

Study Purpose and Need

Shared mobility and emerging technologies are changing perceptions of transportation, spawning new business models, and influencing individual transportation choices and behavior. These changes offer the potential to increase safety, multimodal connectivity and use of shared travel modes, while decreasing mobile source emissions and roadway congestion. Technology has been a key enabler of these innovations.

The Lake Tahoe Region’s renowned natural beauty and wealth of seasonal recreation options drive both its economy and travel patterns. While recreational visitors arriving by car from surrounding metros like the San Francisco Bay Area and nearby Reno stimulate Tahoe’s tourism-based economy, the demand these travelers place on local and regional roadway networks far outstrips supply. As surrounding regions continue to grow, travel times from Tahoe to the San Francisco Bay Area during periods of peak demand may take as long as 12 hours. However, because the Tahoe Region is committed to minimizing its impact on the natural environment and its overall environmental footprint, expanding highway capacity to accommodate this additional demand is not feasible. Likewise, fiscal and geographic constraints in the Tahoe Region along with limited ability to influence mode choice for trips originating in surrounding metros diminishes the ability of transit to alleviate seasonally peaked congestion within the Tahoe area.

As the Metropolitan Planning Organization (MPO) for the Lake Tahoe Region, Tahoe Regional Planning Agency (TRPA) recognizes a need to promote multimodal travel options and

Key Mobility Challenges in the Tahoe Region

- Severe congestion-related delays during peak seasonal and weekly travel demand periods
- Regional geography impedes connectivity
- Limited transit service
- Fixed road capacity
- Limited ability to influence mode choice for trips originating in nearby metros
- Telecommunications network gaps

explore next generation mobility options to help alleviate the Region’s key mobility challenges while protecting Tahoe’s natural environment. TRPA’s commitment to “Transit, Trails and Technology” solutions is documented in its 2017 Linking Tahoe Regional Transportation Plan (RTP). Yet, the dynamic nature and rapidly changing pace of next generation mobility technologies demands special consideration, especially given Tahoe’s unique geography.

With these considerations in mind, TRPA commissioned a study in the spring of 2019 to explore the ability of emerging transportation technologies to address longstanding mobility challenges in the Region. Further, the study sought to identify innovative approaches being used by peer regions to manage travel demand and encourage sustainable travel choices. This document synthesizes findings from this study by topic area, including:

- A brief explanation of the emerging technology or innovation including potential benefits and drawbacks as well as uses of the strategy in other resort and mountain towns

- Past applications of the strategy at Tahoe (as applicable) and potential opportunities
- Policy recommendations for the Tahoe Region based on the above considerations

Finally, this report provides suggestions to improve readiness to implement emerging and innovative transportation solutions at Tahoe from a planning perspective.

Study Approach

The project consisted of a stepwise approach where the consultant team: 1) determined research topics with promising applications at Tahoe in consultation with TRPA staff; 2) presented findings on those topics to TRPA staff in a series of knowledge transfer webinars; 3) presented key findings from this research to the Tahoe business community and other stakeholders at an interactive workshop; and 4) synthesized findings from steps 1 - 3 and provided recommendations in this report. Each step is explained in greater detail below.

Emerging transportation modes and innovative approaches for study were selected in close consultation with TRPA staff based on past the agency's experience with similar initiatives and perceived potential to address the Region's goals. The research sought to identify how peer agencies in rural or mountain resort towns have approached similar transportation challenges with these emerging and innovative transportation solutions, and included the following topics:

- Micromobility
- Microtransit

- Shuttles
- Automated Shuttles
- Incentives and Marketing
- Transportation Management Associations

Additionally, research was conducted on cross-cutting topics, including: 1) emerging approaches to mobility integration that seek to seamlessly match supply and demand across different modes and steps in a trip chain; and 2) analyzing infrastructure impacts and needs related to emerging technologies such as connected and automated vehicles. Research findings on these topics were presented to TRPA in a series of three webinars held in fall 2019.

On December 4, 2019, the consultant team presented key findings from this research at a workshop hosted at Lake Tahoe Community College⁶. The workshop was cosponsored by the Truckee North Tahoe Transportation Management Association (TNT/TMA) and the South Shore Transportation Management Association (SS/TMA) and focused on planned work to relieve traffic congestion, innovative and emerging transportation solutions for Tahoe, and the future of travel options at Lake Tahoe. Invitees to the workshop included a cross section of planning and business community stakeholders from around the Lake Tahoe Region. The figures below document workshop attendees' workplace locations and their industry representation.

⁶ The workshop presentation slide deck is available at: <https://www.trpa.org/wp-content/uploads/1.-Emerging-Mobility-Overview-ICF.pdf>

Attendees' Workplace Locations
(n=17)

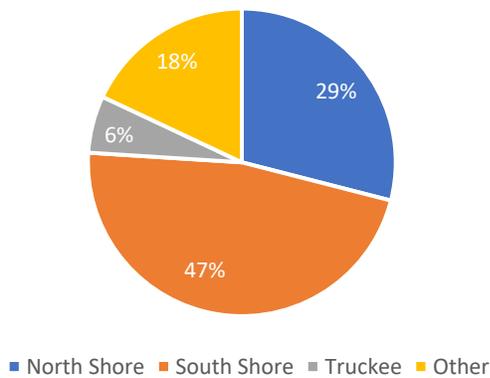


Figure 81: Attendee Workplace Breakdown

Live polling software was used throughout the presentation of key research findings to determine attendees' support for implementing the solution under review. In the case of micromobility, which has already been implemented at Tahoe, respondents were also asked to indicate how well they believed it was working at Tahoe.



Figure 80: Workshop Attendees in Facilitation Activity

Following the research takeaways presentation, attendees were asked to use the live polling software to tag locations on a map of Lake Tahoe that they believed represented the greatest areas of opportunity for applying the emerging and innovative transportation solutions

Sector Representation of Workshop Attendees
(n=15)

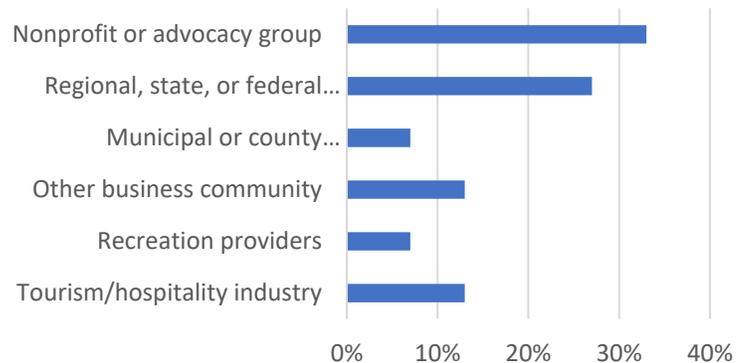


Figure 82: Attendee Sector Representation

presented in the preceding part of the workshop. Next, attendees were asked to divide into North Shore and South Shore groups based on their respective affiliations. Once separated into groups, respondents were asked to participate in a visioning exercise that included development of responses to the following questions: 1) What solutions would they apply to improve congestion and lack of transportation options in their assigned areas during peak seasonal travel time in a fiscally unconstrained scenario? 2) How would they market the options developed in Step 1 to travelers?

The information and opinions collected during the workshop were then used to further refine and inform the synthesis of study findings and recommendations presented in the following section of this document. These findings and recommendations are presented by topic area, including a topic overview, potential benefits, and drawbacks, and uses of the solution in planning contexts like Tahoe's. Each topic also includes considerations of suitability and opportunity for the Tahoe Region. Where applicable past, present, and planned future applications of the solution at Tahoe are also discussed. Results of the workshop polls are also

presented in a callout box titled “TRPA Stakeholder Support” where available.

Findings and Recommendations

Micromobility

Lightweight low-speed vehicles that are often shared and electric.

Micromobility encompasses a variety of low-speed modes that typically serve one or two passengers and are booked and paid for through a mobile application. Dockless bikeshare and shared e-scooters are the two most common types of micromobility. The micromobility industry has grown rapidly since the arrival of dockless bicycles in the United States in 2017, with e-scooters since taking a dominant place in the industry with dockless bicycles largely retired. The exception to this trend has been pedal assist e-bikes, which have been successfully launched by private mobility service providers in several metropolitan areas. Rapid expansion of the micromobility sector, fueled in part by huge influxes of investment capital and acquisitions from large transportation network companies like Uber and Lyft, have been followed by recent contractions in lower-density markets. However, the shared electric moped sector has recently expanded its footprint while established modes like e-scooters have undergone recent vehicle form factor changes in certain markets (e.g., the addition of seats and larger wheels and tires).

Micromobility has been used to:

- Increased access to opportunities, goods, and services for short-distance trips
- Provide transit connections
- Provide active and non-polluting alternatives to short driving trips

- Provide recreational options for residents and visitors
- Encourage alternatives to driving alone and ride sourcing trips for residents and visitors

TRPA Stakeholder Support

Existing Micromobility

- Working Well: 39%
- Neutral: 33%
- Not working well: 17%
- Unsure: 11%

New Micromobility Options

- Very supportive: 76%
- Somewhat supportive: 12%
- Neither supportive nor unsupportive: 12%

Potential benefits and uses of micromobility in resort and mountain towns are numerous. However, several concerns have been raised. With respect to sustainability, studies have determined that e-scooters may only provide a net sustainability benefit when most trips are shifted from cars. Questions have also been raised about whether the lifespan of the e-scooter vehicles are sufficiently long and whether current micromobility business models adopted by private operators are financially sustainable. Additional considerations include access for unbanked users and those without smartphones who cannot book or pay for trips via the private service providers’ apps. Additionally, affordability and access to vehicles for low-income users and accessible design for persons with disability present further issues for consideration. Micromobility vehicle obstructions in public rights-of-way such as sidewalks may present further accessibility issues. Finally, e-scooter safety issues have been especially concerning with a number of

jurisdictions restricting operating times or banning their operations outright in response to such concerns.

At present, lack of open data limits and proprietary business information make some of these issues opaque (e.g., average lifespan for e-scooters). However, private service providers are taking steps to address some of the issues addressed above through steps like providing more accessible and durable vehicles, designating parking areas that avoid sidewalk clutter and obstructions, and providing payment alternatives and discounted programs for unbanked and low-income customers. Jurisdictions can encourage these steps by aligning regional goals with requirements and incentives in their permitting processes and performance reviews of permitted vendors.

