US 50 Community Revitalization \$60M
 - ☐ **Complete Streets:**
 - o Pioneer Trail, South Shore \$1.6M
 - ☐ **Technology:**
 - o Regional Travel App \$2M
 - o U.S. 50 Adaptive Traffic Management \$5M
- *preliminary estimate, planning and design underway

Actions

To achieve the goal of increasing non-auto mode share, partners must leverage new opportunities for funding to advance projects that increase travel options. With limited funding for public transportation, success will be determined by the level of partnership and diversity of funds provided.

1) Support pilot projects that seek to increase the number of people carpooling and using transit.

2) Seek new funding sources for public transportation.

Priority Deliverables

State of Lake Tahoe Transportation Funding – List of existing and potential grant programs, funding estimates, and program cycles.

10-Year Action Plan – List of priority transportation projects, committed funding, and funds needed.

Implementation Focus

- Maintain working group to coordinate support for state and federal legislative funding recommendations, discretionary project funding requests, and education on innovative financing mechanisms.
- Achieve broad multi-sector participation on a recreational travel study and associated transportation funding recommendations being initiated by the Tahoe Transportation District.
- Secure funding for increased transit frequencies lake wide and enhancements to transit and main street operations that support the US 50 South Shore Community Revitalization project

TRANSPORTATION AND RECREATION CORRIDOR PLANNING

Transportation and recreation corridor planning at Lake Tahoe comprehensively integrates transportation mobility with recreation access and resource management to reduce detrimental overuse and traffic congestion in highly visited areas. Broad partnerships commit to finding solutions for problems of safety, traffic flow, public access, and natural resource protection. The resulting Corridor Management Plan sets out preferred implementation concepts endorsed or approved by multiple partner agencies and incorporated into the TRPA Regional Transportation Plan and partner agency plans.

Priority Deliverables

Comprehensive Transportation Coordination and Corridor Planning MOU – Agreement of states and key partners committing to common principles for coordinated and cooperative transportation and recreation project planning and implementation, common process commitments, and procedures for resolving policy disagreements when they arise. (November 2018)



Corridor Management Plan Development

- SR28 East Shore Corridor Management Plan (**Completed**)
- SR 89/Emerald Bay Recreation Corridor Management Plan (**In progress**)
- US 50 East Shore Corridor Management Plan – (**Starting Early 2019**)
- US 50 Main Street Management Plan – (In Progress)

Transition Focus

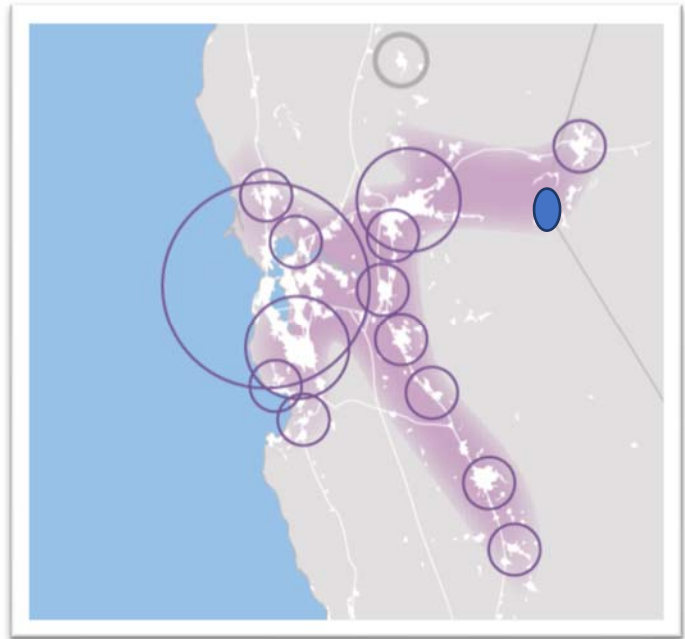
Key actions to activate and support transportation corridor planning:

- Initiate and complete additional Corridor Management Plans for US 50 south, US 50 east and the US 50 Main Street Management Plan.
- Establish a working group of transportation partners to strengthen interagency transportation coordination and corridor connection planning.
- Support the Lake Tahoe Region Safety Strategy, including a performance evaluation agreement establishing Tahoe specific design parameters for roadways that include lower speeds and complete streets.

- Support state and federal legislative changes necessary to implement identified improvements and actions; including modifications to federal Good Neighbor Authority, and considerations in the reauthorization of the federal Transportation Bill
- Support funding requests for corridor planning and resulting projects, and recommend transportation agencies enter in to agreements to coordinate existing and future improvements, right of way, and special use permit needs
- Prioritize communications technology upgrades to enable transportation improvements in the Tahoe Region: Request California Office of Emergency Services and Nevada Homeland Security to prioritize the development of 5G wireless infrastructure to support FirstNet and all transportation technology improvements for the Lake Tahoe Basin.

MEGA-REGION TRANSPORTATION COORDINATION

As the all-year playground for the Northern California Mega-Region spanning from the San Francisco Bay Area eastward to Reno, including the San Joaquin Valley, Lake Tahoe must collaborate with surrounding partners to adequately address the shared problems of traffic congestion, goods movement, and visitor behavior. It is necessary investigate and recommend new strategies for coordinated transportation options in and out of the Lake Tahoe area focusing on visitor traffic, commuter services, and freight.



Action

The Bi-State Consultation discussions identified rail connections as the first area of inter-regional focus and set out the commitment to coordinate cross-state rail plans in a Bi-State Partnership Memorandum of Understanding. Nevada Department of Transportation and Caltrans agreed to coordinate the work to deliver freight and passenger rail service along the I-80 Corridor. The partnership is looking to leverage research opportunities and data, identify opportunities for joint projects and planning and develop common goals and state initiatives such as those that strengthen improvements in air quality.

Priority Deliverables

Lake Tahoe Bi-State Consultation on Transportation comments on the California Rail Plan *(complete)*

Nevada Department of Transportation and Caltrans Enhanced Interstate Partnership *(complete)*

Bi-State Freight/Rail MOU Between Caltrans and Nevada Department of Transportation *(future)*

Future Focus

- Continue to host Mega-Region forums to identify common issues and solutions
- Convene a Bi-State Transportation Working Group
- Engage with Union Pacific regarding passenger rail to Truckee and Northern Nevada
- Exploration of bus-on-shoulder systems prioritizing transit service to popular destinations

PRIVATE PARTNERSHIPS AND INNOVATION

Maximizing technology is a solution to traffic congestion from visitor travel. Real-time transportation information is an important tool for getting people out of their cars or getting more people in a single car. Today more than ever this information is easily accessible through smartphone apps and other more contemporary dissemination methods to help the public make more informed travel decisions. The Public Private Projects and Technology Subcommittee explored private sector transportation options and new technology partnerships focused on providing new needed to knit together seamless transit connections from main line to last mile.

Actions

The subcommittee evaluated new approaches to providing transportation options using analysis and data to address the severe lack of transit in Tahoe and change user behavior or show that there could be behavior changes if there was an attractive alternative.

Chariot, a **micro transit pilot** led by the League to Save Lake Tahoe, provided on-demand shuttle service in South Lake Tahoe from July to October. The pilot project successfully collected data on rider behavior, impacts of free fares, forged new private and public partnerships, removed barriers to bi-state transit service, and employed a team of local drivers. The successes did not come without challenges. The largest barriers and lessons learned including unreliable and poor functioning smart-phone applications, limitations caused by poor broadband internet service, will be carried into and addressed in future plans.



Micro Transit



Rideshare App

The subcommittee evaluated regional transportation needs with input from public and private sector partners to better understand how to employ new technologies to support transportation goals and leverage public/private partnerships. Blue Loop, a **carpool application** building on existing platforms to get drivers to carpool to and from Tahoe, began in early 2018. An informational concept video was created after surveying and interviewing over 25 stakeholders to garner interest and support for creation of a scalable application for Tahoe.

Priority Deliverables

Symposium on Public and Private Transportation Innovations (December 2017) - An event where industry leaders shared their innovations and experiences to help educate public/private partners on new approaches to marketing transportation services and providing easy access to transportation information.

Pilot project: Micro-transit to supplement existing transit (July – October 2018) – Deployment and evaluation of a high frequency “micro-transit” shuttle system in the Stateline area.

Tahoe Transportation App that serves locals and visitors (future)– The subcommittee initiated the development of a scalable Tahoe Transportation App aimed at providing real-time carpool options and availability information to residents and visitors.

Future Focus

- Convene a working group to implement a shuttle pilot project by engaging the private sector and identifying sustainable funding sources.
- Use data to implement a seamless transit system in the Lake Tahoe Region that connects private transit options to efficient public main line services.
- Continue to secure private sector participation in deploying travel information applications that can serve Tahoe residents and commuters and visitors from outside the region
- Support improvements in wireless networks such as 5G that are critical to deploying next generation transit options that depend on smart-phone applications.

U.S. 50 SOUTH SHORE COMMUNITY REVITALIZATION PROJECT COMMITTEE

The U.S. 50 South Shore Community Revitalization Project is a transformational regionally significant project identified as a top transportation priority for Lake Tahoe. The project will be the culmination of two decades of environmentally beneficial redevelopment projects along U.S. 50 starting near Ski Run Boulevard on the California side and extending through the casino core into Nevada. Once the highway is rerouted to the mountain side behind Heavenly Village and the casino core, the existing highway route will become a local main street capable of supporting walkable, bikeable plazas and enhanced



business opportunities, resident housing close to employment, easy access to recreation sites, and improved downtown transit and parking management. Determining how the newly reconfigured downtown operates will require further corridor planning following November project approval.

Actions

A committee of the Bi-State Consultation on Transportation formed to gain agreement on project elements and processes following project approval.

Key actions necessary to advance the project include:

Main Street Management Plan: A Main Street Management Plan to be developed for the transition of the main street area after its conversion from a five-lane highway.

The Main Street Management Working Group includes the Tahoe Transportation District, TRPA Governing Board members, private sector, and local agency partners formed to gain agreement on transit, parking management, wayfinding, streetscape amenities, business access, and traffic improvements for the relinquished section of U.S. 50.

The plan will give definition to the configuration, operation, and management of the corridor segment to achieve enhanced pedestrian, bike, and transit use, reduction of vehicles miles traveled, greater utilization of the existing transit center as a multi-modal mobility hub, appropriate non-transportation uses of the main street public space, and the operation of the area for pedestrian-oriented events and other activities. The plan must be approved before construction on the road relocation begins.

Replacement Housing: Construction of 109 transit-oriented development residential units before the road relocation begins.

Community Connectivity and Amenities: Completion of a Rocky Point Neighborhood Amenities Plan for TRPA review and approval. The plan will be developed with input from neighborhood representatives and include, at a minimum, a community park and green space, sidewalks, lighting, and wayfinding signage to link people to crossings, transit service and stops, and local amenities.

Priority Deliverables

- Permit conditions for the U.S. 50 South Shore Community Revitalization Project

Committee member and co-chair of the Main Street Management Plan Clem Shute noted the importance of the cooperation and collaboration behind this committee and ultimate project approval.

Transition Focus

Development of Main Street

Management Plan – TRPA will convene and lead the development of the plan with support from Tahoe Transportation District, City of South Lake Tahoe, Douglas County, and private partners. Elements of the plan are specified in the final project permit conditions.

“The importance of and benefit to Lake Tahoe of the cooperation and coordination between California and Nevada is highlighted by the changes made in the US 50 South Shore Revitalization Project before its approval by TRPA this month. When the project was first proposed, it was perceived by some as a major road construction project without much benefit to transit and without a process for dealing with the old road alignment. There was also concern over the impact the new road would have on the neighborhood directly affected. The Bi-State Consultation Group, through a sub-committee, took up the issue as did a small group convened by TRPA staff. Statewide TRPA Governing Board representatives of both States participated in these efforts. Through these meetings and informal exchanges, the project was altered to provide a robust process for transforming the old road alignment through South Lake Tahoe and the Casino Core to a pedestrian friendly and tourist centered area that will advance environmental goals and engender new economic activity. The affected neighborhood will be enhanced and more than the required number of low and moderate income replacement units will be constructed. As a result of these changes, TRPA unanimously approved the project. While the efforts of all who participated were important, this would not have occurred without the compromises the two states were able to make based on trust and mutual respect among the statewide representatives on the Governing Board of TRPA. It is to be hoped that this level of cooperation will continue under the new State administrations.”

Clem Shute

APPENDICES

State of Transportation in the Tahoe Basin



Mail

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MEMORANDUM

Date: July 31, 2017
To: Participants in the Bi-State Consultation on Transportation
From: TRPA Staff
Subject: Briefing Paper on the State of Transportation in the Tahoe Basin

Background:

Transportation has historically been one of the most pressing issues in the Tahoe Basin since it is intrinsically linked to the health of the environment, economy, the community's quality of life, and the visitor experience. The purpose of this briefing paper is to provide members of the upcoming bi-state consultation summary information on the current state of transportation in the Tahoe Basin and to identify priority issues with options for solutions.

In February, the Governing Board of the Tahoe Regional Planning Agency (TRPA) held a strategic planning retreat to discuss regional priorities. Transportation emerged as a key initiative requiring additional engagement by both states, the public, and targeted stakeholders.

