

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 |
|-------------------|--|---------------------------------------|
| <i>Weekly</i> | Bonanza Community Roundtable | Residents/Media |
| <i>Ad Hoc</i> | Cafecitos South Lake Tahoe | Spanish Language Parent-Teacher Group |
| <i>Monthly</i> | California Tahoe Emergency Services Operations Authority | South Tahoe Emergency Services |
| <i>Monthly</i> | Community Health Advisory Committee | Community/Advocacy |
| <i>Monthly</i> | Community Mobility Group Meeting | South Tahoe Community/Advocacy |
| <i>Monthly</i> | 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.

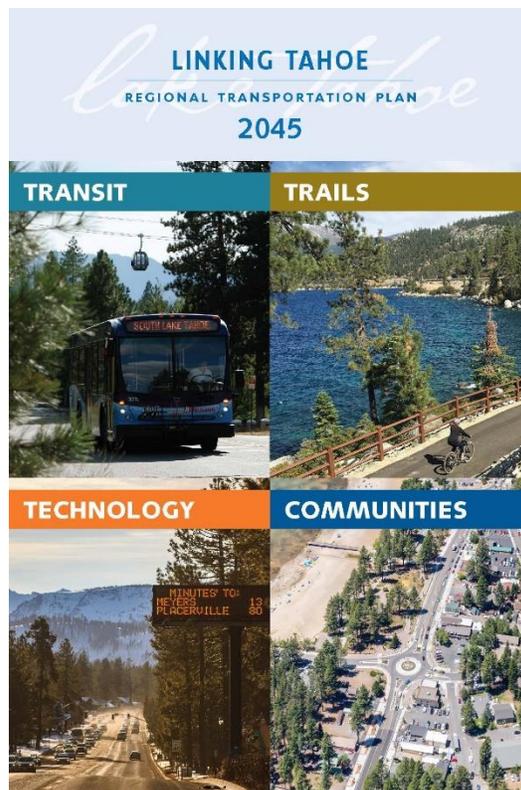


Figure 85: RTP Promotional Card

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.

Charrettes: 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> |
|--|---|------------------------------------|--|

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.

Local

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http://www.nctc.ca.gov/documents/Reports/TransSierraPlan_FINAL_e-version%20March%202015.pdf

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)

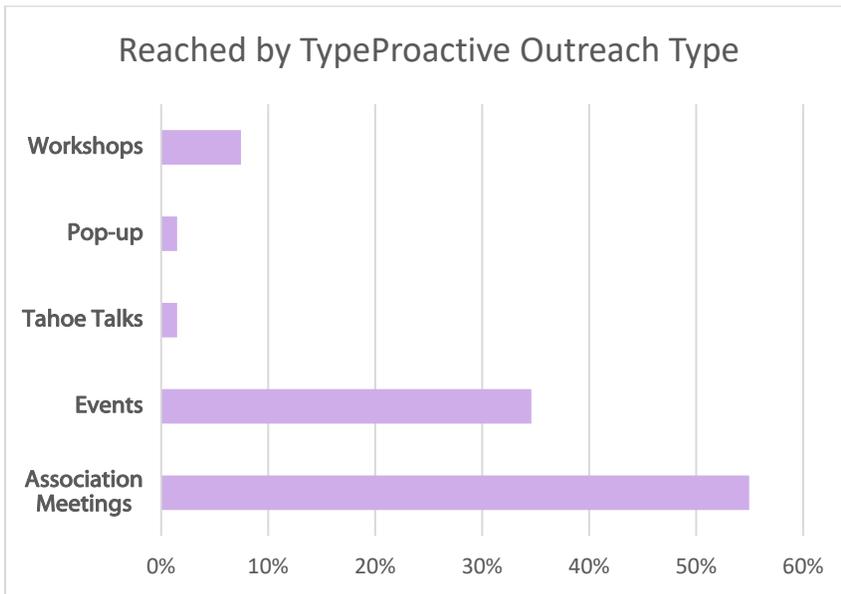


Table 14: Total Participations (Quantitative)