Micromobility at Tahoe

Tahoe was an early adopter of micromobility. The micromobility company Lime debuted dockless bikeshare in South Lake Tahoe in 2017 and launched an e-scooter fleet in the same area

the following year. Analysis conducted with data on Lime’s Tahoe operations in summer 2018 found that trips peaked in July and August, on the weekends, and at midday. Origins and destinations of Lime trips were concentrated on the US50 corridor near the border with Stateline. However, the exact nature of these trips – e.g., commute, recreation, etc. – is unclear. Following industry trends, Lime has subsequently decommissioned its bikeshare fleet in Tahoe and focused on its e-scooter operations. Although e-scooters have been heavily utilized throughout South Lake Tahoe, laws allowing the devices vary between jurisdictions. The Pathway Partnership, a local partnership of government agencies, nonprofits, and advocacy representatives, is actively working on an education campaign to clarify the various laws.

Recommendations

- Continue increasing extent and connectivity of bicycle and pedestrian infrastructure
- Continue evolving Complete Streets policies that support mode separation and high-quality active transportation infrastructure
- Continue work through the Pathway Partnership to clarify e-mobility regulations
- Consider implementation of “rolling lanes” that accommodate powered micromobility vehicles that operate at higher speeds than traditional active travel modes
- Encourage the use of safety, accessibility, and equity considerations in micromobility vehicle permitting processes and vendor reporting requirements
- Pursue public-private partnerships to increase shared micromobility options for visitors and commuters (e.g., e-bikes)
 - Ensure public-private agreements include data sharing requirements that support the region’s ability to measure performance relative to goals
- Monitor deployment of new micromobility options and consider potential of these options to serve travel needs in Tahoe

Microtransit

On-demand, dynamically routed transit systems.

Microtransit uses technology to provide on-demand, dynamically routed trips to multiple passengers using mid-sized vehicles like passenger vans and minibuses. Microtransit services may provide door-to-door service for customers or require them to make their way to common pick-up and drop-off points. Trip booking is typically available through an app or in some cases may also be available by phone.

In resort and mountain towns, microtransit has been used to:

- Improve congestion and parking conditions in dense or popular areas such as retail and entertainment districts, resorts, and popular recreation destinations such as beaches
- Provide transportation services to low-density areas
- Provide alternative transportation options to ride sourcing trips (Uber and Lyft)
- Connect to or replace fixed-route transit

The technology powering microtransit services can be outfitted for existing vehicle fleets, either privately or publicly owned. However, both options may represent a significant cost for agencies.

Microtransit at Tahoe

In 2018, South Lake Tahoe launched a microtransit pilot with the operator, Chariot. The pilot provided fixed-route service between South Lake Tahoe and Stateline that riders could book through a mobile application. The technology was capable of dynamic routing, but this feature was not used during the pilot period. The Chariot pilot provided important takeaways to inform

TRPA Stakeholder Support

New Microtransit:

- Very supportive: 83%
- Somewhat supportive: 17%

future microtransit programs in South Lake Tahoe, such as:

- Partnerships between local business owners and decisionmakers were important for the implementation and support of the pilot
- Interstate operation in California and Nevada was successful and established a precedent for handling multijurisdictional regulatory barriers
- Chariot was able to successfully hire local drivers in a short time-period, which is often an obstacle for successful microtransit operations
- The pilot provided valuable data regarding travel needs and behavior
- Connectivity with existing fixed-route transit is most successful when these services have frequent headways
- Public outreach may be needed to educate and inform the community regarding new transportation technologies and mobile applications
- Telecommunication network improvements are needed to provide reliable service outside core areas

Mountaineer has operated a microtransit service in the Squaw Valley and Alpine Meadows resort areas in North Lake Tahoe since 2018. The service, funded by a 1% assessment of lift tickets and lodging and vacation rentals at the two resorts, provides free rides to resort village residents, employees, and visitors seven days a week during the winter ski season. Mountaineer

is the locally branded service, but is powered by technology from the company Downtowner, which operates microtransit shuttles in resort and mountain communities in Colorado. Mountaineer has expanded to operate other village shuttles in the area and will begin to operate the Olympic Village Inn shuttle in the 2019-2020 winter ski season. Further, Downtowner has plans to outfit the existing bus fleet with microtransit technology.

TRPA could encourage other resort shuttle services to adopt microtransit technologies such as those used by Mountaineer to provide a more cohesive transportation experience for their residents, employees, and visitors. Tahoe Transportation District fleet vehicles could also provide additional microtransit service during off hours such as weekend evenings if they were outfitted with the appropriate technologies.

Recommendations

- Pursue on-demand, dynamically routed microtransit operations to provide curb-to-curb service to travelers
 - Design contracts to allow operations to scale up or down in response to demand
- Expand microtransit partnership regionally; pursue similar partnerships with other resorts and other hospitality providers to provide seamless experience for residents and visitors throughout the region
- Consider possibilities to outfit existing mid-sized transit vehicles with microtransit technology (TransLoc, Etc.) to provide service during off hours in targeted areas, such as the US50 corridor on peak season weekend evenings

Shuttles

Traditional, on-demand or fixed-route transit system.

Shuttles provide regular transportation service between two locations or within a specified service area. In practice, shuttles may provide on-demand service, such as a resort providing a shuttle to transport a guest to a destination of their request, or they may provide more traditional, fixed-route transit, such as a shuttle between a designated pickup spot to a popular hiking trail or beach, with minimal stops at other designated pickup spots en route. Traditional shuttle buses are typically used but larger vehicles such as off duty school or transit buses or contracted coach buses may also be used for routes with higher demand. Shuttle passengers may be able to book rides beforehand by speaking to front desk services at a resort or visitors center or by calling a phone number. Notably the technology that allows microtransit to provide dynamic routing is being adopted by some traditional shuttle operations, in which case riders can book a ride through a mobile application.

- Shuttles have been used in resort and mountain towns to:
- Improve congestion and parking conditions in dense or popular areas by providing rides from resorts, central areas, and park and ride lots
- Provide transportation services to low-density areas or areas where transit does not operate (or operates during specific, restricted time frames)
- Provide alternative transportation options to ride sourcing trips (Uber and Lyft)
- Provide transportation to particular groups, such as resort guests, resort

employees, visitors or locals traveling to or from the airport or major transportation hub

TRPA Stakeholder Support

New shuttle(s):

- Very supportive: 94%
- Somewhat supportive: 6%

By providing a shared alternative, shuttles can help reduce parking demand and congestion. However, availability of these services may be limited to patrons or employees of the shuttle service sponsor. In cases such as these, marketing of alternative services such as bus routes, pooled ride sourcing trips, or other potential solutions discussed in this report may help alleviate the proprietary shuttle service challenges. Public-private partnerships could also be explored to broaden customer bases of these services to include the general public.

Shuttles at Tahoe

The Tahoe Region has benefited from a variety of shuttles that have been implemented by both public transportation agencies and private resorts, most of which are free to riders. There are also private companies that provide shuttle services to riders for a fee. Many resorts on the north and south shores have shuttles between the resorts, ski areas, and nearby towns, including stops at transit centers. North Tahoe operates the North Lake Tahoe Express between the Reno-Tahoe International Airport and North Tahoe/Truckee attractions and ski resorts. South Tahoe is served by the South Tahoe Airporter. The Tahoe Transportation District also operates seasonal shuttles to recreation destinations with limited parking, such as the East Shore Express to access Sand Harbor, which has seen dramatic increases in ridership over the past four years. However, financial constraints to local public

transportation ended service between South Lake Tahoe and Emerald Bay, one of the most heavily visited spots at Tahoe.

The North Shore has experimented with allowing hard shoulder running for transit vehicles to avoid delays and congestion when regular traffic on the two-lane highways has fallen below a certain speed. Developing policies and regulations that allow shuttles to travel on the shoulders throughout the Region when travel speeds fall below a certain threshold would further incentivize travelers to choose shuttles as a faster option to reach their destination and might encourage the expansion of shuttle services to recreation destinations.

The Tahoe Region has many opportunities to expand partnerships with resorts to provide more shuttle services to residents and visitors, including on-demand shuttles equipped with technology for dynamic routing, like the Mountaineer service already in operation in North Tahoe. Additionally, service of existing airport shuttles could also be improved to encourage more ridership through

improvements such as more frequent service. Such improvements should also be accompanied by marketing efforts to inform travelers of their options for travel to and from the Reno airport. Marketing improvements might lead to increased ridership and help offset additional service and marketing costs. The Tahoe Region might consider developing remote park and ride lots on busy roads into Tahoe to encourage drivers to avoid congestion by parking their vehicles at no cost and taking complimentary shuttles to their destinations in more congested town centers and resort areas.

Recommendations

- Expand seasonal shuttle operations to recreation destinations and equip shuttles to carry gear (e.g. mountain bikes, skis, and snowboards)
- Provide shuttle services from remote park and ride lots to resort and other hospitality providers at no cost to user
- Encourage shuttle services to consider integrating on-demand, dynamic routing technology, such as that used by Mountaineer
- Permit authorized shuttle services to run on hard shoulders during periods of congestion
- Improve existing airport shuttle service between Reno-Tahoe International Airport and both North and South Shores with reduced headways and more service to resort and hospitality providers
 - Begin conversations with South Lake Tahoe resorts and other hospitality providers about potential partnership to increase marketing of South Shore Airporter, possibly through South Shore TMA, similar to Truckee North Shore TMA shuttle marketing

Automated Shuttles

Low-speed driverless vehicles operating on fixed or dynamic routes.

Automated shuttles are a rapidly developing technology. Current deployments operate at cruising speeds of 10 - 12 miles per hour and can typically carry 10-15 passengers, with seating for 4-8 riders. They can travel 30 - 60 miles or 5-10 hours on a single charge, but extreme weather conditions (both hot and cold) may reduce this range. Current deployments are fully automated, yet they are only able to operate in limited conditions and they will not operate unless all those conditions are met. Therefore, they typically operate in highly controlled environments such as campuses or business parks.

Automated shuttles have not yet been used in mountain and resort towns. However, there is research and development underway to advance automated shuttle technology for winter conditions to improve operations in snowy and icy conditions. Benefits of automated shuttles include potential efficiency improvements and high frequency service with lower operational costs than traditional alternatives. However, at present the vehicles are costly and requirements

that mandate an on-board safety technician may offset these potential cost and efficiency gains.

TRPA Stakeholder Support

New automated shuttle(s):

- Very supportive: 42%
- Somewhat supportive: 32%
- Somewhat unsupportive: 16%
- Very unsupportive: 11%

Automated Shuttles at Tahoe

Automated shuttles could provide circulator-type service for short trips in areas of high demand. They can be equipped with technology to provide dynamic routing service once the technology advances to the point that the automated shuttles could operate in a wider array of environmental conditions. At this point, with the expense of implementing automated shuttles and the current state of technological maturity, they are not advisable for implementation in Tahoe. However, the Region should continue to monitor deployments of automated shuttles in regions with similar planning contexts and consider potential opportunities as the technology matures and costs decrease.