In April, the Governing Board adopted an updated Regional Transportation Plan (RTP) in its capacity as the transportation Metropolitan Planning Organization. Discussions during that deliberative process also pointed to the need for high-level focus to solve transportation problems at Lake Tahoe. The board's Environmental Improvement Program (EIP) Committee took up the issue to identify barriers standing in the way of implementing priority transportation programs. The RTP provides the framework for investment and identifies planned transportation programs, projects, and cost estimates that implement TRPA's Regional Plan and will shape the Region's transportation system over the next 20 years. Three programs form the foundation of the RTP: Transit, bicycle and pedestrian trails, and technology strategies. All support lake clarity, safety, economic viability, quality of life, while addressing global climate change.

Board members identified improvements in **transit** as a top concern, highlighting the need for increased funding and service. Improved **recreation access** remained high on the list with a call to action for additional capital funding to close trail gaps and connect transit to recreation hot spots. Committee members identified the need for better agency alignment around **roadway management**, including consistent trail policies, design and maintenance practices for state highways serving as our main streets, and signal coordination and safety improvements. **Innovation** through traveler information tools and mobile phone applications, private sector partnerships, and additional electric vehicle charging infrastructure were also top priorities.

Transportation Overview:

Lake Tahoe is a nationally and internationally renowned visitor destination. Heavy seasonal visitation puts significant pressures on the Region's transportation system, which consists primarily of two-lane roadways leading to and around the lake. During times of peak visitation, visitor traffic causes congestion in community centers, at recreation areas, and at regional entry and exit points. With a large lake in the center of the Region, a rugged landscape, strong environmental protections, and nearly 90 percent of the Region in public ownership, Lake Tahoe's roadways cannot simply be expanded in size to meet peak automobile travel demands. Recent data indicate that Lake Tahoe sees nearly 10 million cars entering the region annually. This level of car-based visitation is generating public frustration with congestion, long traffic backups, and a reduction in quality of life and the overall recreation experience. Delivering transportation systems and policies to meet the needs of Lake Tahoe's residents, commuters, and visitors while also protecting the Region's environment requires comprehensive solutions.

TRPA's staff and the EIP Committee of the board respectfully submit the following problem statements and proposed options for consideration by participants of the bi-state consultation on transportation in advance of the August 8, 2017 meeting.

Transportation by the numbers

10 million

Number of vehicles
traveling to Tahoe each year

15 million

Residents living in the Northern
California Megalopolis from San
Francisco to Sacramento and Reno

55

Percent of total daily vehicle trips
contributed by Tahoe's 55,000
residential population

42

Percent contributed by visitors

3

Percent contributed by commuters

Problem Statement: The Tahoe Basin experiences traffic congestion during peak periods that negatively affects air quality as well as residents' and visitors' quality of life.

Transit improvements to help manage congestion are a top priority. An inclusive approach would revolve around addressing safety and congestion at popular destinations around the lake. Shuttle service with reliable and frequent headways to better serve beaches, new trail access improvements, and **parking management** would help reduce unsafe parking and queueing on roadways that serve these destinations.

Detailed transit and trail development plans exist (Tahoe Transportation District Long Range Transit Plan, Tahoe Truckee Area Regional Transit Systems Plan, and TRPA Active Transportation Plan) and now need to be knitted together through policy changes, process improvements, and cost efficiencies to deliver coordinated solutions at certain locations around the Region.

TRPA also identified prioritized signal coordination and dedicated lanes to maximize roadway capacity for the congested peaks on U.S. 50 and other important thoroughfares. The lake's roadways serve as a major corridor for trucks, transit, visitors, and locals. They also serve as "Main Streets" through communities. The committee prioritized the need for alignment around Complete Streets policies which incorporate biking, walking, and other non-auto modes of transportation.

Options for relieving congestion at popular destinations through improvements in transit service and frequency:

1. Request roadway agencies' **support for pilot projects** such as the Placer County project for dedicated lanes for transit during peak winter travel days and consider lessons learned for U.S. Highway 50 transit service. Continue engaging with NDOT on Nevada's SR 28 corridor plan to solve east shore access and safety challenges.
2. Identify **funding resources for reliable and frequent transit** service and operations near and long term.
 - a. Gain interagency agreement on project priorities and potential revenue sources to address peak congestion.
 - b. Recognize the 210,000 population at the state level to match federal recognition.
 - c. Change voting requirements to allow passing of local transportation tax measures with 50 percent-plus-one vote.

Problem Statement: The Tahoe Basin's recreation-based peak travel pattern does not conform to traditional transportation planning and implementation.

Better agency alignment between local and state governments on roadway practices and design improvements on U.S. 50, the most heavily used route, would significantly improve entry and exit and crosstown travel times during periods of peak visitation to address travel congestion. Improvements at peak times would address the worst of the travel congestion problem.

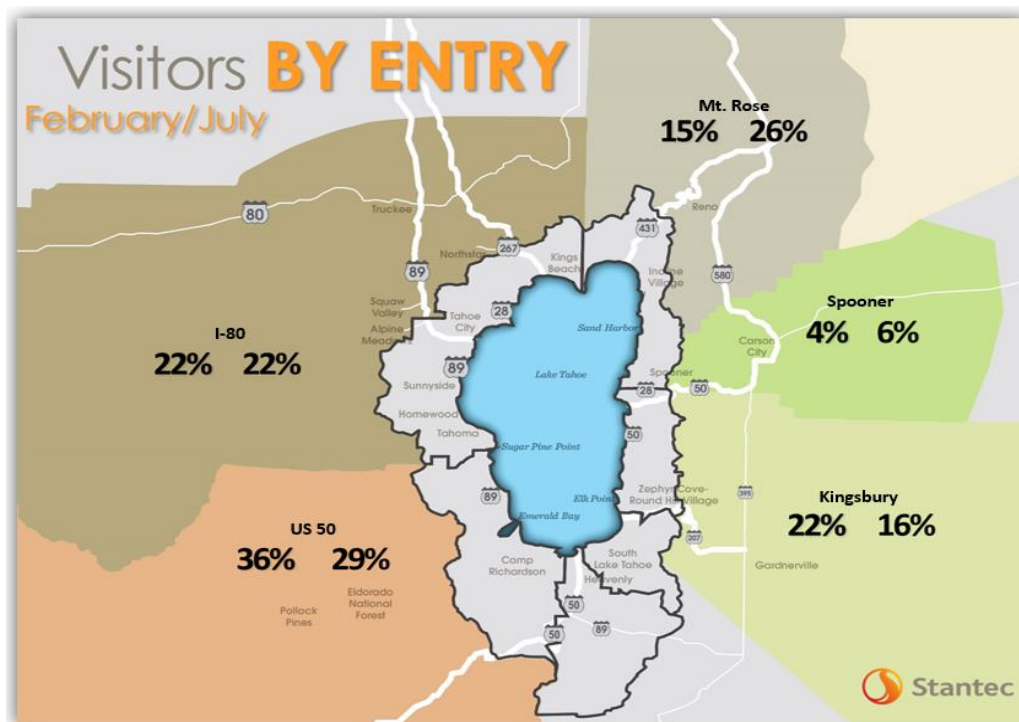


Image: % of Visitors by Entry: February and July (Tahoe Transportation District)

Options for prioritizing transit improvements and personal safety over increased auto capacity through collaboration with state roadway agencies in the development of a Tahoe-specific design manual that recognizes the unique recreation-based travel pattern for Tahoe:

1. Develop a **case-study to document best practices** and policy alignment in Lake Tahoe that supports Nevada and California statewide initiatives and highlights recreation travel. (In California: CalSTA SSTI report, Caltrans initiatives, Caltrans statewide transportation plan, NDOT One Nevada Plan, complete streets policies, GHG reduction goals in CA, land use/transportation integration, no new roadway expansion, etc.).
2. Encourage state transportation departments to **recognize location specific design** standards for Tahoe and support pilot projects that prioritize transit over the automobile.
3. Support endorsed rapid response strategies to address **recreation hot spots** (i.e: Caltrans Recreation Hot Spot Study, SR 28 Corridor Management Plan, Regional Safety Plan, etc.).

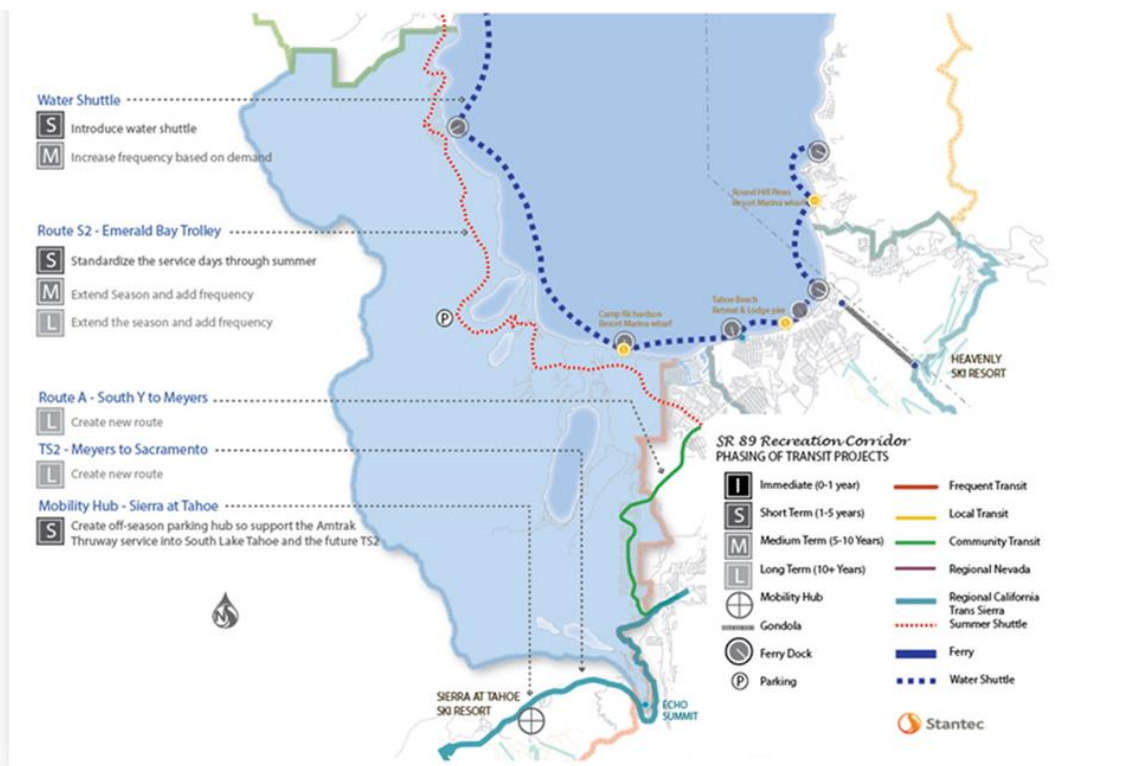


Figure: State Route 89 Recreation Corridor Transit Vision (Tahoe Transportation District).

Options to address peak congestion through the development of pilot programs for core recreation corridors:

1. Focus on California's **Highway 89 Corridor** including Emerald Bay.
 - a. Data show that the state Route 89 (SR 89) Recreation Corridor, including Emerald Bay, is one of the most heavily visited and utilized recreation transportation corridors in the region. Committee members identified this route as a priority. The transportation improvements needed along SR 89 would holistically manage parking, access, and

congestion at this and other popular recreation hot-spots. The project involves multiple partners (U.S. Forest Service, California State Parks, City of South Lake Tahoe, Tahoe Transportation District, TRPA, and private sector). Lessons learned from SR 28 Corridor Management Plan on Nevada's east shore, including Sand Harbor, will assist this process, along with **technology** to provide real-time transit and parking availability.

2. Secure and formalize agency **commitments to engage on State Route 89 Recreation Corridor** Management Plan and identify funding needs.

