

2017 GOAL	2017 POLICY	2012 POLICY		JUSTIFICATION
ENVIRONMENT	Protect and enhance the environment, promote energy conservation, and reduce greenhouse gas emissions.			
	1.1 Support mixed-use development that encourages walking, bicycling, and easy access to existing and planned transit stops in	1.1 Support mixed-use that encourages walking, bicycling, and easy access to existing and planned transit stops in Centers.	4.2 Provide transit facilities that encourage transit, bicycle, and pedestrian usage.	4.2 was removed as the link between active transportation (bicycle and pedestrian) and transit facilities is included in policies of the Active Transportation Plan and is duplicative of 2012 Policy 1.1
	1.2 Leverage transportation projects to benefit multiple environmental thresholds through integration with the Environmental Improvement Program.	1.4 Develop and implement a Sustainable Communities Strategy (SCS) to meet TRPA thresholds and other statutory requirements.	1.5 Support sustainable transportation infrastructure and operational programs that provide environmental and community benefits.	13.2 Integrate transportation programs into the Environmental Improvement Program (EIP). A Sustainable Communities Strategy is adopted in concert with the regional transportation plan, and threshold attainment is included in 2016 policy 1.2, therefore policy 2012 1.4 is not needed. 2016 policy 1.2 replaces 2012 policy 1.5 as sustainable transportation and infrastructure is a primary component of the regional transportation plan and explained in other chapters. 2016 policy 1.2 also replaces 13.2 in reference to the Environmental Improvement Program.
	1.3 Mitigate the regional and cumulative traffic impacts of new, expanded, or revised developments or land uses by prioritizing projects and programs that enhance non-automobile travel modes.	1.2 Mitigate the regional and cumulative traffic impacts of new, expanded, or revised developments or land uses.	1.3 Consider non-automobile travel modes when mitigating traffic-related project impacts.	2012 policies 1.2, 1.3, and 10.5 were combined into 2016 Policy 1.3 which addresses development impacts and mitigation -prioritizing those non-automobile mitigation programs
	1.4 Facilitate the use of electric and zero emission vehicles and fleets by supporting deployment of vehicle charging infrastructure within the Region, and supporting incentives and education of residents, businesses, and visitors related to the use of electric and zero emission vehicles.	4.4 Use alternative fuels to the maximum extent feasible in public transit fleets.	9.3 Encourage rental car providers to offer vehicles that are low- or zero-emission within the Tahoe Region.	2012 policy 4.4 is now included in 2016 policy 1.4. The alternative fuel policies were revised to focus on electric and zero emission vehicles. The language more broadly supports multiple types of incentive programs and vehicle types. This updated language also incorporates Placer county's comments during TAC member review.
	1.5 Require major employers of 100 employees or more to implement vehicle trip reduction programs.	9.1 Require major employers to implement vehicle trip reduction programs. Such programs could include: carpool and vanpool matching programs, employee shuttles, on-site secure bicycle storage and shower facilities, flexible work hours, and parking and transit use incentives.		The 2016 policy now clarifies that large employers are those with 100 or more employees as specified in the TRPA Code of Ordinances. Examples of incentive programs have been deleted for continued flexibility with best practice research. No changes to the code occurred from 2012 to 2016.
	1.6 Require new and encourage existing major commercial interests providing gaming, recreational activities, excursion services, condominiums, timeshares, hotels, and motels to participate in transportation demand programs and projects.	7.2 Require major commercial interests providing gaming, recreational activities, or excursion services to provide or participate in joint shuttle services or provide transit use incentives to their guests or patrons; and require connections with intermodal transportation facilities.	9.4 Require new, and encourage existing condominiums, timeshares, hotels, and motels to participate in public transit and/or private shuttle programs, and provide transit information and incentives to their guests and residents.	These policies were combined to eliminate redundancy.
	1.7 Coordinate with the City of South Lake Tahoe to update and maintain an Airport Master Plan and limit aviation facilities within the Tahoe Region to existing facilities.	12.2 Limit aviation facilities within the Tahoe Region to existing facilities.	12.1 Update and maintain an Airport Master Plan.	These policies were combined to eliminate redundancy and clarify roles and responsibilities.
	1.8 Consider traffic calming and noise reduction strategies when planning transportation improvements.			This policy was added to support environmental thresholds and to be consistent with Area Plan policies.
	1.9 Develop and implement a cooperative, continuous, and comprehensive Congestion Management Process to adaptively manage congestion within the Region's multi-modal transportation system.			This policy was added to be consistent with Area Plan policies and new FAST Act requirements designating the Tahoe Metropolitan Planning Organization as a Transportation Management Agency serving a population greater than 200,000 people.