Recommendations

- Monitor adoption of automated shuttles in resort and mountain towns and in areas with harsh winter weather conditions.
 - Consult with peer regions who have adopted automated shuttles regarding cost, procurement, planning, and operational considerations
 - Consider sustainability of business and operational models when consulting with peer regions
- Consider potential for efficiency gains alongside labor and workforce implications
 - Requirement for vehicle attendant may negate efficiency gains when compared to shuttle/microtransit options that require a driver
- Consider whether fixed or dynamic routing best serves travelers
 - Dynamic routing requires an effective platform for trip planning and payment

Incentives and Marketing

Providing information to travelers about sustainable transportation options and encouraging travelers to choose more sustainable transportation modes.

Transportation demand management (TDM) programs focus on understanding how and why people make transportation decisions in order to help them use the infrastructure that is already in place for transit, ridesharing, walking, biking, and driving, rather than relying on new, often more expensive, infrastructure to solve congestion. Incentives and marketing are two common strategies of TDM programs, which are often managed by locally or regionally oriented public organizations to inform people about and encourage them to use all of their transportation options in order to optimize the entire transportation system for all users. Incentives might include free or discounted transit, employer or hospitality subsidies, reimbursements, pre-tax payroll reductions. These programs may also include disincentives such as parking management programs and congestion pricing. Marketing of commuter options and incentives may include print and digital media as well as programs aimed at specific stakeholder groups such as employers.

TDM incentives and marketing strategies have been used in resort and mountain towns to:

- Improve congestion and parking conditions in dense areas or during peak times
- Provide traveler information about existing, new, or altered transportation options
- Encourage travelers to choose sustainable transportation modes when possible

- Support local business through partnerships and rewards that drive business to local products and services

TRPA Stakeholder Support

New marketing and incentives:

- Very supportive: 88%
- Somewhat supportive: 6%
- Neither supportive nor unsupportive: 6%

Marketing and incentives programs for resort and mountain towns must consider the targeted audience and whether certain programs aim to influence the behavior of commuters, visitors, or both. While marketing and incentives programs may offer benefits like those listed above, some strategies may be expensive to implement, while others may be unpopular if the benefits are not clear. To alleviate public discomfort with new programs, trial periods that demonstrate the effectiveness of proposed solutions can help allay some of these concerns.

Incentives and Marketing at Tahoe Opportunities

TRPA's [Linking Tahoe website](#) is an important marketing tool for the Tahoe Region. The website is a one-stop-shop for travel options throughout the Lake Tahoe Basin, providing links to transportation services and ways to travel to and from the Tahoe Basin. The program is a strong start to increase public awareness of travel options for people to get to, from, and around the Tahoe Basin and encourage more people to walk, bike, use transit, take water shuttles, and choose off-peak times to drive to better manage congestion on the Region's roads. Linking Tahoe's [Commute Tahoe Program Guide](#) identifies many strategies for employers to establish a commute program and encourage employee participation in sustainable transportation modes of travel.

TRPA should continue to develop Linking Tahoe materials and advertise the Linking Tahoe website and Commute Tahoe programs through hospitality providers and other employers, as well as through print and digital media targeting residents, employees, and guests. TRPA can develop a “toolbox” of marketing materials with sample social media and website text and images and update content on a regular basis or in the case of planned special events so that hospitality providers and other employers and other partner organizations throughout the Region can support the goals of Linking Tahoe. The Tahoe Region could also consider developing a comprehensive parking management program

for everyday parking, seasonal parking during peak periods, and parking for special events. The program might consider park and ride facilities, priced parking in congested corridors, and policies to protect residential parking, such as through a permitting process.

Transportation Management Associations (TMAs) are valuable partners when developing, marketing, and launching incentives and marketing strategies. TRPA should utilize the resources of the Truckee North Tahoe TMA and South Shore TMA to expand the reach and influence of Linking Tahoe materials.

Recommendations

- Continue to develop and update Linking Tahoe outreach materials to provide holistic travel resources for residents and visitors
 - Partnership with TMAs to disseminate Linking Tahoe materials to hospitality providers and other employers
 - Provide a “toolbox” of marketing materials for hospitality providers and other employers to present available travel options
- Develop partnerships with visitors’ authorities at the local or state level to coordinate on marketing campaigns and to elevate Linking Tahoe resources
- Consider policies for hospitality providers and other employers to provide bus schedules and alternative transportation options and display Linking Tahoe materials on website and physical copies on location
- Consider providing information about Linking Tahoe and promoting benefits of shared and sustainable travel options on dynamic message signs during peak seasons and special events
- Promote the development of a parking management program
 - Include permanent or temporary park and ride lots for peak season travel and special events with supportive shuttle services
 - Develop parking management plans that include provisions for special events such as Fourth of July, New Year’s Eve, or recurring events such as golf tournaments or winter sport competitions
 - Consider trial period for policies such as on-street parking price increases, residential parking permit programs, free off-street parking, and park and ride programs that can demonstrate the effectiveness of these solutions without requiring a permanent or lasting commitment

Transportation Management Associations

Organizations that provide employers and travelers within a specific area with options and information that advocate for sustainable transportation decisions.

The structure of Transportation Management Associations (TMAs) is largely dependent on the context of the areas that these organizations serve and factors such as funding. TMAs are focused on a specific geographic area, which might be as small as a business park or as large a multi-county region. They are usually supported by local government and businesses. The work of TMAs varies widely, but TMAs in other resort and mountain towns have focused on the following:

- Advocating for transportation modes that reduce traffic, such as transit, carpool, bike, and walk options, through incentive programs targeted at employers and commuters
- Hosting and supporting community events that encourage sustainable transportation
- Managing websites and mobile applications for trip planning and reward programs

TMAs might support local or regional implementation of some of the pilot strategies discussed in this report, such as marketing campaigns and incentives programs, coordinating partnerships to expand or implement shared transportation options such as microtransit or shuttle services, or undertake education and advocacy campaigns to promote these options. While TMAs offer benefits such as those outlined above, they are often reliant on local funding resources, which can be

significantly constrained in less populous regions.

TMAs at Tahoe

The Tahoe Region is home to two TMAs: Truckee-North Tahoe TMA (TNT/TMA) and South Shore TMA (SS/TMA). SS/TMA is currently undergoing a board restructuring process to better serve the South Shore. TNT/TMA promotes and advocates for innovative transportation solutions and is focused on fostering public-private partnerships and other resources to support these solutions. TNT/TMA organizes stakeholder meetings to convene public and private interests around transportation options, contracts the management of the North Lake Tahoe Express shuttle between the North Shore Resort Triangle area and the Reno-Tahoe International Airport, and coordinates shuttle/transportation marketing sponsorship opportunities.

A strong partnership between the North Shore and South Shore TMAs could develop greater regional cohesion around transportation options and marketing to visitors, residents, and employees. TNT/TMA has successfully leveraged community resources to support marketing of the North Lake Tahoe Express airport shuttle. Increased collaboration between the two TMAs could possibly help SS/TMA implement similar marketing initiatives with material support from South Shore resorts and other hospitality providers.

The focus and work of TMAs can be restricted due to funding constraints and the local transportation environment. Federal Congestion Mitigation and Air Quality (CMAQ) program funds that can be granted by TRPA to SS/TMA are limited. However, TRPA can support growth of TMAs by using their position as a convening body and encouraging the North and South

Shore TMAs to advance their role as providers of transportation options to travelers at Lake Tahoe and partners with hospitality providers and other employers.

Recommendations

- Expand and build capacity in TMAs to develop public-private partnerships that support new transportation initiatives such as micromobility, microtransit, shuttles, and incentives/marketing
- Develop strong partnership between North Shore and South Shore TMAs through jointly coordinated, regular meetings of regional transportation stakeholders
- Manage partner list of transportation stakeholders including hospitality providers and other employers to designate marketing duties
 - Disseminate Linking Tahoe marketing “toolbox”
 - Disseminate information about special events regarding transportation services such as event or recreation-specific shuttles, microtransit, parking restrictions, park and ride services and complimentary shuttles
- Explore funding resources for TMAs (especially SS/TMA)
 - TRPA can consider providing a marketing budget to TMAs to further these organizations’ marketing strategies

Planning Considerations

This section of the report examines cross-cutting considerations for emerging and innovative transportation in Tahoe from a planning and implementation perspective. In doing so, this section seeks to support a strategic approach to capital investments, funding, and partnership building as well as institutional preparedness to implement existing solutions and future ones.

Mobility Integration

Mobility integration is a rapidly emerging concept that seeks to match supply and demand for public and private transportation services in each environment to provide holistic end-to-end journeys on a single charge. Mobility integration is accomplished by stacking technologies such as journey planning, real-time information, and mobile ticketing with on-demand mobility options including those offered by public and private service providers.

In Europe, mobility integration is often referred to as Mobility as a Service (MaaS) and may include payment models that bundle services to offer consumers a range of alternative mobility options on a subscription basis. For example, consumers may be given unlimited access to transit, bike sharing, and pooled ridesharing trips for \$500/month. However, some MaaS implementations have followed a “pay as you go” model that allow consumers to select and pay for the combination of modes in their journey as needed.

The term Mobility on Demand (MOD) is used by the US Department of Transportation (USDOT) to represent its vision for future mobility. MOD envisions fully accessible end-to-end journeys that improve mobility options for all travelers

and seamless delivery of goods and services on demand. MOD leverages innovative technologies such as mobility integration technology stacks and facilitates public-private partnerships to achieve this vision. USDOT’s MOD program has offered several funding opportunities to advance this vision including the [Mobility on Demand Sandbox Program](#), which awarded \$8 million in funding to 11 sites across the nation for eligible activities “[including] all activities leading to the demonstration of the innovative MOD and transit integration concept, such as planning and developing business models, obtaining equipment and service, acquiring/developing software and hardware interfaces to implement the project, and operating the demonstration⁷.” In 2019, USDOT announced the availability of \$15 million in [Integrated Mobility Innovation \(IMI\) Program funds](#) that sought to further advance MOD, transit automation, and mobility payment integration. USDOT’s MOD program and related initiatives such as its [Accessible Transportation Technology Research Initiative \(ATTRI\)](#) and [Strategic Transit Automation Research \(STAR\)](#) programs represent important funding opportunities for regions such as Tahoe to further advance emerging concepts like mobility integration.

At present, mobility integration in the United States is limited to developing platforms like those offered by [Transit App](#) and proprietary journey planning and mobile ticketing platforms like those offered by Uber and Lyft that promote the companies’ respective bundles of mobility services to users. As the technology stacks facilitating mobility integration mature and the benefits are embraced by greater numbers of consumers, Tahoe should begin to consider how it can align the benefits of this concept with the

⁷ <https://www.transit.dot.gov/research-innovation/mobility-demand-mod-sandbox-program>

Region’s policy objectives. Important considerations include access to digital platforms for those without smartphones and payment issues for those who are unbanked. Additionally, special consideration should be given to making these platforms easy to use for Tahoe’s visitors and integrating them with the Region’s overall TDM efforts. Further, gaps in Tahoe’s telecommunications networks should be addressed to facilitate mobility integration and use of other app-based mobility services.