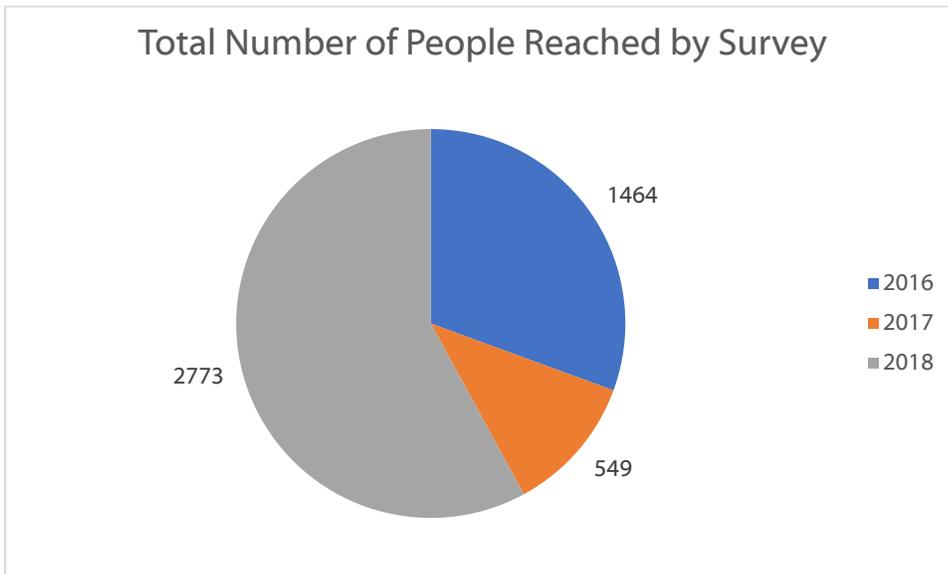


Table 15: Survey Respondents by Resident, Visitor and Commuter

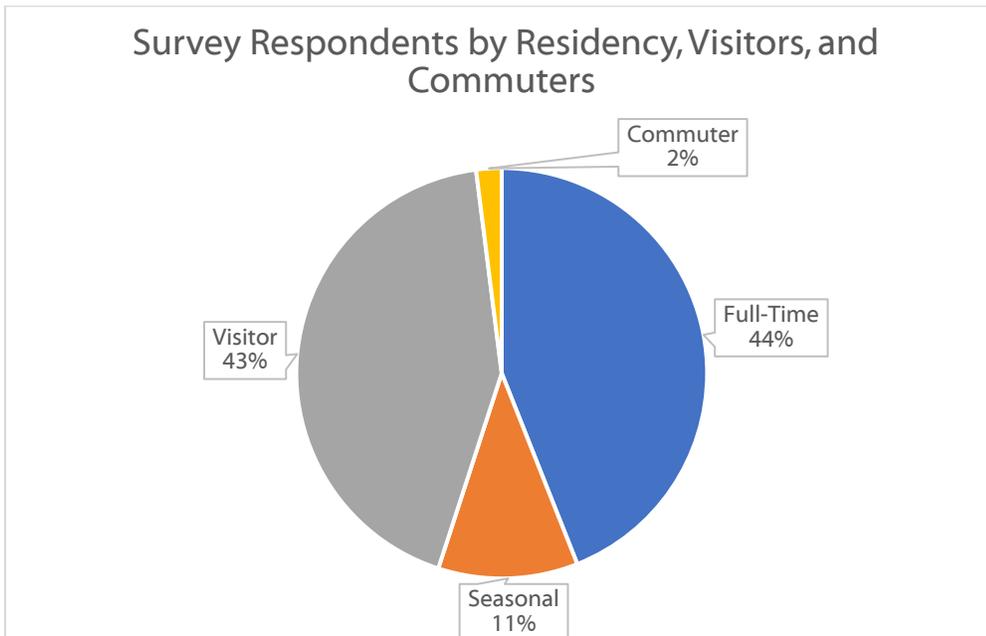


Table 16: Spanish Speaking Residents

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 |

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|---------|---|-----------------------------------|------------------------------------|----|
| 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 |

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|---------|---|---------------------------------|----------------------------------|----|
| 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 |
| 12.4.19 | Community | Agency and Private Stakeholders | Emerging Mobility | 34 |

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|----------|---|---------------------------|-------------------------|----|
| 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 |
| 10.2.18 | North Shore SSTAC/Resort Triangle Transportation Discussion | Social Services Community | Unmet Transit Needs | 18 |

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|----------|-------------------------------|------------------------------|------------------------------|------|
| 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 |
| 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 |

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|----------|---------------------------------|--------------------|---------------|-----|
| 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 |
| 1/1/2018 | 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 |

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|----------|---------------------------------|----------------------|---------------------------|----|
| 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 |

responsible for reducing the risk of natural disasters, and transportation commissions.

(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.

(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.

(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.

(2Evi) A process for enabling members of the public to provide a single request to receive notices, information, and updates.

(2Ji) Prior to starting the public participation process adopted pursuant to subparagraph (F), the metropolitan planning organization shall submit a description to the state board of the technical methodology it intends to use to estimate the

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|--|-------------------------------|
| South Shore Transportation Management Association | May 2017 – August 2020 |
| TTD/Tahoe Transportation Commission | December 2018 – November 2020 |
| RTP Webinars | April 20 – May 18 2020 |
| 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 |
| TTD/Tahoe Transportation Commission (Stateline, NV) | 04.12.19 |
| TRPA Governing Board (Virtual) | 09.30.20 |
| TTD/Tahoe Transportation Commission (Virtual) | 10.09.20 |
| http://www.trpa.org/transportation/ | On-going |
| TRPA sent a memorandum to Nicole Dolney, Chief of the Transportation Planning Branch at California Air Resources Board (ARB). | 10.14.19 |

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|---|---|---------------------------|
| <p><i>greenhouse gas emissions from its sustainable communities strategy and, if appropriate, its alternative planning strategy.</i></p> | <p>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 developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory</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> |

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|--|---|----------|
| <i>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.