CONNECTIVITY	Enhance and sustain the connectivity and accessibility of the Tahoe transportation system, across and between modes, communities, and neighboring regions, for people and goods.			
	2.1 Coordinate with Federal, state, and local government as well as private sector partners to identify and secure adequate transit service funding that provides a viable transportation alternative to the private automobile for all categories of travelers in the Region.	5.2 Seek cooperation from neighboring jurisdictions to expand non-automobile transportation to cities, towns, and recreational areas outside of the Tahoe Region.		This policy was updated to formalize the need for the Region to coordinate on funding sources, expand the list of partners, and to be consistent with Area Plan policies.
	2.2 Provide frequent transit service to major summer and winter recreational areas.	4.3 Provide transit service to major summer and winter recreational areas.		This policy was modified to specify "frequent" transit service to clarify the need not only for access but frequent service to encourage increased ridership.
	2.3 Establish regional partnerships with surrounding metropolitan areas to expand transit to and from Lake Tahoe.	5.1 Participate in state and local transportation planning efforts to ensure coordination and consistency amongst various planning agencies inside and outside the Region.		This policy was updated to reflect current and future efforts to collaborate and plan with neighboring regions who's growth and transportation strategies impact the Tahoe Region.
	2.4 Improve the existing transit system for the user making it frequent, fun, and free in targeted locations. Consider and use increased frequency, preferential signal controls, priority travel lanes, expanded service areas, and extended service hours.	4.1 Improve existing transit systems through increased frequency, preferential signal controls, expanded service areas, and extended service hours.		This policy language was expanded to include the basic tenants desired for transit planning and provide flexibility for new and innovative approaches to improving the transit system.

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	2.5 Integrate transit services across the Region. Develop and use unified fare payment systems, information portals, and shared transfers.				This policy was added to be consistent with Draft Corridor Connection Plan and Draft Long Range Transit Plan. This policy directs more efficient regional transit operations until free-to-the-users transit can be implemented.
	2.6 Consider waterborne transportation systems using best available technology to minimize air and water quality impacts in coordination with other modal options, as an alternative to automobile travel within the Region.	4.6 Consider waterborne transportation systems in coordination with other public and private transportation systems, including the pedestrian and bicycle network, using best available technology to minimize air and water quality impacts as an alternative to automobile travel within the Region.			This policy language was modified to clarify intermodal connectivity and public/private partnership needs when designing and implementing waterborne transportation.
	2.7 Provide specialized public transportation services for individuals with disabilities through subsidized fare programs for transit, taxi, demand response, and accessible van services.	11.1 Provide specialized public transportation services with subsidized fare programs for transit, taxi, demand response, and accessible van services.			This policy was clarified to include "individuals with disabilities" to be better reflect the type of services needed.
	2.8 Make transit and pedestrian facilities ADA-compliant and consistent with Coordinated Human Services Transportation Plans.	11.2 Ensure that transit and pedestrian facilities are ADA-compliant and consistent with the TMPO Coordinated Human Services Transportation Plans.			This policy was modified slightly to specify that the TMPO is not responsible for the Coordinated Human Services Transportation Plan, but continues to ensure consistency.
	2.9 Develop formal guidelines or standards for incorporating transit amenities in new development or redevelopment, as conditions of project approval.				This policy was added to increase transit oriented development and ensure consistency with Draft Corridor Connection Plan and Long Range Transit Plan.
	2.10 Provide public transit services at locations nearby school campuses.				This policy was added to encourage public/private partnerships, provide safe routes to schools and modified in response to comments from Placer County during TAC review to comply with California and FTA regulations.
	2.11 Coordinate public and private transit service, where feasible, to reduce service costs and avoid service duplication.				This policy was added to encourage public/private partnerships, maximize funding opportunities, and for consistency with Area Plan policies.
Active Transportation	2.12 Develop and maintain an Active Transportation Plan as part of the regional transportation plan. Include policies, a project list of existing and proposed bicycle and pedestrian facilities, and strategies for implementation in the Active Transportation Plan.	2.1 Develop and maintain a Lake Tahoe Region Bicycle and Pedestrian Plan (Bicycle and Pedestrian Plan) as a component of the Regional Transportation Plan (RTP); and maintain a list of existing and proposed bicycle and pedestrian facilities and strategies for implementation within the Bicycle and Pedestrian Plan.			The policy was updated to reflect the new name of the Bicycle and Pedestrian Plan, now called the Active Transportation Plan. The Active Transportation Plan was updated and approved in March of 2016.