Infrastructure

Long-range planning for capital investments like highway and multimodal infrastructure often looks decades into the future. However, recent disruptions in the transportation sector have challenged assumptions about mode split and travel behavior underlying these activities. Accordingly, many states and regions have been challenged to understand future transportation networks needs in this climate of rapid change.

From an infrastructure planning and operations perspective, several key considerations have emerged. First, growth in e-commerce and ride sourcing trips have increased demand for curb space. Second, the introduction and rapid growth of e-scooters and other types of micromobility have introduced a new set of vulnerable road users to the nation’s roadways. Finally, these new set of vulnerable road users and the emergence of automated and connected vehicles are resulting in new road user classes with unique needs. Planning for this diverse and rapidly shifting set of circumstances is challenging. However, by pursuing “no risk” strategies for infrastructure that will benefit all users regardless of the path and pace of change, agencies can help prepare for the future while supporting safe and efficient travel for today’s road users.

Effective plans and strategies for managing curbside demand, including steps such as designating fixed or flexible loading and pick-up/drop-off zones, can help alleviate congestion and avoid fragmentation of bicycle and pedestrian networks. Curbside management resources are available from organizations like Institute of Transportation Engineers (ITE) and National Association of City Transportation Officials (NACTO) to help inform these approaches.

To support safe and efficient travel by active travel modes like micromobility, Tahoe can continue to build on its trail network and provide high-quality, low-stress facilities that are protected and segregated by use. For example, new classes of high-speed micromobility vehicles may require dedicated lanes to avoid conflicts with human-powered active travel modes like traditional bicycles. Tahoe can also adopt policies such as Complete Streets and Vision Zero, which support safe, comfortable, and convenient travel for all users regardless of their mode. Some jurisdictions have leveraged such policies to mandate the construction of facilities that align with these principles when roads are improved.

Mode separation will also help advance operations of automated vehicles (AVs). Research has demonstrated that automated driving systems (ADS) are especially challenged by dynamic transportation environments that include vulnerable road users like pedestrians and bicyclists (the latter has proved to be especially challenging for these systems). By providing clearly demarcated and well-maintained facilities for active travel, Tahoe can support both current and future travel by vulnerable road users such as bicyclists and help to minimize ADS disengagements. In a similar vein, research has shown that AV operations are

supported by a state of highway good repair that can help minimize damage to expensive sensor suites that constitute the ADS. Research has also shown that AV operations are improved with quality and consistency of traffic control devices such as signage and lane markings. The Federal Highway Administration (FHWA) and other research and advisory bodies such as the National Cooperative Highway Research Program (NCHRP) are working to provide guidance to infrastructure owner operators to support greater quality and consistency of roadway infrastructure as well as other infrastructure considerations for AV deployment. In the meantime, Tahoe can adopt “no risk” strategies like those that promote mode separation and state of good repair that will benefit all road users regardless of which path unfolds.

Partnerships

Public-private partnerships and interagency partnerships are crucial to advancing emerging and innovative transportation in Tahoe. The role of Tahoe’s TMAs in fostering partnerships with the private sector and the role of TRPA as a convening body to foster interagency partnerships were discussed earlier in this report. Some additional opportunities are discussed below.

To support Mountaineer microtransit operations at the North Shore, representatives from Squaw Valley and Alpine Meadows established a Tourism Business Improvement District (TBID) to manage the contract with Downtowner for the technology. If Tahoe seeks to expand a service like Mountaineer regionwide it may wish to consider steps to encourage established TBIDs to pursue similar projects or to facilitate the formation of new TBIDs where a need for these services exist, but a convening body is lacking. Alternately, the TMAs could assume

responsibility for a regionwide role in contracting for these services.

A strong partnership with Tahoe Transportation District (TTD) and Truckee Area Regional Transit (TART) will be important for the success of any new transportation options because fixed-route transit remains the most successful and efficient way for agencies to provide transportation services. Many of the strategies outlined in this document highlight fixed-route transit options and the ability for micromobility, microtransit, and shuttles to connect to transit strengthens the entire transportation system.

Stakeholders in Tahoe demonstrated strong support for additional micromobility options at the December 4th, 2019 workshop. However, because the Tahoe Region’s population is small, travel demand is seasonal in nature, and connectivity is impeded by the area’s geography, there may be a limited business case for deployment of additional options. Public-private partnerships such as the one that brought Pace bikeshare to the North Shore may be a feasible option to provide modes like shared pedal assist e-bikes to Tahoe, which may be better suited to the topography and climate of Tahoe than traditional bikes and e-scooters. Partnerships with resorts and other hospitality providers who may benefit from increasing commute options for employers and visitors are one potential avenue for exploration.

Planning for Innovation

Innovation comes with inherent cost and risk. Accordingly, public agencies that wish to reap the benefits of emerging and innovative transportation solutions must be willing to use pilots, demonstrations, and trial periods to test these new approaches with the understanding that some may fail or require further refinement and iteration. Including dedicated funds for

pilots and demonstrations in TRPA’s long-range plans and programs can help support this approach. Similarly, trial periods can demonstrate potential value of innovations with minimal risk.

Next Steps

The findings and recommendations in this document are presented for the Region’s consideration as it begins to develop the 2020 RTP. However, the financial and operational feasibility of each recommendation merits further study and consideration by local stakeholders. TRPA can build on the visioning exercise conducted at the December 4th, 2019 workshop by conducting a multi-day charrette including a representative group of regional stakeholders and subject matter experts. The figure below, which represents areas in the Tahoe Region that workshop participants believed to be most promising for emerging and innovative transportation solutions, as well as other feedback gathered from that workshop can provide jumping off points for that exercise.

Additionally, TRPA may wish to conduct visitor surveys to better understand this group’s willingness to use and pay for proposed solutions. New platforms like those offered by the mobile survey company MFour allow survey administrators to set geofences around select areas and to push mobile surveys to users who enter those geofenced areas. These platforms may be a good supplement or alternative to traditional mail or intercept surveys and provide valuable insights about which strategies may produce the greatest return on investment for TRPA, its partners, and the Region.



Figure 83: Map of emerging and innovative transportation “opportunity areas” from the stakeholder workshop.

APPENDIX E: PUBLIC PARTICIPATION, CONSULTATION, AND COOPERATION

Public Participation Overview

Public participation includes gathering input from the public, including the Region’s residents, visitors, and employees, as well as from stakeholders and partner agencies. A variety of outreach strategies and tactics are utilized by TRPA to ensure all relevant stakeholders are provided an opportunity to help shape the transportation system. The input received through the planning process for the plan and the multiple supporting plans informed this regional transportation plan.

Considering the Needs of All Transportation System Users

The investments proposed in the plan aim to better connect jobs, services, and recreational opportunities for all residents, workers, and visitors regardless of age, race, income, national origin, or physical ability.

To ensure input from a large and broad range of residents and visitors, TRPA followed the guidelines of the 2019 Lake Tahoe Public Participation Plan, developed in accordance with federal and state requirements.

Title VI of the Civil Rights Act states that “no person in the United States, shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity receiving federal financial assistance.” In 1994, this requirement was expanded to include low-income populations.

Both federal and state laws have continued to advance the cause of social equity, also known as environmental justice, through numerous guidelines and orders. Environmental Justice as defined by FHWA means “identifying and addressing disproportionately high and adverse effects of the agency’s programs, policies, and activities on minority and low-income populations to achieve an equitable distribution of benefits and burdens. This includes the full and fair participation by all potentially affected communities in the transportation decision-making process.”⁸

The proposals in the plan support social and environmental justice and TRPA’s Title VI Plan adopted in September 2018.

TRPA has worked to increase outreach to and communication with traditionally underrepresented and underserved populations to understand their needs of the transportation system. For example, with the Region home to one Tribal Government, the Washoe Tribe of California and Nevada, staff conducted one-on-one consultation with the Washoe Tribe for the plan, as well as for supporting plans and projects. The Tahoe Region also has a large Hispanic and non-white population that is traditionally missed by standard outreach practices. TRPA has worked to increase the number of outreach materials available in Spanish and staff make direct effort to meet underserved communities where they are at, including attending Cafecitos meetings (Hispanic PTA), the Family Resource Center in the South Shore and the Community

⁸ California Transportation Commission, 2017.

Collaborative in the North Shore, and local Boys and Girls Clubs.

the communities of the Region, including underrepresented and underserved, will continue to be considered and analyzed.



Figure 84: Outreach flyer in English and Spanish

As the RTP moves from policy to development and implementation, additional engagement with the public and stakeholders will occur. Adverse environmental and health impacts on

Outreach Activities

Outreach to the community and partners is an ongoing process that uses a variety of activities. The outreach activities described below were used for the plan and reflect public and partner preferences identified through prior outreach.

The COVID-19 pandemic and related restrictions made many traditional outreach channels, such as booths at events, not feasible for much of the RTP update process. Staff was able to engage with the public and stakeholders in person in late 2019 and early 2020. To ensure outreach and public participation was not compromised during COVID-19, digital and alternative outreach methods were implemented post-shelter-in-place orders.

Proactive Outreach: Staff attends and presents at monthly, quarterly, and ad hoc community and association meetings, and participates in public events. However, because of Covid-19, public events were cancelled in 2020.