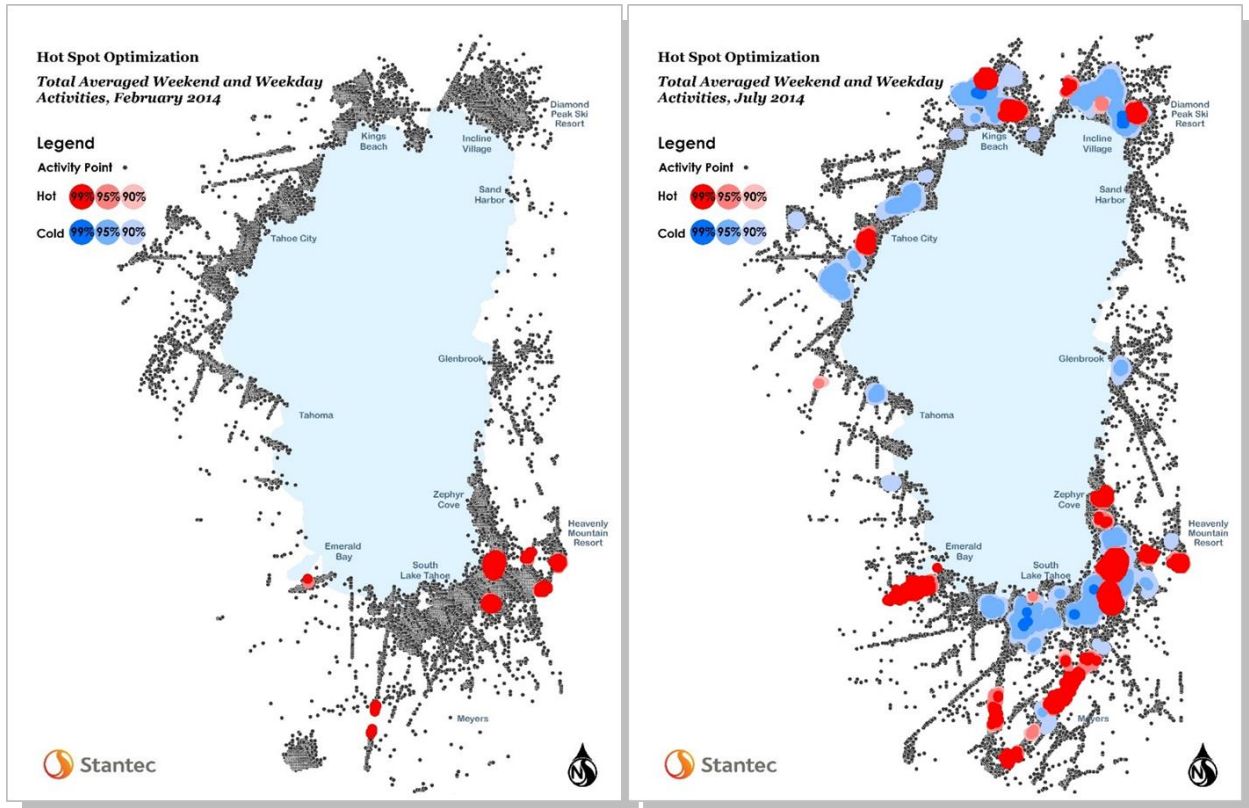


Figure: Visitor Density Hot Spots: Unique Wireless Devices Seen During the Months of February and July 2014 (Tahoe Transportation District).

Problem Statement: The basin lacks inter-regional transit service.

Newly-available data show that nearly 10 million vehicles travel to Lake Tahoe each year. This heavy visitation is in large part a result of Lake Tahoe's central location in the Northern California Megalopolis, a corridor of growing metropolitan areas that extends from the San Francisco Bay Area to Sacramento and Reno. More than 15 million people live in this corridor and many of them drive up to Lake Tahoe to enjoy its world-class summer and winter recreation opportunities. While there is a need to get internal circulation up to speed first, we can still begin those conversations with our outside partners to begin to build solutions to advance regional travel options.

1. **Support the Trans-Sierra Transportation Coalition** (Northern California Megaregion partnership) to continue the U.S. 50 and I-80 inter-regional corridor plans that further solutions for successful cross-regional transportation options on site or via transit.
 - a. Develop the trip planning tool concept spawned during the Northern California Megaregion multi-agency meeting earlier in the year.
 - b. Couple in-basin measures with out-of-basin strategies. The committee identified the need for inter-regional agreements that give travel options to visitors and commuters, with integrated, convenient, cost-effective, and easy-to-use travel options including air, rail, roadways, transit service, and park and ride locations.

Problem Statement: Parking policies vary throughout the basin and are not fully integrated with transit planning.

Historically, the Tahoe Basin has experienced difficulty implementing paid parking strategies. Current policies vary widely by jurisdiction. Providing infrastructure such as electrical vehicle charging at new parking locations, managing the parking provided and providing coordinated shuttle services should be incorporated to improve options and safety and increase access to popular destinations.

Options for gaining agreement on basin-wide parking strategies using corridor plans to customize approaches to recreation hot spots, private properties, public lands, and municipal jurisdictional authorities:

1. Gain **interagency agreement** on project and policy priorities to address peak congestion. Associated costs and benefits for priorities should also be identified.
2. **Support parking infrastructure and parking management** policies that may eliminate shoulder parking and provide other means of paid parking either on site or via transit.
3. **Support Active Transportation Program** (bike and pedestrian plan) funding for corridor and trail projects.

Problem Statement: Technology is evolving faster than public infrastructure planning and implementation making investment decisions difficult. Resources are too scarce to invest in systems which may become outdated in the near term.

Managing congestion at peak times and at popular destinations will take innovative strategies to ensure that we are improving transportation not just in the near future but for years to come.

Options for advancing innovation and building public-private partnerships that engage thought leaders to help improve regional travel and provide insight into the future of transportation:

1. Support new, formal agreements for inter-regional connections and data sharing.
2. Establish partnerships with private sector (Google, Megabus, etc.) to develop and establish innovative ways to travel to Tahoe.
3. Support electric vehicle charging infrastructure and track the future of autonomous vehicles.

Conclusion:

Delivering the transportation system to meet the needs of Lake Tahoe’s residents, commuters, and visitors while also protecting the Region’s environment requires comprehensive and dynamic solutions. Strong partnerships are needed to begin corridor management along SR 89, US 50 east and US 50 south shore. Policy alignment around Tahoe specific roadway and trail designs, basin-wide parking strategies and using corridor plans to customize approaches to recreation hot spots, private properties, public lands, and municipal jurisdictional authorities are needed to continue to advance transportation. Reducing congestion at peak times while reducing reliance on the automobiles will factor in “lessons learned” while coupling in-basin measures with out of basin strategies. The time is right for creating a first-class transportation system that assures continued preservation of the environment, quality of life for residents, and a high-quality experience for the millions of people who travel to Lake Tahoe each year.

Contact Information: For more information, please contact TRPA Principal Planner Michelle Glickert at 775.589.5204.

Links: [Executive Summary, Linking Tahoe 2017 Regional Transportation Plan /Sustainable Communities Strategy, Active Transportation Plan, TART Systems Plan Update, & TTD, Long Range Master Plan](#)

Grant Funding Summary

GRANT FUNDING SHEET

Grant Program	Grant Description	Formula	Discretionary	Next Cycle	More Information
Local Partnership Program (SB1)	50% formulaic program, 50% competitive program. Road maintenance, rehabilitation, and other transportation improvement projects.	50% of program funds. Total program \$200M. Shares determined in accordance with Gov. Code Section 8879.72a	50% of program funds. Total program \$200M	Formulaic adoption January 31, 2018, Future cycles annually Competitive applications due January 30, 2018, Future cycles every 2 years	http://www.catc.ca.gov/programs/sbi/lpp/
Local Streets and Roads (SB1)	Funding to cities and counties for road maintenance and repair.	Controller is required annually to apportion funds to eligible cities and counties consistent with the formula outlined in SHC Section 2103.		Annually	http://www.catc.ca.gov/programs/sbi/lrpf/
Solutions for Congested Corridors (SB)	Provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state.	N/A	Annually: \$250M	Applications due February 16, 2018	http://www.catc.ca.gov/programs/sbi/sccp/
Trade Corridor Enhancement (SB1)	To be expended on corridor-based freight projects nominated by local agencies and state.		Annually: \$300M	Applications due January 30, 2018	http://www.catc.ca.gov/programs/sbi/tcep/
ATP Cycle 4	Provides dedicated funding for bike and pedestrian facilities, increased network connectivity and safety, and other projects that help reduce reliance on automobile and ensures disadvantaged communities fully share in program benefits.		Statewide: \$440M Funding Years: 19/20 – 22/23	In or around May 2018	http://www.dot.ca.gov/hq/LocalPrograms/atp/cycle-4.html http://www.catc.ca.gov/programs/atp/
Regional ATP cycle 4	Funds regional bike and pedestrian facilities, increased network connectivity and safety, and other projects that help reduce reliance on automobile.	\$163,000 annually Funding Years: FFY 19/20 – 20/21		Spring 2018	http://www.trpa.org/transportation/funding/
Nevada TAP Funds	Provides funding for activities such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.	Estimated: \$239,000 Funding Year: FFY 18/19 \$62,000 Annually Funding Years: FFY 19/20 – 20/21		Spring 2018	http://www.trpa.org/transportation/funding/
TRPA Regional Funds	Implements the Regional Transportation Plan through the STBG funding programs: Bicycle and Pedestrian, Community Design, and Highway and Local roads.	Estimated: STBG (CA) \$3,661,000 Estimated: STBG (NV) \$3,662,000 Funding Years: FFY19/20 – 21/22		Spring 2018	http://www.trpa.org/transportation/funding/
Adaptation Planning Program	Planning grant to support resilient transportation infrastructure planning areas that are potentially vulnerable to climate change.		Statewide: \$7M Min: \$100,000 Max: \$1,000,000	Applications due February 23, 2018	http://www.dot.ca.gov/hq/tpp/grants.html
Strategic Partnerships Grant	Identifies and addresses statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. New for FY 2018–19 is a transit component that will fund planning projects that address multimodal transportation deficiencies with a focus on transit.		Statewide: \$1.5M Min: \$100,000 Max: \$500,000	Applications due February 23, 2018	http://www.dot.ca.gov/hq/tpp/grants.html
Strategic Partnerships Grant – Transit	Funds multimodal planning studies with a focus on transit, in partnership with Caltrans, of interregional and statewide significance		Statewide FTA 5304 \$2.8M Min: \$100,000 Max: \$500,000	Applications due February 23, 2018	http://www.dot.ca.gov/hq/tpp/grants.html
Sustainable Communities Grants – MPO Formula	Planning funds local and regional multimodal transportation and land use planning projects that further the region's RTP SCS (where applicable), contribute to the State's GHG reduction targets, and also assist in achieving the Caltrans Mission and Grant Program Overarching Objective.	State funds: \$12.5M MPO: \$165,220		Applications due February 23, 2018	http://www.dot.ca.gov/hq/tpp/grants.html
Sustainable Communities Grants – Competitive	Funds local and regional multimodal transportation and land use planning projects that further the region's RTP SCS (where applicable), contribute to the State's GHG reduction targets, and also assist in achieving the Caltrans Mission and Grant Program Overarching Objective.		Statewide: \$17M Min: \$50,000 Max: \$100,000	Applications due February 23, 2018	http://www.dot.ca.gov/hq/tpp/grants.html
OWP Planning Funds	TRPA planning funds (FHWA PL & FTA 5303)	\$1,065,000		Annually	http://www.trpa.org/transportation/
FTA Sec. 5307	Transit operating Funds – Urban formula	\$2,770,000 (CA & NV)		Annually	https://www.transit.dot.gov/grants
FTA Sec. 5310	Transit Operating Funds	\$43,000	Discretionary via CA and NV DOTs	Annually	https://www.transit.dot.gov/grants
FTA Sec. 5339	Transit Capital funds	\$289,000		Annually	https://www.transit.dot.gov/grants
TDA – LTF	CA State Transportation assistance	\$1,500,000		Annually	http://www.trpa.org/transportation
TDA – STA	CA State Transit Assistance	\$400,000		Annually	http://www.trpa.org/transportation

Transportation 10-Year Action Plan Priorities

The roads into and out of the Tahoe Basin and around Lake Tahoe reach gridlock traffic conditions during winter and summer visitation peaks. Over 10 million cars annually come into Lake Tahoe and 55 percent of Tahoe’s car traffic is from out-of-basin visitors, including many day users. As resident populations in the San Francisco Bay Area, San Joaquin Valley, Sacramento, and Northern Nevada continue to grow and use Lake Tahoe as their “Central Park” recreation destination, the Lake Tahoe Region can expect traffic congestion to worsen on its fixed two-lane roadways around the lake. More transportation options to the private automobile are needed for visitors to move to and from their destinations.

The Tahoe Regional Planning Compact directs Tahoe’s transportation programs to reduce dependency on the automobile. “Where increases in capacity are required,” the Compact requires the Tahoe Regional Planning Agency (TRPA) to give “preference to providing such capacity through public transportation and public programs and projects related to transportation.” Consistent with the goal and preference established by the Compact and in consultation with a Bi-State Working Group organized in June 2017 to address automobile traffic and congestion problems associated with visitation, TRPA, the Tahoe Transit District (TTD), and other recreation management and transportation partners have developed a 10-year Transportation Action Plan to increase the non-auto mode share by 5 percent by the end of 2028.

GOAL: Increase the number of people bicycling, walking, and using transit to double transit ridership and increase non-auto mode share 5% by 2028

Initial Priority Projects \$177.5 M 10-year estimated costs

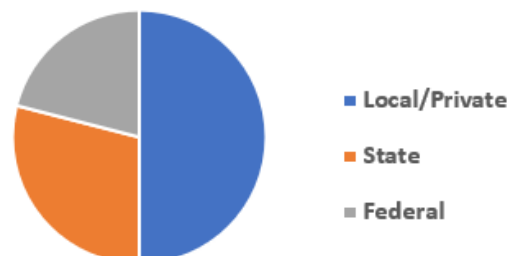
- ☐ *Transit: 30 Minute Service on Main Lines*
 - North \$15.5M and South Shore \$21.5M
 - ☐ *Multimodal Corridor Investments:*
 - SR89 Emerald Bay \$11.8M*
 - Stateline to Stateline Bikeway \$60M
 - US 50 Community Revitalization \$60M
 - ☐ *Complete Streets:*
 - Pioneer Trail, South Shore \$1.6M
 - ☐ *Technology:*
 - Regional Travel App \$2M
 - U.S. 50 Adaptive Traffic Management \$5M
- *preliminary estimate, planning and design underway

This 10-year Action Plan identifies priority transportation projects in four programs: Transit, Multimodal Corridor Investment, Trails, and Technology and Pilot Projects. When complete, the projects will double the number of transit riders and improve bicycling and walking options to reduce the public’s dependency on the automobile. The priorities have been collaboratively identified and are broadly supported and poised for action. While other projects will also be needed, these priorities when implemented will support the 10-year target to increase non-auto mode share, an existing Regional Plan performance measure that satisfies the Compact’s goal of reducing dependency on the automobile at Lake Tahoe. The target is easily measured and will influence further changes and improvements to transportation policies, programs, and projects.

SHARED RESPONSIBILITY

Financing the necessary transportation improvements is a shared responsibility between public and private sectors. Success will be determined by the level of partnership and diversity of funds provided. The fair-share funding targets shown by sector will result in the delivery of key transportation investments over the next 10 years to increase non-auto travel. These amounts for local/private, state, and federal partners are based on existing revenue and the addition of new resources.

**10-year
Investment targets by sector
(through 2028)**





















Source: 2017 RTP/SCS

Transportation Action Priorities

Total: \$461M

Need: \$306M

over 10-years

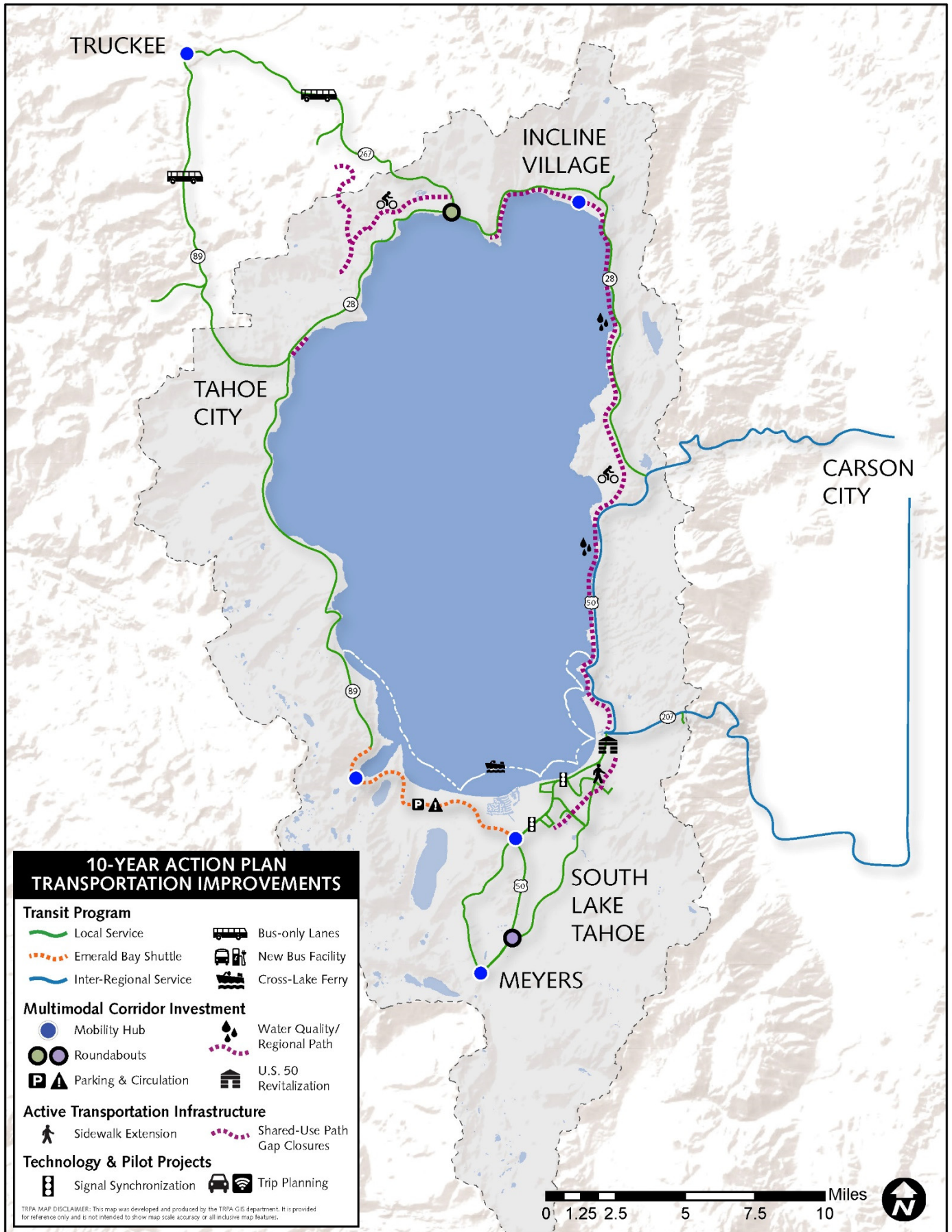
Project	Estimated Cost (\$)	Committed (\$)	Project Leads
TRANSIT PROGRAM	\$215,500,000	\$122,000,000	
NORTH SHORE			
 Peak 30-Minute service on SR89 and seasonal routes Expanded service to Truckee	\$72,000,000 (\$7.2M/year)	Fed: \$1.5M/year State: \$2.4M/year Local: \$1.7M/year Private: \$50K/year	Placer County, Local, Private
 Priority Bus Lanes on SR89 and SR267	\$30,000,000	\$7,000,000	Placer County, Private
SOUTH SHORE			
 South Shore Transit Maintenance Facility (Location Unknown)	\$18,000,000	\$0	TTD, Private
 Local service to LTCC and Heavenly  15-min service on US-50/30-min service to Meyers Local ferry service	\$80,000,000 (\$8M/year)	Fed: \$3.8M/year State: \$1.3M/year Local: \$750K/year Private: \$0/year	TTD, Private
 Emerald Bay Shuttle	\$3,500,000 (\$350K/year)	\$0	TTD, Private
 Regional connections to Carson	\$12,000,000 (\$1.2M/year)	\$0	TTD, Private
MULTIMODAL CORRIDOR INVESTMENT	\$212,500,000	\$29,949,000	
 <u>Mobility Hubs</u> - park-and-ride, and intercept lots, varies by location	\$8,500,000	\$289,000	Placer County, TTD, El Dorado County, USFS, State Parks
NORTH SHORE			
 <u>Stateline to Stateline bikeway</u> - pedestrian, parking, and water quality improvements (Tahoe Trail)	\$100,000,000	\$15,660,000	TTD, Washoe County, Douglas County
 SR89/SR267 roundabout	\$8,000,000	\$2,500,000	Caltrans, Placer County
SOUTH SHORE			
 <u>US-50 Community Revitalization</u> Community Housing Complete Streets/Safety Roadway Realignment Transit Circulator	\$70,000,000 \$35,000,000 \$14,000,000 \$20,000,000 \$1,000,000	\$10,000,000	TTD, Private, Douglas County, CSLT, Caltrans, NDOT
 <u>US-50/Pioneer Trail roundabout</u> and Apache Avenue Complete Streets	\$14,000,000	\$5,800,000	El Dorado County
 <u>SR89 Corridor Improvements</u>	\$12,000,000	\$168,000	USFS, CA State Parks, TTD, CSLT
ACTIVE TRANSPORTATION INFRASTRUCTURE	\$25,600,000	\$7,368,000	
NORTH SHORE			
 Placer County Resort Triangle Trail Network- Tahoe Region	\$18,000,000	\$3,000,000	Placer County
SOUTH SHORE			
 <u>South Tahoe Greenway Shared-Use Path</u>	\$5,500,000	\$968,000	El Dorado County, CSLT, CA Tahoe Conservancy
 <u>Pioneer Trail Sidewalks</u>	\$2,100,000	\$468,000	CSLT
TECHNOLOGY & PILOT PROJECTS	\$8,000,000	\$250,000	
 Regional Transportation Applications , trip planning tool, and rideshare	\$2,000,000	\$0	Local, Private
SOUTH SHORE			
 Multimodal signal control and adaptive traffic management on US-50	\$6,000,000	\$250,000	Caltrans, CSLT, El Dorado County

1. underlined projects indicate current projects in the Environmental Improvement Program Transportation Tracker (transportation.laketahoeinfo.org)

2. Local transit committed \$ assumes existing annual levels of federal/state/local/private funds for next 10 years


PROGRESS & IMPLEMENTATION

Implementation of the Action Plan's **initial priorities** in each category will occur through comprehensive transportation coordination and planning. With time, the priorities will be made specific and shaped to ensure they effectively reduce auto trips and vehicle miles traveled in Tahoe.



THE PROJECTS:

The program of projects includes corridor connection planning, transit, trails, technology and pilot projects to be prioritized for investment and implementation to achieve our goal of increasing the number of visitor and local trips taken without a car. These projects represent a first increment of priorities developed with local partners and implementors through local and regional adopted plans. These projects are not however the only ones that may be advancing. To achieve our goal, we must be advantageous and leverage new opportunities for funding that will advance projects that can increase non-auto travel options. We must capitalize on public and private partnerships to explore pilot programs that may create new and support existing transportation options. Corridor Planning develops multi-modal project recommendations with a collaborative, multi-agency process. Project recommendations from the planning process shall be a priority as Multiagency Multimodal Corridor Planning is. The Action Plan projects will take time to implement but must still be a priority and will build upon one another. Measuring progress to identify the projects and programs that will most effectively lead to the achievement of our regional goals shall be done annually and reevaluation of priorities will be continual.

Implementation	 <h1>TRANSIT</h1>	<h2>Doubling Ridership by 2028</h2>
	<p>Summary: This program of transit improvements will focus on moving visitors, while enhancing service to the community. This will include building out priority <u>mainline</u> services, reinstating <u>inter-regional</u> service to Carson Valley, and improving connections to <u>recreation</u> destinations with public and private transit options. As ridership increases over time, additional headways may be pursued to double existing ridership by 2028</p> <p>Benefits: The proposed increase to service levels on local mainline service for the North and South Shore will provide more transportation options that can reduce the use of the automobile for visitors and residents. Increasing non-auto options to recreation sites and ski resorts can reduce congestion at peak times and help provide the options that will allow those to leave their car behind and arrive in Tahoe car-free.</p> <p>Considerations: Integration of private partners, local jurisdictions, and existing public transit operators. Local transit committed \$ assumes existing levels of federal/state/local/private funds for next 10 years.</p> <p>Performance: Ridership will be tracked each year to understand progress and readjust routes, frequency and delivery; expectation is to have doubled ridership after 10 years of implementation. Any increase in frequency will only occur on productive routes that have demonstrated a potential to increase ridership.</p> <p>Funding Need: \$93,500,000</p> <p>Existing/Potential Funding Sources: Federal Transit Administration State – CA Prop 1B & SB1 State – CA Transit Development Act Local Govt. Funds Private investment</p>	<p>Project Details:</p> <p>Initial Focus</p> <p>Infrastructure</p> <ul style="list-style-type: none"> Regional Bus Replacements Hwy 89 & 267 Priority Bus Lanes/Bus on Shoulder (Kings Beach-Tahoe City-Truckee) <p>Services</p> <p>South Shore Local Service – 30 min.</p> <ul style="list-style-type: none"> Hwy 50, Pioneer Trail, LTCC & Meyers at peak commute times <p>North Shore Local Service – 30 min.</p> <ul style="list-style-type: none"> Tahoe City, Truckee, Kings Beach & Incline <p>Visitor Circulator/Shuttle Services – On-demand</p> <ul style="list-style-type: none"> Stateline to Ski Run <p>Regional Transit Operations–</p> <ul style="list-style-type: none"> Carson City/Gardnerville commuter service via 207 <p>Future Focus</p> <p>Infrastructure</p> <ul style="list-style-type: none"> South Shore Transit Maintenance Facility <p>Services (as ridership and capital supports)</p> <p>South Shore – 15 min</p> <ul style="list-style-type: none"> Hwy 50 & Pioneer Trail <p>Regional Transit Operations –</p> <ul style="list-style-type: none"> Local South Shore Ferry Service Carson City/Gardnerville commuter service via Hwy 50 <p>Visitor Circulator/Shuttle Services –</p> <ul style="list-style-type: none"> Emerald Bay Shuttle Service Stateline Circulator <p>Supporting documents: TRPA Regional Transportation Plan, TTD Short Range Plan & Long-Range Transit Plan, TART Systems Plan-2017</p>



MULTIMODAL CORRIDOR

Increasing Access and Travel Options

Summary: Comprehensive planning and implementation at a corridor scale coordinates needs and solutions across multiple partners. Recreation access and management paired with transportation options satisfy multiple objectives. Priorities include multi-benefit community revitalization projects in town centers, mobility hubs that complement other improvements to transit, and corridor connection planning along the South Shore, Emerald Bay, and Meyers. Additional priority projects will be brought forward from current corridor connection planning underway at Emerald Bay and followed by additional corridors.