Table 11: Community Meetings

Occurrence	Organization	Audience Type
Weekly	Bonanza Community Roundtable	Residents/Media
Ad Hoc	Cafecitos South Lake Tahoe	Spanish Language Parent-Teacher Group
Monthly	California Tahoe Emergency Services Operations Authority	South Tahoe Emergency Services
Monthly	Community Health Advisory Committee	Community/Advocacy
Monthly	Community Mobility Group Meeting	South Tahoe Community/Advocacy
Monthly	Incline Village Crystal Bay Visitors Bureau	Business and Tourism Community

<i>Ad Hoc</i>	Lake Tahoe Bicycle Coalition	Community / Advocacy
<i>Ad Hoc</i>	Lake Tahoe Collaborative	South Tahoe Community/Advocacy (families and children)
<i>Monthly</i>	Lake Tahoe South Shore Tahoe Chamber of Commerce	Business Community
<i>Ad Hoc</i>	Lake Tahoe Unified School District	Community/School Board
<i>Monthly</i>	Lake Tahoe Visitors Authority	South Tahoe Community (business)
<i>Ad Hoc</i>	Meeks Bay Vista Property Owners Association	Community/HOA
<i>Monthly</i>	North Lake Tahoe Resort Association	Business Community
<i>Ad Hoc</i>	North Shore Breakfast Club	Business Community
<i>Monthly</i>	North Shore Social Services Transportation Advisory Council	North Tahoe Community (disadvantaged community members)
<i>Monthly</i>	Pathway Partnership	Advocacy
<i>Ad Hoc</i>	Plan / Study Community Meetings	Regional Community
<i>Ad Hoc</i>	Resort Triangle Transportation Vision Coalition	Business Community
<i>Ad Hoc</i>	Soroptimist International of Tahoe Sierra	South Tahoe Community
<i>Ad Hoc</i>	South Shore Rotary	Service Club
<i>Monthly</i>	South Shore Social Services Transportation Advisory Council	South Tahoe Community (disadvantaged community members)
<i>Monthly</i>	South Shore Transportation Management Association	South Tahoe Advocacy
<i>Ad Hoc</i>	South Tahoe High Climate Crew	South Tahoe Community (students)
<i>Monthly</i>	Truckee North Tahoe Transportation Management Association	North Tahoe Advocacy
<i>Weekly</i>	Bonanza Community Roundtable	Residents/Media
<i>Monthly</i>	California Tahoe Emergency Services Operations Authority	South Tahoe Emergency Services

Education & Encouragement Programs:
Community members and visitors stay involved, are better informed, provide important

feedback, benefit from the plan's programs, and confidently make transportation choices when they are given the information and

encouragement they need to do so. Education and encouragement programs are offered through partnerships with state departments of transportation, local jurisdictions, law enforcement, advocacy groups, and local organizations. For example, the Lake Tahoe Bicycle Coalition works with TRPA and other local and regional partners to host the June Lake Tahoe Bike Challenge. The Bike Challenge encourages and rewards people in the Region when they bike for daily travel instead of driving. In response to Covid-19, the 2020 Bike Challenge was held for the entire month of June and recognized and rewarded riders for distance, encouragement of others to ride, as well as for riding with kids. Over 300 participants logged 45,442 miles on bikes keeping 1,854 pounds of Carbon Dioxide out of the environment.

Promotional Materials: TRPA uses promotional materials, such as brochures, magnets, stickers, flyers, and fact sheets, to reach those who might not be online or prefer printed materials. These materials are passed out during workshops, at association meetings, events, at local businesses, and sent through mail.

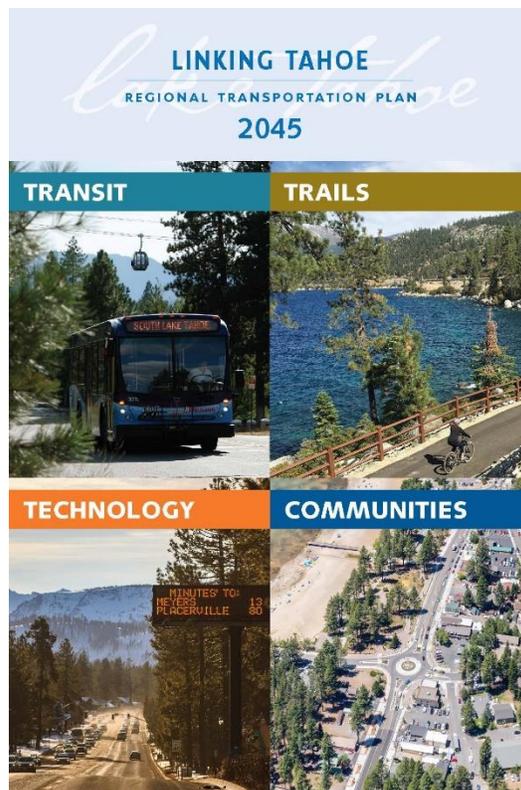


Figure 85: RTP Promotional Card

Translation Services: The second most common language spoken in the Region is Spanish. To ensure the plan reached Spanish speaking members of the community, public outreach materials, fact sheets, and executive summaries were translated into Spanish and project and planning meetings had a Spanish language translator in attendance.

Outreach Techniques

Effective engagement of the community and TRPA partners is accomplished through a variety of approaches. Some outreach may require a combination of approaches. These techniques were used for the plan’s public participation efforts.

Charettes: Charettes typically focus on design and corridor improvements by asking stakeholders to brainstorm ideas and draw on maps to generate and develop project designs.

This tool is powerful for generating enthusiasm and building consensus because the public makes a direct mark on projects.

Field Audits: Road Safety Assessments or “walk-abouts” bring the public onto the transportation system to encounter the challenges that need solutions. This first-hand experience leads to brainstorming solutions, which is particularly successful when used in conjunction with charrettes or for more controversial projects where solutions and consensus may take more time and innovation.

Monthly Newsletter: The monthly newsletter is one of the primary ways that TRPA provides updates to the public with news, events, and ways to provide input. In 2020, the newsletter had over 1,600 subscribers.

Open Houses: This format is the most used outreach technique. Open houses are held at a place and time that is comfortable and convenient for the public to attend and interact with the variety of information they need to learn and provide input on a plan, project, or program. Open houses can include interactive activities, such as voting on preferred project alternatives. Just before the COVID-19 shelter-in-



place orders, TRPA conducted two open houses (North and South Shore) for the SR-89 Corridor Plan with over 90 total people attending.

Pop-Up Booths: Pop-up booths are placed at well-traveled community locations such as grocery stores, coffee shops, and schools and are timed to catch the public as they go about their daily activities. These provide those who would not typically attend an open house the opportunity to learn and provide input in a quick and convenient way. TRPA participated in a pop-up booth event to do outreach to the Rock Point Neighborhood (low income and mainly Hispanic) for the Main Street Management Plan. To reach

Figure 86: Participants at SR-89 Open House

more people, flyers in English and Spanish were handed out door to door. Free pizza and drinks were also provided to incentivize attendance.

Public Meetings and Workshops: Public meeting and workshops are the most traditional outreach method. These use interactive activities and provide various locations and times. Federal regulation (CFR 450.316(1)) requires these to include the use of visualization techniques such as renderings, computer simulation, and real-time voting.

Quantitative Outreach/Surveys: Surveys ensure all travelers in Tahoe are reached, including visitors, residents, commuters, second homeowners, and underrepresented community members. Surveys may be online or printed. Depending on the type, surveys may be mailed, provided at events and meetings, or hosted online. In-person intercept surveys are used to gather information from people as they are walking, biking, and riding transit. These surveys capture the various types of travelers at diverse locations, for example near businesses and at popular recreation sites, and from multiple locations throughout the region, for example on the North, South, East, and West shores. Surveys help to understand the travel behavior and decision-making process of transportation users throughout the Region.

Websites and Interactive Tools: Various websites and interactive tools make it easier for the public to find transportation information:

www.linkingtahoe.com is a partnership between TRPA and TTD to provide links to regional-level transportation plans and projects, all of which are considered part of the RTP. This website also provides information on public input opportunities and a sign-up option for the monthly newsletter.

<http://www.trpa.org/rtp> is an interactive website specifically developed for the plan. A similar format site was developed for the 2017 RTP at <https://www.trpa.org/regional-plan/regional-transportation-plan/>. These sites are highly visual and a user-friendly resource for learning and providing key information.

www.Laketahoeinfo.org is an interactive site that provides information via dashboards, detailed demographic data sets, monitoring and performance data, and the regional Environmental Improvement Program Project Tracker, which includes all transportation projects on the constrained and unconstrained list.

Site Walks and Tours: Seeing is believing. TRPA staff works with a variety of partners to conduct site walks and tours during project planning. Each site walk is unique so that focus is on the specific strengths, needs, and opportunities of each project area.

Social Media: TRPA uses social media tools, like Facebook, Twitter, and other platforms, to provide information to the public, conduct education campaigns, and seek their inputs and

ideas for meaningful decision making in transportation planning and projects.

Webinars: Webinars are an effective way to reach the broadest audience possible—in Tahoe that means year-round and seasonal residents as well as those who visit for recreation and vacation. Since the Covid-19 pandemic, TRPA has successfully used webinars to inform and engage the public for transportation and corridor planning processes, gaining over one hundred participants for each webinar.

Public Participation Plan

In accordance with federal and state requirements, TRPA maintains and regularly updates its public participation plan which outlines the process for providing citizens, affected public agencies, advocacy organizations, and all other stakeholders with reasonable opportunities to be involved in the transportation planning process, including the plan's Sustainable Communities Strategy.

The 2019 Public Participation Plan outlines standard activities and specific outreach tools that can be utilized based on project and target group type for both the RTP and its Sustainable Communities Strategy. TRPA tracks the effectiveness of outreach strategies to ensure outreach is effective and that the agency continues to innovatively engage with the public in their preferred way.

The 2019 Public Participation Plan also developed an outreach protocol for the RTP. The protocol explicitly describes the procedures, strategies, and desired outcomes of public participation for the plan.

Table 12: RTP Outreach Protocol

Activity Type	Public Meetings	Draft Document Public Review	Public Comment Incorporation
<i>Time Required</i>	Two	30-day comment period and circulated not less than 55 days before adoption of a final	60-day incorporation period
<i>Locations</i>	North & South Shore, with notification to all five counties	E-mail, written mail, and fax	In document alterations & comment/response posted on TMPO website
<i>General Details</i>	Central locations, ADA accessible, Public Transit accessible, information available online	Two public hearings in different parts of the Region	Comments and response will be summarized presented to TMPO Board for approval
<i>Additional Services</i>	Targeted workshops for Spanish speaking community & visualization techniques	If final RTP differs significantly from the draft, an additional 10-day public comment period added	Comments and response will be summarized presented to TMPO Board for approval
AMENDMENTS			
<i>Activity Type</i>	Public Meetings	Draft Document Public Review	Public Comment Incorporation
<i>Administrative</i>	None	7-day public review period	In document alterations & comment/response posted on TMPO website

<p><i>Formal (conformity analysis triggered)</i></p>	<p>Monthly TTC meeting and advertised on TMPO website</p>	<p>30-day public review period</p>	<p>Comments and response will be summarized presented to TMPO Board for final adoption</p>
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The most significant shift in TRPA transportation outreach is a focus on attending regularly scheduled meetings and events for traditionally underserved and underrepresented communities. This helped to begin to build long lasting relationships, increase the number of well-informed constituents, and better reach historically underserved populations.

To ensure continuous improvement, public participation performance measures were established so that outreach efforts can be evaluated for effectiveness and inform on how to better reach and interact with those traveling in our Region.

Partners

The scale of outreach needed to create the plan is only possible through a team effort, including internal staff and external partners. To effectively reach the Region’s communities and TRPA’s many partners requires strong relationships – with local, state, and federal government agencies, advocacy groups, and advisory committees. The following organizations and agencies participate in transportation planning and projects in the Region.

Conservation Districts: Conservation districts were formed across the country to help people protect land, water, forests, wildlife, and related natural resources. There are two conservation districts in the Tahoe Region: The Tahoe

Resource Conservation District and the Nevada Tahoe Conservation District. These districts work with many partners in Tahoe and obtain funding to implement projects that provide sustainable recreation, water quality, and community enhancement benefits, such as the Expanded Khale Vision, which seeks to provide pedestrian, bicycle, and water quality improvements at US 50 and Khale Drive in Stateline, NV.