Benefits: Multimodal corridor projects will serve all users and are vetted by all affected agencies. Current corridor efforts are focused on SR 89/Emerald Bay as one of the busiest recreation corridors in Tahoe. Solving parking and access issues here will help benefit not just the recreation sites but also travel through which is needed. Mobility hubs often correspond with locations of corridor planning as they are one element within the multimodal plan. Mobility hubs provide all users a place to transition from one mode to the next with a focus on locations that have good access to transit, so people can park their cars and get on transit. Strategically located not just within populated areas with transit but also outside core areas and at recreation sites.

Considerations: Corridor planning will identify projects that are not yet on the priority list but must be a priority for action plan implementation.

Mobility hub improvements will vary by site but will incorporate multimodal access, bike storage, pedestrian amenities, and parking management.

Performance: Progress on completing corridor planning and implementation can be tracked and needs or shifts in priorities can be adjusted

Funding Need: \$186,551,000

Sources:

Federal Transit Administration
State – CA Prop 1B & SB1
Federal and CA - Active Transportation
Local Govt. Funds
Private investment

Supporting Documents: TRPA Active Transportation Plan, RTP, TTD Corridor Connection Plan and Long-Range Transit Plan

Links have been provided for current projects in the [Environmental Improvement Program Transportation Tracker](#)

Priorities:

Initial Focus

Mobility Hubs - multi-modal transfer and park-and-ride facilities connecting transit, bicycle, and pedestrian services.

- [Incline](#)

SR89/Emerald Bay Corridor Improvements

Improve safety and recreation access

- Safety & Trailhead Improvements
- Parking/Reservation Management System
- Shuttle Access
- Bike Path Connections

South Shore Community Revitalization Project

Multi-benefit project aimed at catalyzing a walkable/bikeable town center and providing community housing options.

Initial

- Main Street Management Plan
- Community Housing
- Roadway Realignment

Future

- Community Connectivity and Amenities
- Transit Circulator

SR28 Nevada Stateline to Stateline Trail–

Trail work incorporates improvements to roadside parking and water quality. Closing gaps in existing trail to include:

Initial

- Crystal Bay to Incline
- Sand Harbor to Round Hill

Future

- Laura Drive to Stateline, coordinated with South Shore Revitalization project

Future Focus

Mobility Hubs

Initial • Emerald Bay • Truckee

Future • Meyers • South Tahoe WYE

Corridor Connection Planning

Meyers Corridor Sustainable Mobility

Create an eastern gateway to Meyers and improving safe connections within the community and to the local school.

- 50/Pioneer Roundabout
- Apache Ave. Complete Streets

Continue to move on additional Corridor Connection Planning segments.

- US 50 East Shore – Glenbrook to Stateline
- No.Tahoe/Truckee Resort Triangle (SR89/Hwy 28/267)

Multimodal safety and traffic improvements in Kings Beach

Create a western gateway to Kings Beach while improving circulation and safety.

- North Tahoe Roundabout at SR28/SR267



TECHNOLOGY & PILOT PROJECTS

Utilize Technology and Pilot Projects to Advance Travel Options

Summary:

Harnessing technology, while everchanging, can help smooth out congestion peaks, disperse travel choice times, and provide travel choices in the palm of one's hand. Technology allows for reach outside of the basin to capture visitors before they finalize travel plans to Tahoe and help them get around while in Tahoe. Public/private partnerships are necessary to effectively provide smarter transportation options and integrate technology into decision making and will be essential to meet action plan targets for increasing biking and walking.

Benefits:

The ability to reach the visitor with travel option information before they arrive in Tahoe will help reduce auto trips and vehicle miles traveled in Tahoe. Pilot projects such as Lime bike share and Chariot on-demand micro-transit help make the most of technology and test new options.

Improvements to the roadway system, whether it be adaptive management at peak times or just keeping traffic flowing in a predictable manner benefits all modes of travel.

Considerations:

Increase private sector (resorts, lodging, recreation providers, and others) involvement in designing and financing transit services.

Performance:

Pilot projects will be assessed to better understand effectiveness, tolerance for new options, and future implementation

Other Strategies:

Funding Need: \$8,000,000

Sources:

Federal Safety Funds
State – CA Prop 1B
Local Govt. Funds

Project Details:

Initial Focus

Tahoe Trip Planning Tool & Rideshare Application

Regional application for trip planning that will connect travelers who are heading in the same direction or simply provide a menu of travel options before getting to Tahoe and once here.

Adaptive Traffic Management on US50

Continue work with Caltrans to study recreational destinations that have severe weather and seasonal-peak-period congestion due to mass departure from activity centers to create an adaptive menu of roadway management techniques and implementation strategies.

Micro Transit Pilot Project utilizing lessons learned from Chariot Pilot

Future Focus

Multi-Modal Signal Control & Optimization

South Shore US 50

Continue work with Caltrans to optimize signal timing along Hwy 50 in the South Shore to improve travel flow, including providing extra time along the mainline during busy peak times and make pedestrian crossing time adjustments.

Supporting documents:

TRPA Regional Transportation Plan
TTD Short Range Plan & Long-Range Transit Plan

Implementation



TRAILS

CLOSING GAPS in the Trail Network to complete 37* miles of Trails

Summary:

Improvements to active transportation options that complete new connections to town centers, provide new travel options to recreation destinations, or just provide new options to get around town are imperative to improving non-auto mode share.

Benefits:

Trails provide options that benefit the environment and improve general quality of life. Closing gaps in the trail network will help realize the true potential of the investment made to trails. Improvements on trails that sync up with transit stops can also provide a new travel option that was not previously available due to distance.

Considerations:

Future Greenway easterly connections from Van Sickle to Market Street and westerly connections to Meyers and the Wye should be prioritized but are not currently included in the funding shown here.

Performance: Use will be tracked each year to consider progress, effectiveness, and future needs.

Other Strategies:

Ensure as corridor planning progresses that trails improvements will be incorporated

Funding Need: \$ 18,164,000

Sources:

Active Transportation Program (Federal and CA)
State – CA Prop 1B
Local Govt. Funds

Links have been provided for current projects in the [Environmental Improvement Program Transportation Tracker](#)

Project Details:

Initial Focus

Pioneer Trail Complete Streets

Ski Run to Larch Ave. sidewalk completion connecting Bijou/Ski Run neighborhoods to the Stateline and Casino Corridor

Placer County - Resort Triangle Trail Network

Tahoe region includes over 14 miles of new trail closing gaps in the trail network running through Homewood, Tahoe City, Dollar Point/Ridgewood, North Tahoe, Kings beach and Crystal Bay.

*Several bikeway improvements will be coming forth under Corridor Planning, i.e. Nevada Stateline to Stateline Trail is incorporated under Corridor Program as those improvements are identified in the Hwy 28 Corridor and South Shore US50 through Community Revitalization Project Main Street Management

Future Focus

South Tahoe Greenway Shared Use Trail

Closing gaps in this trail will connect recreation, community centers, mainline transit and neighborhoods, ultimately connect the Barton Hospital area to Stateline/Van Sickle

Supporting documents:

TRPA Regional Transportation Plan
TTD Corridor Connection Plan
Active Transportation Plan

Implementation

Comprehensive Transportation Coordination and Corridor Planning MOU

MEMORANDUM OF UNDERSTANDING

Comprehensive Transportation Coordination and Corridor Planning for the Lake Tahoe Bi-State Region

This memorandum of understanding (MOU), entered into this 28th day of December, 2018, by and between the states of California and Nevada, the Tahoe Regional Planning Agency, Tahoe Transportation District, Placer County, El Dorado County, Washoe County, Douglas County, City of South Lake Tahoe, Tahoe City Public Utility District, North Tahoe Public Utility District, and United States Forest Service Lake Tahoe Basin Management Unit, collectively referred to as “the Parties or individually as Partner Agency or Agency,” establishes a planning and coordination process to effectuate corridor planning and general coordination in the Lake Tahoe Region.

CHAPTER 1: PURPOSE OF AGREEMENT

- 1.1 **Address visitor travel impacts** – The Parties recognize and acknowledge the need to address growing pressures from increased visitation travel to and throughout the Lake Tahoe Region. Increasing growth in Northern California and Nevada are impacting mobility, experience, and environmental values of the Lake Tahoe area. Recreation travel is a focus of this multi-agency coordination agreement to improve mobility and recreation access, and resource management.
- 1.2 **Coordinate across jurisdictions on planning and implementation** – The Parties endorse a coordinated planning and implementation process that involves participation of multiple partners to establish policy alignment and delivery of comprehensive projects and corridor-scale improvements. The “Linking Tahoe: Corridor Connection Plan” establishes a tiered planning framework to develop specific corridor management plans that provide efficient project implementation at an individual corridor level. The Parties will incorporate corridor or sub-corridor level planning within their respective processes to maximize regional alignment and efficient project delivery that can often cross jurisdictions.
- 1.3 **Agreement of the Parties** – The Parties agree to coordinate, as appropriate, with multi-agencies to address the complex transportation and recreation management needs in the Lake Tahoe Region. The Parties agree to work cooperatively and resolve conflicts needed to endorse and/or approve appropriate corridor management plans, and joint policy approaches to cooperatively achieve implementation targets. The Parties agree to acknowledge and discuss policy incongruences and inconsistencies, and barriers to implementation including, but not limited to, roadway and trail design characteristics, right-of-way easements, recreation management, resource protection and maintenance.

CHAPTER 2: ROLES AND RESPONSIBILITIES

- 2.1 **State of California** – The State of California has multiple agencies involved in Lake Tahoe. The California Natural Resources Agency oversees state environmental restoration efforts and State Parks - Sierra District operations at Lake Tahoe. California State Transportation Agency (CalSTA) oversees state transportation program and policy efforts, the California Department of Transportation (Caltrans), and California Highway Patrol (CHP). Caltrans is responsible for operating, maintaining, and improving the state highway system, implementing state transportation planning and funding programs, and overseeing the regional transportation planning process. CHP provides uniform traffic law enforcement for efficient transportation of people and goods.

- 2.2 **State of Nevada** – The State of Nevada has multiple agencies involved in Lake Tahoe. The Department of Conservation and Natural Resources oversees state environmental restoration efforts, administers Lake Tahoe funding programs, and directs the Nevada Division of State Lands and State Park operations at Lake Tahoe. Nevada Department of Transportation (NDOT) operates and maintains the state highway system and provides oversight of state and regional transportation planning and funding programs. Nevada Highway Patrol (NHP) provides law enforcement traffic services to the motoring public.
- 2.3 **Tahoe Regional Planning Agency** – The Tahoe Regional Planning Agency (TRPA) created by the Tahoe Regional Planning Compact (PL 96-551) provides regional development and environmental protection oversight of the Lake Tahoe watershed. TRPA is also the metropolitan planning organization (MPO) for the Tahoe Region and is charged with regional transportation planning and transportation funding responsibilities. TRPA develops and maintains a Regional Transportation Plan (RTP) and an implementing Transportation Improvement Plan laying out a long-term vision for the evolution of the regional transportation system. TRPA also reviews and approves plans, programs, and projects and administers regional transportation grants and funding.
- 2.4 **Tahoe Transportation District** – The Tahoe Transportation District (TTD) created by Article IX of the Tahoe Regional Planning Compact is a bi-state special district with authority to implement (own, operate, and build) public transit and transportation facilities consistent with the compact and the regional goals and policies of the regional plan. TTD currently operates the South Lake Tahoe public transit service serving the South Lake Tahoe area and connecting communities outside of Tahoe in Douglas County and Carson City, and a seasonal summer service. TTD has its own funding authority and can own and operate facilities outside of the Tahoe region for purposes of connecting the region with outlying communities. As an implementing entity TTD develops plans for projects, transit, and corridors to meet Tahoe's intra and inter regional system needs.
- 2.5 **US Forest Service – Lake Tahoe Basin Management Unit** – The Lake Tahoe Basin Management Unit of the Forest Service is responsible for access to National Forest System lands in the Lake Tahoe Basin. This responsibility includes access for recreation purposes and the transportation system connecting to these recreation resources.
- 2.6 **Implementation Partners** – Multiple partner agencies are responsible for designing, building, and maintaining transportation and recreation facilities. Corridor planning relies on robust partnership and coordinated implementation. In addition to the Parties specified above, the following parties are also responsible for participating in the development of corridor management plans and delivering identified improvements as applicable:
- Placer County
 - Washoe County
 - Tahoe City Public Utility District
 - North Tahoe Public Utility District
 - Local & State Law Enforcement
 - El Dorado County
 - Douglas County
 - City of South Lake Tahoe
 - Incline Village General Improvement District

CHAPTER 3: THE PLANNING AND COORDINATION PROCESS

- 3.1 **Planning and Implementation Alignment** – The Parties understand that regional coordination, alignment, and implementation must occur at multiple scales (regional, corridor, and local) and must consider each entity’s authority, planning policies, and project delivery systems to be efficient. Examples of partner considerations that must be balanced or acknowledged include: supporting resource protection, managing access, fostering stewardship, improving mobility, land use decisions, among others. Coordinating planning at the regional, corridor, sub-corridor and project level, the Parties will improve the link between regional policy and localized improvements.

Regional:

- a. *Regional Transportation Plan*—The most general level of transportation planning, developed and maintained by TRPA, establishes long-term transportation goals and policies and a regional blueprint for implementation.
- b. *Forest Plan* – The U.S. Forest Service Lake Tahoe Basin Management Unit develops and maintains a Forest Plan that establishes management policy for its lands in the Lake Tahoe Basin. This includes forest health, recreation management, and access management policy for federal lands.

Corridor Scale:

- c. *Linking Tahoe: Corridor Connection Plan*—Tahoe Transportation District’s 2017 Plan identifies high-priority transportation corridors at Lake Tahoe and corridor-scale implementation concepts to carry out the goals and policies of the Regional Transportation Plan. The Corridor Connection Plan implementation concepts will guide the collaborative and coordinated development among the Parties of more specific Corridor Management Plans.
 - o *Corridor Management Plans*—Are initiated by a lead agency to be developed by a partnership process led by a steering committee to identify specific transportation and recreation management projects and implementation strategies that support the regional transportation plan. The lead agency responsible for the development of individual corridor management plans may vary, the cooperating parties may vary, and the roles and responsibilities of the parties may be different and require various levels of agency decision making. These variables will be addressed in more detail by each corridor management plan’s chartering and agreement process which may include chartering of project development teams and steering committees to assure consistency and alignment among multiple agencies plans, objectives, and outcomes.

Local/Project Scale:

- d. *Project Development*- Project sponsors will, to the extent possible and as appropriate, design and construct projects and implement strategies identified in corridor management plans or other partner’s planning documents (CA & NV Parks Master Plans, Local Area Plans, Transit Plans, Capital Improvement Programs, etc.) that have been vetted with appropriate partners.

CHAPTER 4: CORRIDOR PLANNING FRAMEWORK

- 4.1 **Cooperation and Coordination** – The Parties commit to providing the appropriate coordination and cooperation to support successful coordinated planning and implementation as specified in Section 3.1 above and to entering into additional agreements as may be necessary and appropriate to implement this provision. It is expected each Party will integrate and utilize the data and products from the Linking Tahoe: Corridor Connection Plan, as may be updated, and associated corridor management plans in its respective planning and project delivery process, both existing and in the future.
- 4.2 **Planning/Development Process** – The Parties acknowledge corridor management planning and development will include the following:
- a. **Project Development Team** – These teams will provide technical support and partner representation to develop corridor management plans. The teams will include but not be limited to, staff from land management agencies, transportation agencies, land use planning agencies, transit providers, and representatives from the private sector.
 - b. **Steering Committee** – This committee will include representatives from primary funding agencies and lead agencies to provide guidance on the development of corridor management plans and manage consultants and overall project budgets and schedules. Following the initial completion of the corridor management plan, the Steering Committee will be the ongoing venue to bring forward implementation issues, necessary maintenance agreements, and initiate the CMP amendment process as the corridor evolves.
 - c. **Partner Agency Executives** – Will authorize agency resources and commitments, assist with conflict resolution as necessary, and articulate agency priorities for each corridor management plan.
- 4.3 **Formal Public Participation** – To promote transparency and the open involvement of a broad variety of stakeholders, the corridor planning process will be conducted in an open manner so members of the public, tribes, civic groups, interest groups, businesses, disadvantaged communities, and other agencies can participate. The steering committee will take appropriate actions to ensure public participation through such formal means as:
- a. Establishing a public stakeholder group to solicit feedback,
 - b. Inclusive outreach targeting the traditionally underserved public (e.g., minorities, senior citizens, low income citizens, and Native Americans), and
 - c. Creation or use of standing advisory committees.
- 4.4 **Final Approvals and Acceptance Process** – Draft and final corridor management plans must be formally reviewed and adopted to ensure coordination, alignment, and implementation effectiveness. The following formal consultations and actions are the minimum required to include identified projects in TRPA’s Regional transportation funding document, the Federal Transportation Improvement Program (FTIP):
- a. Formal consultation with affected local governments
 - b. TTD Board of Directors review, approval, and incorporation of corridor management plans into the Linking Tahoe: Corridor Connection Plan.

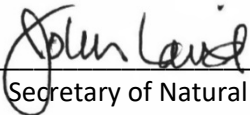
- c. TRPA Governing Board review, approval, and incorporation of corridor management plans into the Regional Transportation Plan, and project authorizations for inclusion in FTIP.
- d. Review and acceptance by other potential parties requiring formal corridor management plan action:
 - 1) U.S. Forest Service Lake Tahoe Basin Management Unit
 - 2) Caltrans and Nevada Department of Transportation
 - 3) California and Nevada State Parks
 - 4) Local Governments
 - 5) Other identified entities as necessary

4.5 **Policy Incongruencies and Alignment** - Policy and planning inconsistencies and differing policy and planning interpretations will likely come forward during coordination efforts that could lead to delays or inconsistent policy application. The parties agree to work on mutually beneficial solutions in a timely manner and to employ dispute resolution processes as necessary. The parties agree to make best efforts, through dispute resolution as needed and as specified below, to arrive at common understandings and policy alignment to achieve more efficient planning and project delivery. Examples of incongruencies that now and in the future may continue to require actions and agreements to align policies, plans and approaches to date include: context sensitive roadway design characteristics, property easement processes, parking/user fee collection, and maintenance, among other policy areas.

CHAPTER 5: DISPUTE RESOLUTION

- 5.1 **Alignment** –Issues and disputes may arise during the planning and implementation process and should be resolved at the lowest possible level but may need to be elevated to the Agency executive level. Policy conflicts and implementation obstacles will be elevated after reasonable measures have been exhausted and at the earliest opportunity to prevent undue delay. Agency executives of the undersigned Parties will set forth conflict resolution expectations, use best efforts to find cooperative and mutually beneficial solutions and common ground, and will resolve policy conflicts to the greatest extent practicable.
- 5.2 **Principles** – All Parties are committed to developing solutions or recommendations to resolve any conflicts that may arise during planning and implementation according to the following resolution principles:
 - 1. Identify policy barriers and implementation issues up front
 - 2. Focus on common goals
 - 3. Accept differences of opinion
 - 4. Find creative solutions to conflicts
 - 5. Resolve conflicts in the most expeditious manner possible


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



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



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



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



Lieutenant Terry Lowther, South Lake Tahoe Office
California Highway Patrol



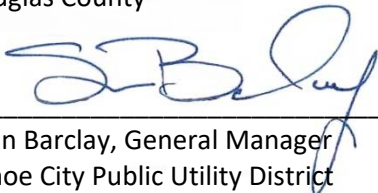
Todd Leopold, CEO
Placer County



Don Ashton, CAO
El Dorado County



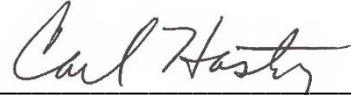
Jenifer Davidson, Interim County Manager
Douglas County



Sean Barclay, General Manager
Tahoe City Public Utility District



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



Carl Hasty, District Manager,
Tahoe Transportation District



Brian Annis, Transportation Secretary
California State Transportation Agency



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



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



Dirk Brazil, Interim City Manager
City of South Lake Tahoe



John Slaughter, County Manager
Washoe County



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

Caltrans & NDOT Coordination Agreement

Caltrans/Nevada DOT Enhanced Interstate Partnership

This agreement for an Enhanced Interstate Partnership is entered into by the State of Nevada Department of Transportation (NDOT) and the State of California Department of Transportation (Caltrans), hereafter jointly referred to as the “Parties.” The partnership agreement is hereafter referred to as the “Agreement.” The Agreement is a “living document” that can be modified by the Parties, when deemed appropriate, and provides a framework to discuss the process of coordinating bi-state planning efforts.

It is adopted by the parties involved on (*Month, date and year here*).

Purpose- The purpose of this Agreement is to establish a partnership between the NDOT and Caltrans to advance bi-state transportation strategies in order to strengthen and coordinate efforts to meet the transportation needs of its’ traveling public, while protecting public health, enhancing transportation networks, the environment and natural resources.

Expected Outcomes- The expected outcomes of this partnership Include, but are not limited to:

- Creating a peer exchange and networking opportunities
- Supporting co-education and coordination for transportation-related policies
- Identifying opportunities for joint projects and planning efforts
- Leveraging research opportunities, data sharing, etc.
- Pursuing federal and multi-agency funding opportunities
- Developing common goals and joint/cross state initiatives.

Background: As California and Nevada both move towards addressing current and future transportation needs for freight and commerce, tourism ventures, and public-private partnerships for economic growth, this partnership provides the forum where coordinated policies and plans can be discussed and/or implemented, and acted on.

Recent examples of partnerships between Caltrans and NDOT are:

- The partnership between NDOT, Caltrans District 3, and the Tahoe Regional Planning Agency (TRPA), to address transportation needs on highways;
- A Memorandum of Understanding recently approved in 2018 for a Bi-Rail State Plan between NDOT and Caltrans
- NDOT and Caltrans (in coordination with Governor Brown’s Office) on selecting “Alternative Fuel Corridors” to propose for FHWA approval (2017 and 2018)
- The multi-state I-15 Coalition (Nevada and California partnered with Utah and Arizona)

This Agreement seeks to enhance cooperation through a range of activities, including:

- Strengthening performance standards to control greenhouse gasses;
- Sharing information on policies and programs to strengthen our economies, transportation networks, improve air quality, invest in emerging technologies;
- Exchanging personnel and jointly organizing workshops and training;
- Supporting intermodal connectivity opportunities;

Caltrans/Nevada DOT Enhanced Interstate Partnership

- Supporting Bi-State funding opportunities (Federal or State) for transportation improvements;
- Researching clean and efficient energy technologies; and
- Integrating land use decisions with transportation concepts by utilizing innovative planning strategies.

Parties to the Agreement: Mutual Goals and Benefits, Decision Making Responsibilities-

This Agreement provides a framework for cooperation between the NDOT and Caltrans. Each Party is responsible for its own actions/omissions. This Agreement in no way incurs upon the signatories a shared statutory responsibility to fulfill the obligations of the other signatories. These lead agencies have the ultimate decision-making authority for the project and its alternatives.

Bi-State Transportation Working Group

It is of mutual interest to both Nevada and California to establish a standing working group (Working Group) to discuss, strategize and coordinate transportation planning efforts and investments.

Staffing and Staff Changes

Agency Representative: Each party shall designate individuals, known as agency representative(ies), that will participate in policy planning discussions and is responsible for coordination all communication with their agency and will have decision-making authority on behalf of their respective Agency.

In the event that any Agency Representative are unable to participate in a scheduled meeting and alternate shall be designated to represent the party in said meeting.

If an agency project representative is no longer able to serve in this capacity, the agency shall reassign these duties as expeditiously as possible to ensure a smooth transition of duties and avoid delays in the project schedule.

Statement of Mutual Benefit and Interest [Elaborate on items of mutual interest]

All actions governed by applicable California state/Federal laws. This Agreement does not grant the signatories any additional rights or powers, nor does it excuse the signatories from fulfilling any other statutory obligation they might have.

Mutual Agreements between Parties

The Parties are committed to demonstrating cooperation that will provide the public and decision makers with useful information that will inform their decisions (for example- the bi-state rail project). The Parties enter this Agreement to further the goals for bi-state planning, agreeing to:

- Collaborate as each State's transportation plans are developed (Freight Plan, State Plan, Rail Plan, and others) to ensure continuity in policy;
- Agree to open, frequent and candid communication that facilitates early engagement and coordination in identifying issues and needed studies;
- Develop a coordinated work plan and schedule, when needed, based on actions from the Working Group and the direction of Agency Directors. All parties commit to adhere to the schedule in completing their respective obligations as agreed upon when those obligations are made. The

Caltrans/Nevada DOT Enhanced Interstate Partnership

Parties are to communicate with each other within an agreed upon timeframe if one is unable to meet the schedule;

- Identify the key corridors and encourage policies that strengthen robust economic development;
- Make freight and passenger movement much more efficient;
- Explore the potential of co-opting aggregate materials and other building supplies for shared use for infrastructure improvements;
- Participate in joint data gathering and analysis, research, planning, service delivery and policy-making activities to enhance the quality of life and economic prosperity of the mega-region and work with private, higher education and civic organizations as appropriate to conduct this work;
- Continually update and analyze data and research on the geography of the mega-region and recommend any appropriate changes to the Working Group;
- Provide the necessary staffing and resources to ensure a meaningful and substantive planning process, including representatives to NDOT and Caltrans.
- Cooperate on research on clean and efficient energy technologies, including developing shared research, development and deployment of research projects;
- Organize joint symposia, seminars, workshops, exhibitions and training; and
- Any other mutually agreeable forms of cooperation that contribute to the purpose of this Agreement.
- Efficiently identify, communicate and resolve issues or disagreements.
- Consider the views of all the Parties.

This Agreement is intended to become effective on the date it is signed and does not create any legally binding rights or obligations for either Participant.