Emergency Services (Local): The Emergency Management Community Council (EMCC) consists of numerous emergency responders, including El Dorado, Douglas, and Alpine counties. The Office of Emergency Services (OES) provides emergency management services to Placer County, in cooperation with local cities and special districts, such as fire and law enforcement agencies. During an active incident, such as a fire or flood requiring emergency sheltering, OES helps to facilitate the resources necessary for first responders to protect the community. Washoe County Emergency Management Program assists local agencies and communities in preparing for emergencies through training, development of plans and procedures, addition of equipment, and other measures which may reasonably be taken to enhance emergency preparedness.

Federal Partners: The U.S. Forest Service Lake Tahoe Basin Management Unit (LTBMU) works in the region to balance short- and long-term needs of people and nature by collaborating with

communities and regional partners to provide economic, ecological, and social vitality by connecting people to the land through delivery of science, technology, and land management. Due to the large amount of public lands under federal management in the Region, the USFS is a key partner in the Tahoe Basin. The U.S. Federal Highway Administration (FHWA) provides funding to TRPA to carry out the transportation planning process, environmental review, and preliminary engineering and design to complete environmental documentation for transportation projects. As a partner delivering transportation improvements, the Central Federal Lands Highway Division of FHWA maintains oversight of the funds, and coordinates closely with TRPA on project progress. The US Federal Transit Administration (FTA) is an active partner in providing transit capital and operating assistance to the Tahoe Region. Region IX of FTA, located in San Francisco, provides planning assistance and guidance on various transit projects in the Region.

Incline Village Crystal Bay Visitors Bureau: The Bureau is a public organization responsible for destination marketing for the North Shore (Nevada). In addition to conducting advertising, producing special events, and providing visitor services and information, the Bureau also participates in activities to improve active and public transportation to Incline Village.

Lake Tahoe Bicycle Coalition: The Lake Tahoe Bicycle Coalition is an advocacy organization dedicated to promoting bicycling, bike events, and new bicycle infrastructure throughout the Tahoe Region. The Bicycle Coalition also leads several programs that encourage bicycling as a mode of transport including the Bike Racks for Tahoe program, which installs bike racks around the lake, and the Coalition's bike valet program, which provides staffed bicycle valets at special

events during the summers. The Bike Coalition partners with TRPA to host the annual Tahoe Bike Challenge and works closely with TRPA staff to provide input on the Active Transportation Plan and Regional Transportation Plan.

Lake Tahoe Visitors Authority: The Authority markets the South Shore as a unique, world-class, year-round destination to the regional, national, and international marketplace, and to favorably impact the South Shore economy through overnight stays and tourism spending. In addition to these activities, the Authority also supports improvements to transportation projects and programs that serve the South Shore.

Local Governments: The plan reflects collaboration with Washoe, Douglas, Placer, and El Dorado counties, and Carson City, and the City of South Lake Tahoe to align transportation policies and deliver capital improvement programs. Additionally, Placer County, the Town of Truckee and the Washoe Regional Transportation Commission jointly fund Tahoe Truckee Area Regional Transit on the north shore. That contribution, as well as future planned services and funding mechanisms, are included on the project lists (Appendix B) and within the constrained revenue discussion (Funding the Plan and Appendix C). As regional partners continue to broaden their work beyond traditional boundaries, coordination with the Town of Truckee is vital.

Neighboring Transportation Agencies: Carson Area Metropolitan Planning Organization (CAMPO) designated as the metropolitan planning organization for the Carson Urbanized Area, provides inter-regional input on transportation issues. Placer County Transportation Planning Agency (PCTPA) works in conjunction with TRPA to coordinate unmet

transit needs, transportation planning over the I-80 corridor, and coordinates transit service to Squaw Valley and Alpine Meadows along SR 89 between Tahoe City and the Town of Truckee. The PCTPA is the sister RTPA in Placer County. El Dorado County Transportation Planning Commission (EDCTC) is the regional transportation planning agency for most of El Dorado county which is outside of the TRPA boundary. TRPA works very closely with EDCTC on joint planning initiatives involving the US 50 corridor and traveler information technology deployment, among other activities. Tahoe Douglas Transportation District (TDTD) coordinates development of the Douglas County five-year Transportation Improvement Plan and approves expenditures of county Transient Occupancy Tax (hotel tax) which supplies revenues for transportation at Lake Tahoe. Washoe County Regional Transportation Commission (Washoe RTC) contracts with Placer County to fund Tahoe Truckee Area Regional Transit (TART) operations in Incline Village and Crystal Bay and provides inter-regional input on transportation issues.

North Lake Tahoe Resort Association: The Association serves as a forum for local input and recommendations on the planning and development of tourism and community related infrastructure and transportation projects, including transit services, for which the association is a funding partner. The source of NLTRA funding is a percentage of the Transient Occupancy Tax (TOT) funds generated in the north shore in eastern Placer County. The Placer County Board of Supervisors grants these funds to the NLTRA on an annual basis.

Pathway Partnership: A committee of local and state implementing agencies and community advocacy groups that meets quarterly to provide project updates, identify opportunities to work

together, and discuss pressing issues related to active transportation that would benefit from multi-jurisdictional input.

Social Services Transportation Advisory Council (SSTAC): The SSTAC serves as an advisory body to TRPA on the transit needs of transit dependent and transit disadvantaged persons in the Region, including the elderly, handicapped, and persons of limited means. Members broadly represent the community, transit disadvantaged communities, and transit service providers. SSTAC also works with TRPA to ensure citizen participation throughout the Region, and to solicit, as much as possible, input from transit dependent populations. To accurately meet the needs of communities throughout the Region, SSTAC is split into two councils, one for the North Shore and the other for the South Shore.

State Partners: State highways act as the Region's main streets and major arterial roadways. Caltrans and NDOT, the departments of transportation for California and Nevada respectively, maintain and improve these roadways to provide efficient movement of goods, safe travel for all roadway users, and water quality projects to reduce runoff into Lake Tahoe. Each state department of transportation is actively involved at Lake Tahoe through project implementation, participation on the TTC, and various other project development teams, such as the US 50 East Shore Corridor Plan. NV DCNR and Calfire provide emergency services for each state.

Tahoe Transportation Commission (TTC): TTC serves as the formal advisory body to the TRPA Governing Board in its capacity as the metropolitan planning organization. TRPA established the TTC to vet transportation plans, programs, and projects prior to making recommendations to the Governing Board. The

commission provides an opportunity for coordinated technical review and public involvement on transportation-related issues and its members have had direct and ongoing input in the development of the plan.

Tahoe Transportation District (TTD): TTD was created under the same Compact that created TRPA to implement and deliver transit, and projects and programs that span multiple jurisdictions and include active transportation, transit, and roadway facilities. TTD and TRPA work closely to coordinate investments in transportation infrastructure and transit services.

Transportation Management Association (TMA): The Tahoe Region has two transportation management associations: the Truckee-North Tahoe Transportation Management Association TMA (TNT-TMA) serves the North Lake Tahoe-Truckee Resort Triangle, and the South Shore TMA, serves the greater South Shore area. TMAs are community-based, nonprofit organizations designed to foster public outreach, receive community input on transportation issues, and encourage and facilitate the public-private partnerships necessary to implement transportation projects. The TNT-TMA administers the North Lake Tahoe Express, which provides affordable airport shuttle service from Reno/Tahoe International Airport to the North Lake Tahoe and Truckee region.

Utility & General Improvement Districts: There are many Utility and General Improvement Districts in Tahoe, each chartered to provide specific services, from water and trash service to sustainable recreation and transportation improvements. Several of these districts are active partners in achieving the plan’s vision: Incline Village General Improvement District, North Tahoe Public Utility District, Tahoe City

Public Utility District, and the South Tahoe Public Utility District.

Washoe Tribe of Nevada and California: The Washoe Tribe of Nevada and California is an important partner as Lake Tahoe is the traditional center of the Washoe world. The Washoe are the original inhabitants of the Lake Tahoe Region. The tribe owns and manages land in the Region, such as Meeks Bay Resort and Marina and Cave Rock on the East Shore of the lake, which serves as a transportation gateway. Transportation planning staff meet one-on-one with the Washoe Tribe to share information and updates on transportation projects and issues. The Tribe is a voting member of the TTC and the APC, which are the advisory bodies to TRPA/TMPO.

Technical Advisory Committee (TAC)

The TRPA Environmental Improvement & Public Outreach Committee (EIPPOC) is the technical advisory committee (TAC) for the plan. The EIPPOC provided input on the proposed goals, policies, and projects. Their feedback, along with public and stakeholder input, helped shape this final document.

Members of the EIPPOC:

- Timothy Cashman, Nevada At-Large Member
- Belinda Faustinos, California Assembly Speaker Appointee
- Marsha Berkbigler, Washoe County Commissioner, District 1
- Casey Beyer, Governor of California Appointee
- Sue Novasel, El Dorado County Supervisor, District 5

- Cindy Gustafson, Placer County Representative

- James Lawrence, Nevada Department of Conservation and Natural Resource Representative

Plans Reviewed for Consistency

Consultation procedure documents are denoted with an asterisk*.

Project level analysis is completed at the time of project application and development to ensure consistency with the RTP and these plans.

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Public Participation Performance Measures

Four performance measures were created through the 2019 Public Participation Plan to evaluate the success of engagement and participation in the RTP planning process:

1. Total number of public participants reached through proactive outreach (such as events, open houses, workshops, etc.).
 - a. Target: Increase by 5% since last RTP
2. Total number of public participants reached through quantitative methods (i.e., surveys).
 - a. Target: Increase by 5% since last RTP
3. Percentage of survey respondents who are full time residents, seasonal residents, visitors, and commuters.
 - a. Target: By 2023, reach 60% in-basin residents (full-time) and 40% out-of-basin residents (seasonal and visitors)
4. Total number of primarily Spanish speaking residents reached.
 - a. Target: Increase by 10% since last RTP

Tracking Performance

The last RTP was adopted in April 2017. Soon after, engagement for the RTP began through specific project and study outreach, transit and bicycle and pedestrian surveys, TRPA hosted events, and regularly scheduled partner meetings. The feedback received through these early outreach efforts informed engagement for the plan, which began in 2019 and continued into 2020.

The public participation performance measures' targets were tracked to gauge the plan's success.