Signatories:

Laurie Berman, Director
California Department of Transportation

Rudy Malfabon, Director
Nevada Department of Transportation

California State Rail Plan Letter of Support



**TAHOE
REGIONAL
PLANNING
AGENCY**

Mail

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Stateline, NV 89449-5310

Location

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Contact

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December 11, 2017

Andy Cook, Chief Rail Planning
California Department of Transportation
Division of Rail and Mass Transportation
Rail Planning Branch
1120 N Street, MS 74
Sacramento, CA 95814

SUBJECT: Draft 2018 California State Rail Plan

The Tahoe Regional Planning Agency (TRPA), in its capacity as the Tahoe Metropolitan Planning Organization (TMPO) is pleased to provide a letter of support and recommendations for the Draft 2018 California State Rail Plan.

For the State to achieve its transportation and climate policy goals, agencies and implementers can no longer think and plan in “business as usual” terms. The need for rail service to provide travel options for recreation and tourism visitors to connect Tahoe and Northern Nevada with Sacramento and the Bay Area has been on the books but not meaningfully pursued since identifying rail as a travel option. Passenger rail service has long been identified in the Regional Transportation Plan/Sustainable Communities Strategy, and the Long-Range Transit Plan for Tahoe. More recently, Metropolitan Planning Organizations, transit agencies, and local governments across the mega-region extending from the Bay Area in California to Northern Nevada have keyed in on passenger rail to meet the growing needs of burgeoning interregional travel. The Trans-Sierra Transportation Coalition identifies a transportation vision for the future that includes “Major corridors binding the Region together and connecting it to the rest of the Nation such as I-80, US-50, US-395, and I-580.” These plans provide a supporting vision and framework where it is easy to imagine the ease of transferring from High Speed Rail to local regional rail to arrive in Tahoe seamlessly and car free.

The need for passenger rail is supported by California’s 2040 population estimate of 50 million and the most recent data about travel patterns including 10 million vehicles that enter the Lake Tahoe Basin annually. The changes are happening and will continue to happen around us regardless of whether we take action to add new modes that no longer rely on the personal vehicle.

We therefore support Caltrans proposal to study the potential for regularly scheduled, seasonal passenger rail and bus service to the Lake Tahoe Region, but we urge the

imagine. plan. achieve.

state Rail Plan to go further. On winter and summer peak weekends, the main arteries leading into Tahoe (I-80 & US 50) reach gridlock. In the winter season these conditions are unsafe and pose unaddressed risks to travelers both within the Tahoe Region and those seeking access and egress. Passenger rail service during congested travel periods including peak travel weekends, with termini for rail in the Town of Truckee, Soda Springs, or Reno/Sparks Nevada is strongly supported in this corridor from regional agencies in both California and Nevada.

The Draft Rail Plan relies more heavily on express bus service to connect large metro areas to Tahoe's recreation destinations. These services could only be realized if local governments across the mega-region were to self-fund express interregional bus connectors. A more cohesive interregional solution should be pursued. We therefore acknowledge Caltrans Short-Term Goal to expand integrated express bus service to Redding, Reno and South Lake Tahoe but would like the feasibility issues addressed if this short-term goal is relied upon to address the immediate needs. The 2027 Mid-Term Goals to provide half-hourly peak and bi-hour off-peak service from Roseville to Sacramento, integrated with bi-hourly integrated Express Bus services from Reno and North Lake Tahoe as well as with local transit services will be important to this region only if there is a viable means to implement bus connection as a short-term interim fix. We support the Mid-Term Goal of Enhanced Integrated Express Bus connections at Sacramento to Carson City and South Lake Tahoe (on a demand-based frequency) and encourage changing the Plan to move the service up to the Short-Term Vision with strategies addressing the TMPO eligibility for funding such service.

Passenger rail can complement the growing needs to move freight along this same corridor. Vehicular travel and goods movement in the I-80 corridor has substantially increased over the past ten years. As a result, the I-80 corridor experiences heavy congestion and stop-and-go traffic during peak summer and winter travel periods, which contributes to increased travel times and vehicle emissions. Due to the geographic and environmental constraints in the I-80 corridor, there are limited opportunities for capacity increasing improvements, reemphasizing the importance of expanding passenger rail in the corridor to offer alternatives to the automobile.

Outreach with Union Pacific for such a robust statewide plan is understandably challenging however critical to success of future passenger rail service. Balancing the needs of all users; residents and visitors with freight over the next 20 years is no easy task when all are expected to grow. The Intercity Passenger Trains Access Resolution that was unanimously adopted by the National League of Cities on November 18 during its 2017 national conference supports balancing freight and passenger needs. The Resolution (attached) and the Federal Rail Passenger Service Act (RPSA) of 1970 ([link](#)) recommended that the basic system take into account, "...rail passenger service within and between all regions of the continental United States."

The California Rail plan notes how California's iconic parks and landscapes draw visitors from all over the world which is why we feel it is important to accelerate rail and bus service for the millions of visitors, residents of California, Nevada and the associated recreation travel. We look forward to the opportunity to collaborate with Caltrans in the planning, analysis, and project development of bus and passenger rail service in the Sierra Nevada Corridor.

Sincerely,



Joanne S. Marchetta, Executive Director
Tahoe Regional Planning Agency

Attachment: Intercity Passenger Trains Access Resolution, National League of Cities

Intercity Passenger Trains Access Resolution
Unanimously Adopted by The National League of Cities 11/18/17
Written and Presented by Transportation Committee Member Fred Strong,
Representative of the City of El Paso de Robles, CA

Whereas: The intercity railroad system in the United States was created as a common carrier system in the 19th and 20th centuries,

And Whereas: Federal legislation granted railroads 170 million acres of right-of-way land, subsidies and privileges with requirements to be available for transportation of both people and goods,

And Whereas: Most railroad companies have divested themselves of the capability of reasonably transporting people in their equipment,

And Whereas: The B&O railroad was the first licensed common carrier railroad in the United States and was tasked, at that time, with serving the public at large by handling any freight or passenger traffic without discrimination by not denying either access to transportation, which it did until dissolving in 1987,

And Whereas: The Rail Passenger Service Act of 1970 (RPSA) defined "railroad" as a "common carrier by railroad,"

And Whereas: The RPSA recommended that the basic system take into account, "... rail passenger service within and between all regions of the continental United States,"

And Whereas: The RPSA authorizes and requires reasonable cooperation between intercity passenger rail providers and railroad companies,

And Whereas: The RSPA relieved the railroads of their common carrier obligation to provide intercity passenger rail service, which threatened their financial viability, in return for making their tracks and other facilities available to intercity passenger providers (Amtrak) for "reasonable terms and compensation,"

And Whereas: The RPSA requires railroads to provide access for additional Amtrak operated trains on an expeditious basis unless this would "unreasonably impair" their freight operations,

And Whereas: railroads sometimes unjustifiably delay, or seek unreasonable levels of compensation for, the operation of additional intercity passenger trains,

Therefore, Be It Resolved: That the National League of Cities calls upon the President and Congress of the United States to enforce these historic policies of the United States through its passenger and freight licensing policies and procedures with appropriate penalties and/or disincentives for failure to comply in a reasonable and cooperative manner to achieve the intent of law.

Chariot Microtransit Pilot

CHARIOT MICROTRANSIT PILOT (BLUE LINE)

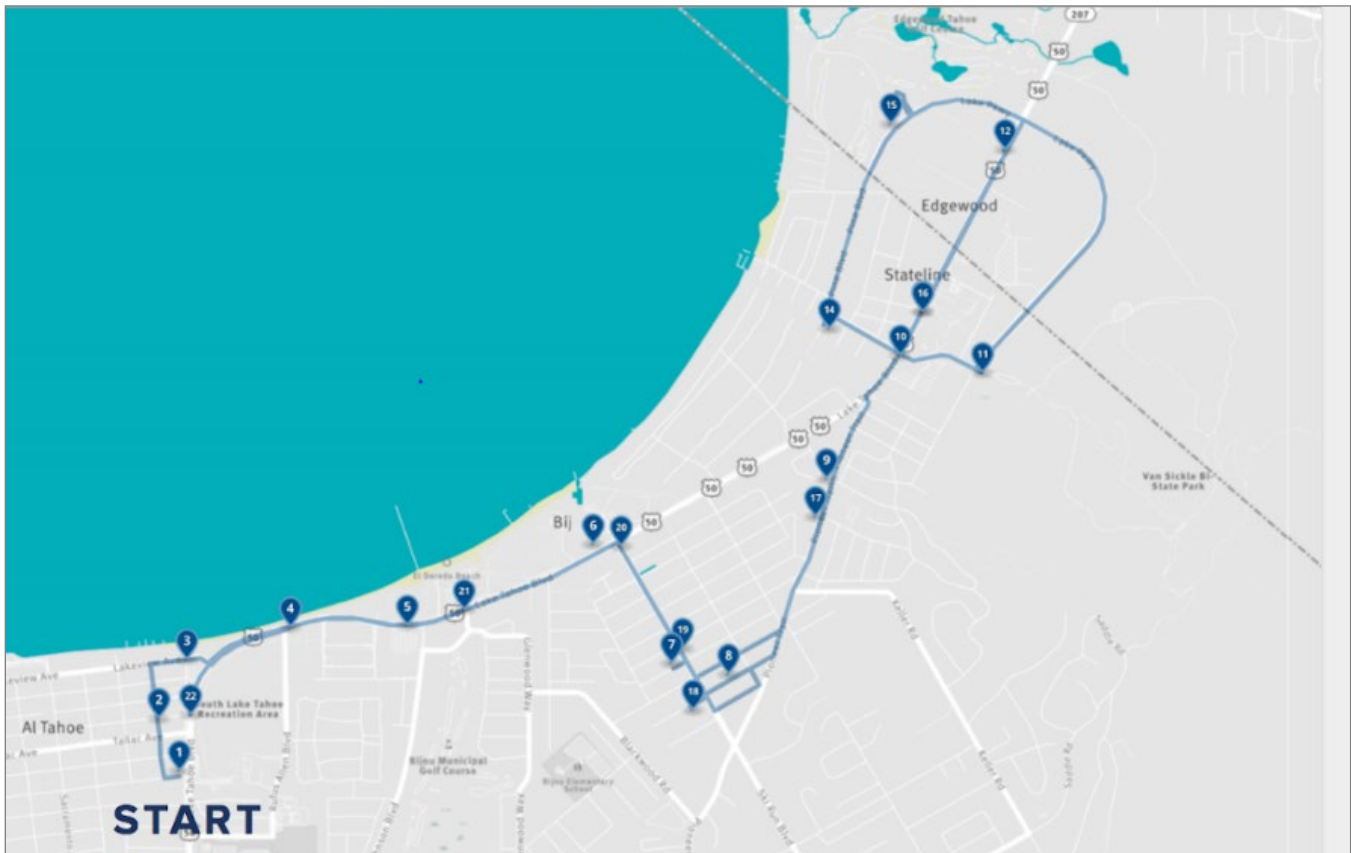
Introduction

As a national treasure and popular year-round tourist destination, Lake Tahoe has experienced a growing amount of traffic over the past six decades with limited implementation of state-of-the-art transit solutions to alleviate congestion. Despite continued congestion and community frustration, the Tahoe Transportation District recently announced drastic cuts in public transit service that eliminate key routes and decrease operational hours from 20 to 14.5 hours a day. New technology, services, and models implemented in other resort communities demonstrate that more opportunity exists now than ever to implement innovative solutions to address our transportation challenges.



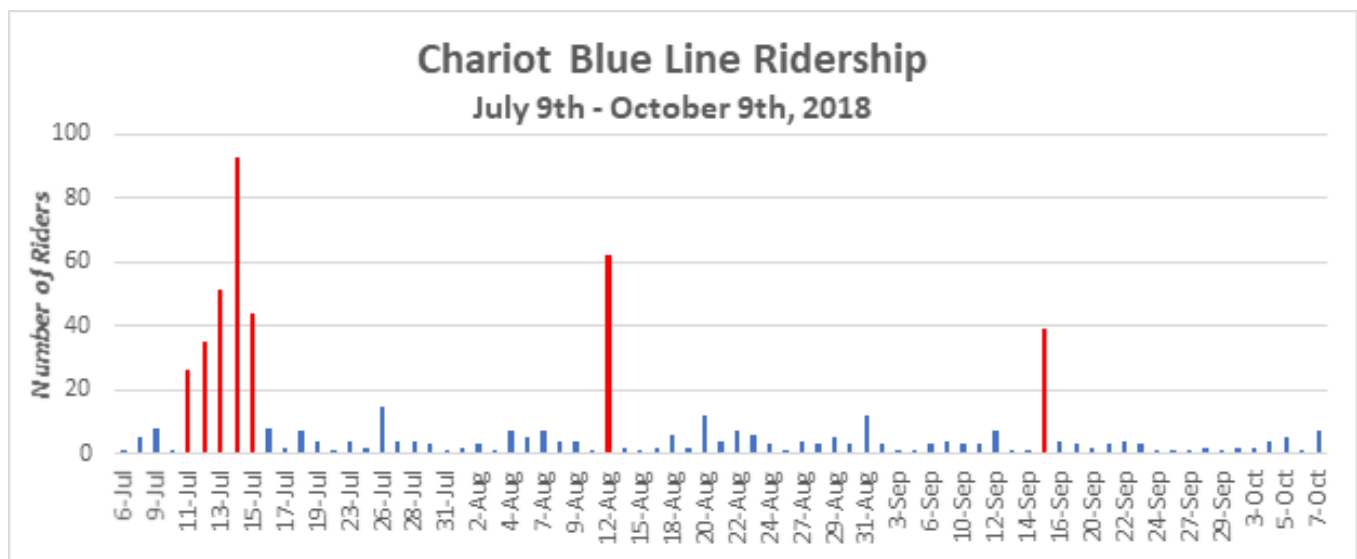
Our objectives were to launch an innovative summer shuttle pilot project designed to support local transportation goals, gather ridership and user data, leverage public/private partnerships, and demonstrate proof of concept. After substantial research and deliberation, we selected Chariot, a subsidiary of Ford, to operate dynamic fixed route “microtransit” service on the south shore. The League to Save Lake Tahoe (the “League”) contracted directly with Chariot to ensure implementation of this service.

Before launching the pilot service, the League worked closely with regional transportation planners to evaluate existing market conditions and determine where microtransit would provide the greatest mobility benefit to Tahoe’s travelers. Using data on activity density by time of day, dispersion of transit-dependent population groups, and initial ridership estimates, planners designed a route that would operate between Lakeview Commons and Stateline with service along Ski Run Blvd and Pioneer Trail. The route, dubbed the “Blue Line,” was designed to target residents and visitors moving within the tourist core with the added benefit of supplementing frequency along Hwy 50 and Pioneer Trail where public transportation provided service only once per hour.



Results

Chariot microtransit service launched on July 9, 2018 and operated through October 9, 2018. Throughout the three-month pilot, Chariot vans provided 600 rides to 197 unique riders. Although ridership did not meet expectations, data collected over three months provides regional planners with valuable insight into rider behavior and transportation needs in South Lake Tahoe.



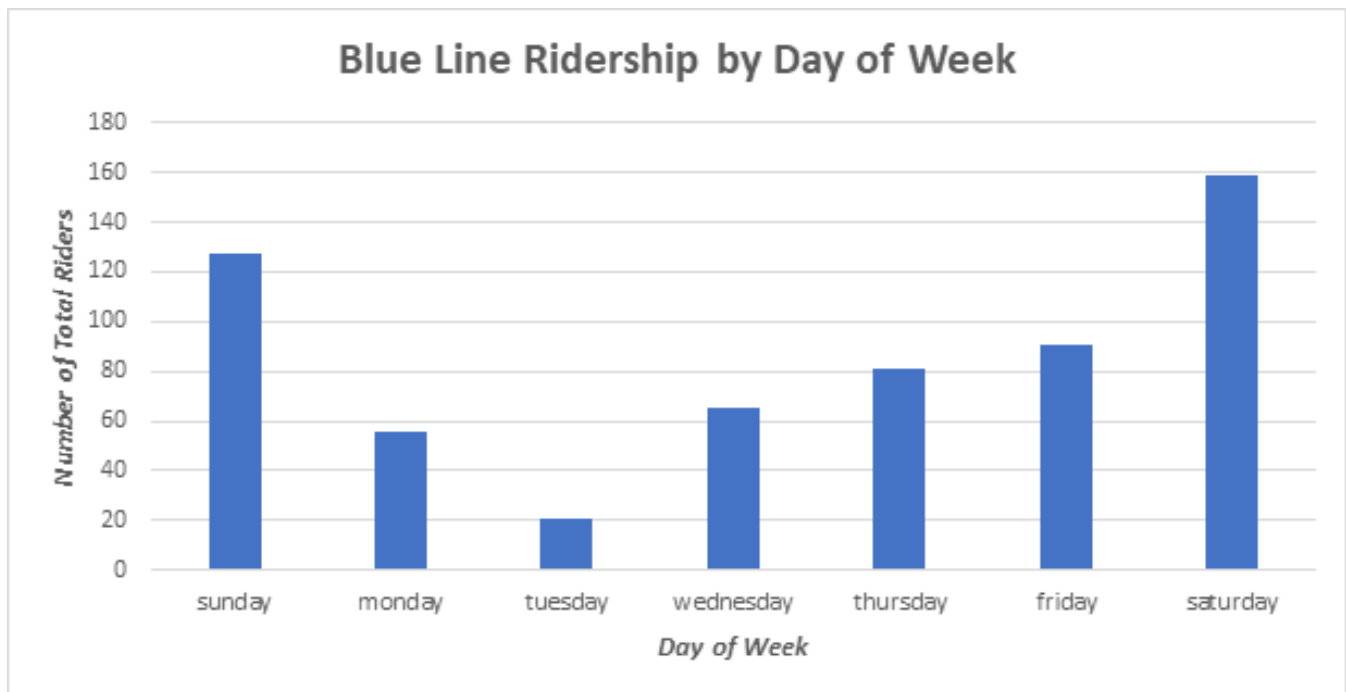
Total Blue Line Boardings by Date

During the pilot, there were three notable surges in ridership, which are explained by significant events, changes in marketing, and reduced (or free) fares. The first (and greatest) surge in ridership, from July 11 to July 15, occurred during the American Century Celebrity Golf Tournament held at Edgewood Golf Course near Stateline. The annual golf tournament brings thousands of visitors and cars to the Region each year. Anticipating large crowds and limited parking, the League partnered with the Lake Tahoe Visitors Authority (“LTVA”) to add one additional Chariot van and subsidize all fares for the week. Over the course of those five days, 249 rides were taken on Chariot vans. This spike shows that even a brand new, unfamiliar transit service, can prove successful with high frequency and free fares. It also proves that some people will opt to leave their cars at home if they have another transportation option that is convenient and cheap.

The next spike occurred on Sunday, August 12th with 62 boardings. This seemingly random spike in ridership was the result of a bar at Stateline advertising free rides with Chariot. Even with some small-scale additional marketing efforts, including offering free cookies to riders and appearing on local television stations, travelers opted to use Chariot rather than drive their cars.

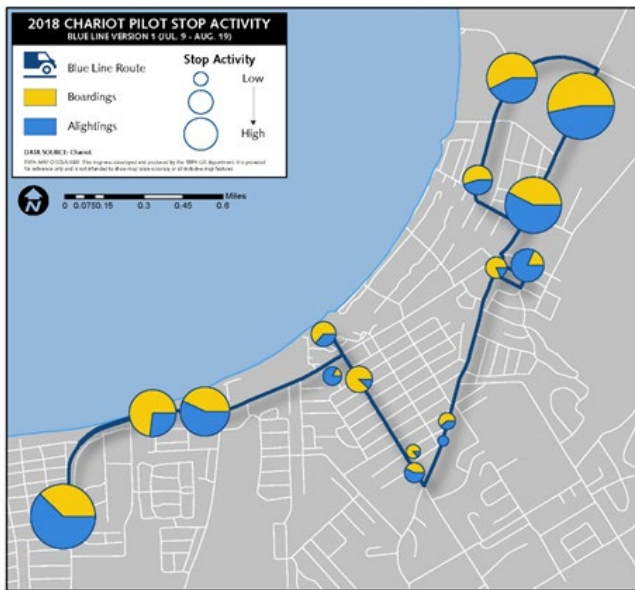
The final spike in ridership occurred on Saturday, September 15 for Sample the Sierra, a food and wine festival held within walking distance of the Blue Line. The League partnered with the event to market Chariot service and provide free rides to all event attendees. Once again, additional marketing through local media outlets coupled with free rides resulted in increased ridership.

Ridership data also revealed critical information about travel and use patterns. Chariot service was utilized heavily during the weekends with ridership dropping off during the week. Limited weekday use may be attributed to the off-peak service hours Chariot operated between 9am to 9:00 pm. While activity data supported operating during these hours, the 9:00 am weekday start likely deterred morning commuters who may have chosen to use the service, and the limited marketing conducted by Chariot reduced visitor knowledge (the target audience for these operating hours).



Total Blue Line Boardings by Day of Week

Stop-level data also provides insight into travel patterns and user types. Both stop-level maps, separated by route variation, indicate non-commute travel trends. Boardings and alightings on each end of the route do not mirror each other, meaning the number of boardings at one end does not equal the number of alightings at the other end. The irregular trend suggests that most riders were not making round trips via Chariot. This analysis, coupled with high ridership on weekends may imply riders are using the service to access recreation activities and events, or are using it to make short one-way trips. In the future, microtransit could offer a solution to recreation travel demand in the region, where public transportation could focus on serving the commuter base population.



Successes

1. **Data.** Data collected over three months provides valuable insight into transportation needs and rider behavior in South Lake Tahoe. This data will be shared with Tahoe's transportation planners and will be used to inform future transit planning efforts.
2. **Partnerships.** Local decision makers, business owners, and organizations (including the Lake Tahoe Visitors Authority, Lodging Association, and Chamber of Commerce) supported the pilot and worked closely with the League on implementation strategy. The robust community support and willingness to partner on this pilot demonstrates substantial demand for innovative transportation solutions on the south shore and highlights the important role of the private sector in future efforts.
3. **Operation across state lines.** With the assistance of Lew Feldman's office, Chariot successfully overcame regulatory barriers and operated across state lines for the duration of the pilot. Concerns about potential complaints from perceived competitors failed to materialize.
4. **Drivers.** The inability to successfully employ local drivers is frequently identified as a significant obstacle to the implementation of successful public transit service. Despite that concern, Chariot was successfully able to employ a team of local drivers in a short amount of time. Reduced licensing requirements and higher hourly pay for Chariot drivers may have been contributing factors.



Lessons Learned

Overall, with only 600 riders over three months, the Chariot service underperformed and did not serve the number of riders intended. Upon further analysis, the pilot may have suffered for several reasons:

1. **Operating speed and frequency.** The first variation of the Blue Line route (Ski Run to Stateline) operated at an average speed (including layover time and stops) of just above 8 mph. Local public transit (route 50) averaged 13 mph along Hwy 50 last year, including stops and layover time consistent with California labor laws. The slow speeds greatly impacted each Chariot's ability to maintain the planned 20-minute headways and the route barely achieved 40-minute frequency. The second variation of the Blue Line route (Sierra Blvd. to Stateline) operated at an average speed of around 11 mph, which was an adequate improvement from previous operations, although still lower than the public transportation route operating the same corridor.
2. **Technology and app issues.** Poorly functioning technology and app failures were recurring issues throughout the pilot. We received ongoing negative feedback from users attempting to book rides with Chariot that ultimately abandoned their efforts due to technical difficulties. Recurring problems included incorrect wait times, inability to see the current location of the vehicles, and false estimated times of arrival. The app was also not intuitive and difficult to use. Broadband issues throughout the Region may have acted as a barrier to providing real-time information through the Chariot app.
3. **Operations.** Chariot operations similarly underperformed and failed to meet expectations. Vehicles were frequently observed parked during regular operating hours. This impacted the frequency and reliability of the service.
4. **Marketing and outreach.** Marketing and community outreach is an essential part of a successful transit service. In addition to free fares, the surges in ridership were largely the result of increased marketing through local print media and social media targeted towards event goers. Chariot devoted minimal resources to community outreach in the local market, sending only one member of the Chariot team to the south shore for two weeks. Chariot also routinely failed to follow up on potential leads with local hotels and resorts that expressed interest in extending the service and was surprisingly unprofessional in its interaction with potentially significant partners, including TTD.
5. **Fares.** Chariot was free for the first week of service. After that, Chariot service was priced at \$3 per ride. Fares were decreased to \$2 per ride approximately halfway through the pilot. As evidenced by the three spikes in ridership, free fares clearly incentivize travelers to leave their cars at home and ride transit. However, the success of Lime scooters (\$1 to unlock and \$.15 per minute) and bikes (\$1 to unlock and \$0.05 per minute) indicates that fares are not necessarily a barrier to entry for most people.
6. **Lack of existing public transit.** Research indicates that microtransit shuttle service is most effective when implemented in tandem with a frequent and reliable public transit system. Infrequent headways and unreliability on existing public transit routes may have contributed to low ridership.

Conclusion and Next Steps

With the guidance and support of this bi-state group and the expertise of regional transportation planners, the League successfully launched a microtransit shuttle service on the south shore of Lake Tahoe. Although the service underperformed in terms of ridership and highlighted some challenges inherent in partnering with private transit companies, it did provide this group with important information regarding the implementation of an innovative app-based shuttle service and resulted in the collection of important data that will inform transit planning efforts on the south shore.

This group can ensure the continuation of momentum gained through the pilot by continuing to engage the private sector in efforts to improve transportation in Tahoe. Squaw Valley's coordination of on demand shuttle service provided by Downtowner (starting this winter) will provide additional valuable insight and data to help inform future projects.

Going forward, we suggest the following action items:

- Convene an ongoing working group tasked with implementing a future shuttle pilot through a new service provider (selected based on extensive research conducted during the working group and lessons gathered from this pilot and service in other markets); engaging the private sector; and identifying sustainable funding sources;
- Support the Tahoe Regional Planning Agency's Linking Tahoe effort, including the development of a transit demand management application that provides residents and visitors with real-time transportation options;
- Work with both public agencies and private partners to increase transit ridership and execute the 2017 Regional Transportation Plan; and
- Incorporate data collected through pilot projects to implement a seamless transit system that connects innovative private transit options to efficient public main lines.