Table 13: Total Participations (Proactive)

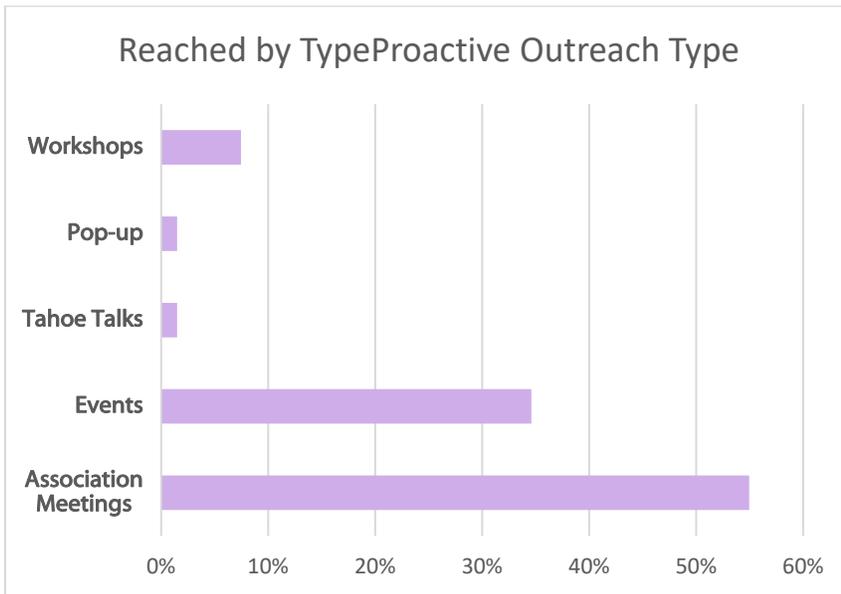


Table 14: Total Participations (Quantitative)

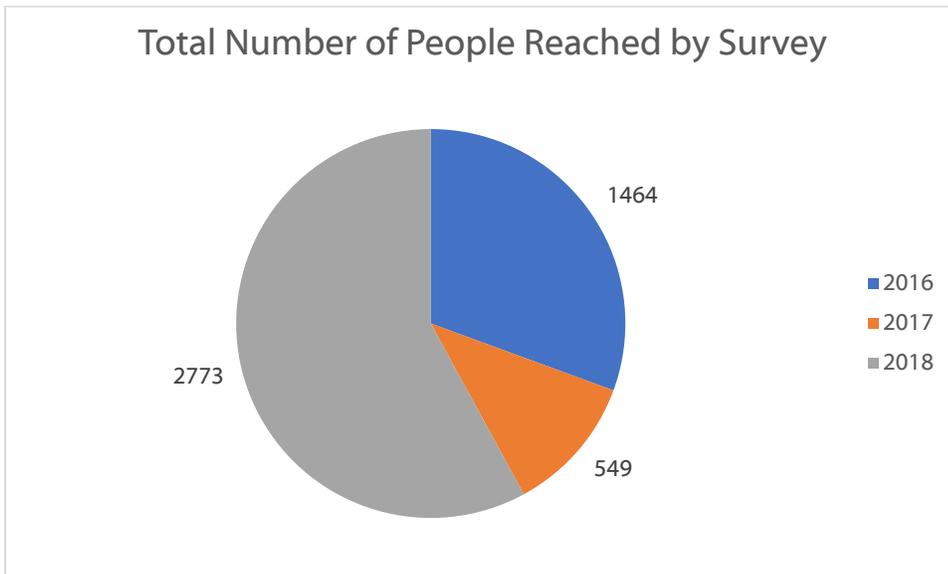


Table 15: Survey Respondents by Resident, Visitor and Commuter

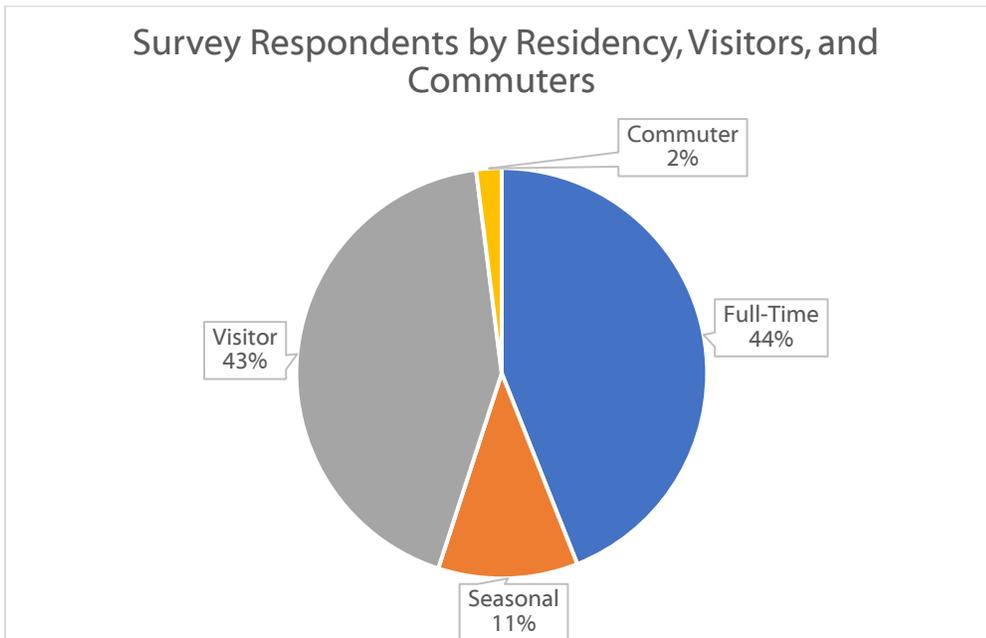


Table 16: Spanish Speaking Residents

Number of Spanish Speaking Residents

Outreach Type	2016	2017	2018	Total
Association Meetings	11	0	6	17
Surveys	100	0	461	561
Total	111	0	467	578

Summary

All targets were met except for the third performance measures, percentage of survey respondents who are full-time residents and who are non-full-time residents, because this measure was not evaluated for the 2017 RTP.

Table 17: RTP Outreach Performance Metrics

Number	Performance Measure	Target	2017	2020	Achieved Target? (Y/N)
1	Total Participations (Proactive)	Increase 5%	485	5,053	Y
2	Total Participations (Quantitative)	Increase 5%	327	5,296	Y
3	Survey Respondents by Resident, Visitor and Commuter	60% In-Basin 40% Out-of-Basin	n/a	77.0% Resident; 23.1% Non-Resident	Not tracked in 2017
4	Primary Spanish Speaking Residents	Increase 10%	111	626	Y

Public Participation Summary

For the RTP, TRPA developed a comprehensive outreach strategy that complied with California SB 375. SB 375 requires public participation include outreach to a broad range of stakeholder groups in the planning process, including but not limited to affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, homeowner associations,

congestion management agencies, transportation agencies, and transportation commissions.

The following section summarizes the outreach conducted to meet the plan’s goals and SB 375 requirements.

Agency and Inter-Governmental Coordination

In developing transportation and land use plans, TRPA collaborates closely with multiple public agencies, a tribal government, and a cross

section of private stakeholders (see the Partner section of this appendix for more information). Consultation occurred through one-on-one and association/organization meetings.

Through 2019 and 2020, TRPA met with the Tahoe Transportation Implementation Committee several times to discuss updates to the RTP, including the updated project list and revised policies. The Tahoe Transportation Implementation Committee meets regularly to provide updates on capital projects and funding opportunities. The committee is comprised of local jurisdictions, the California and Nevada state DOTs, two resource conservation districts, and the Tahoe Transportation District. TRPA met individually with all implementing partners to review the project list and identify new projects within the 25-year horizon of the plan.

In 2019, the Bi-State Consultation on Transportation reconvened to review priority transportation projects and explore funding opportunities. The Bi-State Consultation is headed by the Nevada Department of Conservation and the California Natural Resource Agency with additional public and private representatives from around the Basin. The group and helped shape the plan project list and revenue forecast.

Association Meetings

TRPA attends and presents at multiple association meetings around the Region to gain greater insight on issues facing Lake Tahoe, particularly those of traditionally underserved or hard-to-reach residents, and to develop solutions to them.

Table 18: Outreach Summary Tracking

Date	Group Name	Group Type	Topic(s)	Attendees
9.27.18	NDOT Bike/ Ped Advisory Board	Agency and Advocacy	Safety Plan	21
9.25.18	Community Mobility Group	Advocacy	ATP Amendment	4
9.14.18	Bikeway Partnership	Agency and Advocacy	ATP Amendment	13
9.13.19	Meek Bay POA - Fall Meeting	HOA	RTP/SR 89	35
8.29.19	Park Avenue Development Management Association (PADMA)	Development	MSMP/RTP	15
8.2.18	Truckee North Tahoe TMA	Agency and Private	Linkingtahoe.com	17
8.12.19	Lake Tahoe Collaborative	Social Services Community	MSMP/RTP	22
6.26.18	Community Mobility Group	Advocacy	Linkingtahoe.com	5
6.20.18	Incline Village Crystal Bay Visitors Bureau	Business Owners	Transit Funding	14

Date	Group Name	Group Type	Topic(s)	Attendees
6.15.18	SS/TMA	Agency and Private	Linkingtahoe.com	9
6.15.18	South Shore Transportation Management Association	Agency and Advocacy	Linkingtahoe.com	6
6.14.18	Lodging Association	Private Business	Linkingtahoe.com	35
6.14.18	Guestology Workshop Attendees	Agency, Rec Providers, Tahoe Fund	Linkingtahoe.com	15
6.05.18	North Shore SSTAC/Resort Triangle Transportation Discussion	Social Services Community	Elimination of NTTT Senior Shuttle	17
5.09.18	STMS Staff	School Staff	SRTS	51

Date	Group Name	Group Type	Topic(s)	Attendees
5.02.18	Kiwanis	Community Organization	SRTS	26
4.23.18	South Shore SSTAC/TACCD Meeting	Social Services Community	TTD Proposed Transit Changes	16
4.2.19	North Tahoe SSTAC	Social Services Community	CHSTP/RTP	15
4.12.18	Lake Tahoe Beach Resort	Private Hotel	Micro Transit / TDM	2
3.6.18	North Shore SSTAC/Resort Triangle Transportation Discussion	Social Services Community	Specialized Transportation Needs	21
3.06.20	Pathway Partnership	Agency	SR89	12
3.05.20	TNT TMA	Agency	SR89	19
2.25.19	South Tahoe SSTAC	Social Services Community	CHSTP	8
2.18.20	Future Focused Leaders	Community	RTP	23
12.6.19	Pathway Partnership	Agency Collaborative	RTP	15

Date	Group Name	Group Type	Topic(s)	Attendees
12.4.19	Community	Agency and Private Stakeholders	Emerging Mobility	34
12.19.19	South Shore Chamber of Commerce	Presentation	MSMP/RTP	25
12.11.19	Soroptimist	Presentation	MSMP/RTP	40
12.03.19	North Shore Breakfast Club	Presentation	RTP	65
11.7.19	TNT/TMA	Agency and Public	Commute Tahoe Program	18
11.26.19	Sustainable Recreation Working Group	Agency	RTP	12
11.22.19	SS TMA	Presentation	MSMP/RTP	20
11.08.19	Washoe Tribe	Agency	SR 89 CMP/RTP	6
10.3.19	TNT/TMA	Agency and Public	Unmet Transit Needs/RTP	25
10.24.18	Lake Tahoe Bike Coalition	Advocacy	SRTS	6

Date	Group Name	Group Type	Topic(s)	Attendees
10.2.18	North Shore SSTAC/Resort Triangle Transportation Discussion	Social Services Community	Unmet Transit Needs	18
10.18.19	SSTMA	Presentation	RTP	20
10.11.18	Truckee North Tahoe TMA	Agency and Private	Unmet Transit Needs	25
10.10.19	Sierra Tahoe Soroptimists	Community	RTP	35
10.1.19	North Tahoe SSTAC	Social Services Community	Unmet Transit Needs/RTP	13
1.7.20	North Tahoe SSTAC	Community	RTP	13
1.24.20	Bonanza Community Round Table	Community	RTP	37
1.22.19	Lake Tahoe Bicycle Coalition	Advocacy	Commute Tahoe Program/RTP	7
1.13.20	Lake Tahoe Collaborative	Community	RTP	15

Date	Group Name	Group Type	Topic(s)	Attendees
1.11.18	Lodging Association	Hotels, and Public	TDM	20
05.18.20	RTP Innovation Webinar	Public	RTP	79
05.18.20	RTP Innovation Webinar Video	Public	RTP	1200
05.11.20	RTP Communities Webinar	Public	RTP	53
05.11.20	RTP Communities Webinar Video	Public	RTP	185
05.04.20	RTP Technology Webinar	Public	RTP	48
05.04.20	RTP Technology Webinar Video	Public	RTP	231
04.27.20	RTP Transit Webinar	Public	RTP	84
04.27.20	RTP Transit Webinar Video	Public	RTP	391
04.20.20	RTP Trails Webinar	Public	RTP	219
04.20.20	RTP Trails Webinar Video	Public	RTP	376
04.02.20	SR89 Webinar	Public	SR89	204
03.11.20	SR89 open house North Shore	Public	SR89	38
03.10.20	SR89 open house South Shore	Public	SR89	43
01.15.20	South Tahoe Rotary	Community	RTP	25
01.07.20	Washoe Tribe	Tribal	General	20

<i>Date</i>	Group Name	Group Type	Topic(s)	Attendees
<i>1/1/2018</i>	Business owners through - NLTRA	Private businesses	Bicycle Racks	13

Community Open Houses

Open houses provide the public with an opportunity to learn about projects, programs, and plans and provide feedback to staff.

Table 19: Open Houses

Date	Topic	Number of Participants
03.10.20	SR89 open house South Shore	43
03.11.20	SR89 open house North Shore	38

Informational Meetings

At the state level, California SB 375 specifies that metropolitan planning organizations must conduct informational meetings for members of each county board of supervisors and city councils as part of the outreach for the

sustainable communities strategy. The purpose of these meetings is to discuss the strategy, including key land use and planning assumptions, and to solicit and integrate input and recommendations, where feasible.

Table 20: Informational Meetings

Date	Group Name	Group Type	Topic	Number of Participants
09.30.20	TRPA Governing Board	Agency and Public	RTP	TBD
10.09.20	TTD/Tahoe Transportation Commission	Agency and Public	RTP	TBD
10.28.20	Regional Plan Implementing Committee	Agency and Public	RTP	TBD
11.03.20	TTD/Tahoe Transportation Commission	Agency and Public	RTP	TBD
11.18.20	TRPA Governing Board	Agency and Public	RTP	TBD
9.25.19	TRPA Governing Board	Agency and Public	PPP and RTP	40

8.9.19	Tahoe Transportation Commission	Agency and Public	Public Participation Plan	26
4.12.19	Tahoe Transportation Commission	Agency and Public	CHSTP	16
3.7.19	TIE Steering Committee	Agency and Public	Pathway Partnership	15
5.3.18	TIE Steering Committee	Agency and Public	Bikeway Partnership	29
12.14.18	Tahoe Transportation Commission	Agency and Community	Unmet Transit Needs	30

Public Hearings

California SB 375 requires that multi-county metropolitan planning organizations, such as TRPA, hold at least three public hearings in different parts of the Region for the sustainable community’s strategy to maximize the opportunity for participation by members of the public throughout the Region.

The RTP/SCS was brought to the TRPA Governing Board on September 30 and November 18, the Governing Board’s Regional Plan Implementation Committee on October 28, and the Tahoe Transportation Committee on October 9 and November 12.

Table 21: Public Hearings

Public Hearing Date	Board/Committee
09.30.20	TRPA Governing Board
10.09.20	Tahoe Transportation Committee
10.28.20	Regional Plan Implementation Committee
11.12.20	Tahoe Transportation Committee
11.18.20	TRPA Governing Board

Public outreach requirements of SB 375 were met through the following TRPA’s activities.

Table 22: SB 375 Outreach

SB 375 Requirement	Outreach Activity	Date
<i>(2D) The metropolitan planning organization shall conduct at least two informational meetings in each county within the region for members of the board of supervisors and city councils on the sustainable communities strategy and alternative planning strategy, if any. The metropolitan planning organization may conduct only one informational meeting if it is attended by representatives of the county board of supervisors and city council members representing a majority of the cities representing a majority of the population in the incorporated areas of that county.</i>	TRPA Governing Board (Stateline, NV)	9.25.19
	TTD/ Tahoe Transportation Commission (Incline Village, NV)	08.09.19
<i>(2E) Each metropolitan planning organization shall adopt a public participation plan, for development of the sustainable communities strategy and an alternative planning strategy</i>	TRPA 2019 Public Participation Plan	Approved August, 2019
<i>(2Ei) Outreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, consistent with the agency’s adopted Federal Public Participation Plan, including, but not limited to, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, tourism organizations, landowners, commercial property interests, and homeowner associations.</i>	Public workshops, online webinars, association meetings, and public events.	May 2017 - September 2020
<i>(2Eii) Consultation with congestion management agencies, transportation agencies, agencies</i>	Truckee North Tahoe Transportation Management Association	May 2017 – August 2020

SB 375 Requirement	Outreach Activity	Date
<i>responsible for reducing the risk of natural disasters, and transportation commissions.</i>	South Shore Transportation Management Association	May 2017 – August 2020
	TTD/Tahoe Transportation Commission	December 2018 – November 2020
<i>(2Eiii) Two workshops throughout the Region to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices. Each workshop, to the extent practicable, shall include urban simulation computer modeling to create visual representations of the SCS and the alternative planning strategy.</i>	RTP Webinars	April 20 – May 18 2020
<i>(2Eiv) Preparation and circulation of a draft SCS and an alternative planning strategy, if one is prepared, not less than 55 days before adoption of a final regional transportation plan.</i>	Draft available at trpa.org/transportation by September 10, 2020. Advertised in print in Lake Tahoe newspapers, through TRPA e-newsletter, and TRPA social media outlets.	September 10, 2020
<i>(2Ev) At least three public hearings shall be held (page 66 of RTP Guidelines). To the maximum extent feasible, the hearings shall be in different parts of the region to maximize the opportunity for participation by members of the public throughout the Region.</i>	TTD/Tahoe Transportation Commission (Stateline, NV)	04.12.19
	TRPA Governing Board (Virtual)	09.30.20
	TTD/Tahoe Transportation Commission (Virtual)	10.09.20
<i>(2Evi) A process for enabling members of the public to provide a single request to receive notices, information, and updates.</i>	http://www.trpa.org/transportation/	On-going
<i>(2Ji) Prior to starting the public participation process adopted pursuant to subparagraph (F), the metropolitan planning organization shall submit a</i>	TRPA sent a memorandum to Nicole Dolney, Chief of the Transportation Planning	10.14.19

SB 375 Requirement	Outreach Activity	Date
<p><i>description to the state board of the technical methodology it intends to use to estimate the greenhouse gas emissions from its sustainable communities strategy and, if appropriate, its alternative planning strategy.</i></p>	<p>Branch at California Air Resources Board (ARB). More information can be found in Appendix I.</p>	
<p><i>Developing Regional Housing Needs Methodology (4c) Public participation and access shall be required in the development of the methodology and in the process of drafting and adoption of the allocation of the regional housing needs. Participation by organizations other than local jurisdictions and councils of governments shall be solicited in a diligent effort to achieve public participation of all economic segments of the community. The proposed methodology, along with any relevant underlying data and assumptions, and an explanation of how information about local government conditions gathered pursuant to subdivision (b) has been used to develop the proposed methodology, and how each of the factors listed in subdivision (d) is incorporated into the methodology, shall be distributed to all cities, counties, any sub-regions, and members of the public who have made a written request for the proposed methodology. The council of governments, or delegate sub-region, as applicable, shall conduct at least one public hearing to receive oral and written comments on the proposed methodology.</i></p>	<p>Developed by SACOG and the California Department of Housing and Community Development for Cycle 6, 2021-2029.</p>	<p>March 2020</p>
<p><i>Distribute Environmental Document to federal, state, and tribal land management, wildlife, and regulatory agencies. (Raymond Hess RTP checklist): A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be</i></p>	<p>When draft is released sent by email, through e-newsletter, posted on social media, mailed hardy copy, and available online.</p>	<p>September 10, 2020</p>

SB 375 Requirement	Outreach Activity	Date
<i>developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation.</i>		
<i>Send letters with link to draft RTP to all the agencies on the TAC, requesting comments. (page 73, RTP Guidelines).</i>	When draft is released sent by email with link to online location	09.10.20
<i>If responses not received, send a follow-up letter asking why a response was not received (Page 73, RTP Guidelines)</i>	Will send email one week prior to close of comment period.	10.16.20
<i>Conformity consultation requirements - document the consultation that you did.</i>	See Appendix G	n/a

Transportation in the 21st Century

On December 4, 2019, TRPA, the Truckee North Tahoe Transportation Management Association and the South Shore Transportation Management Association hosted a workshop focused on planned work to relieve traffic congestion, innovative and emerging transportation solutions, and the future of travel options for Tahoe. The workshop was attended by a cross section of planning and business community stakeholders from around the Lake Tahoe Region. See Appendix D for more information on this workshop.

Webinars

Following shelter-in-place orders in response to the Covid-19 pandemic, TRPA pivoted outreach for the plan online, hosting four, one-hour webinars that focused on each of the plan’s focus areas: Transit, Trails, Technology, and Communities. A fifth webinar was added to highlight Regional collaborations that have resulted in innovative program and project development and implementation. In total, the webinars reached over 2,000 people through the live stream and recording links.