	2.13 Incorporate programs and policies of the active transportation plan into regional and local land use plans and regulatory processes.	2.6 Promote the incorporation of programs and policies of the Bicycle and Pedestrian Plan into Regional and local land use plans and regulatory processes.			This policy was revised to "incorporate" rather than "promote". The Bicycle and Pedestrian Plan is now the "Active Transportation Plan"
	2.14 Construct, upgrade, and maintain pedestrian and bicycle facilities consistent with the active transportation plan.	2.2 Construct, upgrade, and maintain pedestrian and bicycle facilities consistent with the Lake Tahoe Region Bicycle and Pedestrian Plan.	2.3 Prioritize constructing pedestrian and bicycle facilities in urbanized areas of the Region, facilities that increase connectivity of the pedestrian and bicycle network, and facilities that can be constructed concurrently with other projects.		The Bicycle and Pedestrian Plan is now the "Active Transportation Plan". 2012 policy 2.3 was removed because this concept of prioritization in urbanized areas has been incorporated into project prioritization criteria for the ATP and RTP. Additionally, 2012 policy 2.3 was duplicative of 2016 policy 2.14.
Intermodal	2.15 Accommodate the needs of all categories of travelers by designing and operating roads for safe, comfortable, and efficient travel for roadway users of all ages and abilities, such as pedestrians, bicyclists, transit riders, motorists, commercial vehicles, and emergency vehicles.	10.2 Use transportation system management (TSM) measures to improve the existing transportation system, while maintaining provision of bicycle and pedestrian facilities. TSM measures could include: dedicated turn lanes, intersection improvements, bicycle-activated signals, and roundabouts. Additionally, work with State Departments of Transportation (DOT) and local transportation departments to improve signal synchronization.			This policy was updated to reflect the national complete street policy that forms the basis of the way projects should be designed, constructed, and operated throughout the Region. The updated policy is more broad and provides greater flexibility when designing projects.
	2.16 Encourage parking management programs that incentivize non-auto modes and discourage private auto-mobile use at peak times in peak locations, alleviate circulating vehicle trips associated with parking availability, and minimize parking requirements through the use of shared-parking facilities while potentially providing funding that benefits infrastructure and services for transit, pedestrians, and bicyclists.	8.1 Encourage shared and other parking management strategies.	8.2 Encourage parking management programs that provide incentives to fund improvements benefiting transit users, pedestrians, and bicyclists.	8.3 Encourage parking management strategies that are tailored to the needs of each specific location and promote pedestrian and transit use.	2012 policies 8.1, 8.2, and 8.3 addressing parking management have been consolidated in 2016 policy 2.16. Additionally, 2016 policy 2.16 is consistent with Area Plan policies.

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	<p>2.17 Coordinate and include in area plans, where applicable, intermodal transportation facilities ("Mobility Hubs") that serve centers and other major areas of activity while encouraging the consolidation of off-street parking within mixed-use areas.</p>	<p>7.1 Require that Area Plans identify intermodal transportation facilities to serve each Center, and other major activity centers. Intermodal transportation facilities should incorporate planned regional transportation facilities, parking, and connections between them (e.g., sidewalks, enclosed walkways, etc.) and should accommodate increased use of transit and non-motorized travel modes. Local agencies may need to coordinate with state Departments of Transportation when identifying intermodal facilities.</p>			<p>2012 policy 7.1 was modified for clarity, for consistency with the Draft Corridor Connection Plan and Long Range Transit Plan, and to encourage the consolidation of parking consistent with Area Plan policies.</p>
	<p>2.18 In roadway improvements, construct, upgrade, and maintain active transportation and transit facilities along major travel routes. In constrained locations, all design options should be considered, including but not limited to restriping, roadway realignment, signalization, and purchase of right of way.</p>	<p>10.1 Incorporate transit stops and bicycle and pedestrian facilities in roadway improvement projects.</p>	<p>2.3 Prioritize constructing pedestrian and bicycle facilities in urbanized areas of the Region, facilities that increase connectivity of the pedestrian and bicycle network, and facilities that can be constructed concurrently with other projects.</p>		<p>These policies were updated for consistency with the 2016 Active Transportation Plan and to reduce duplication.</p>
	<p>2.19 Encourage jurisdiction partners to develop and plan coordinated wayfinding signage for awareness of alternative transportation modes including transit (TART/BlueGO), pedestrian, and bicycle facilities.</p>	<p>2.7 Implement safety awareness signage, road markings, educational programs, and programs that encourage bicycling and walking.</p>			<p>This policy was updated to promote the importance of including wayfinding signage into projects to encourage use of multi-modal options, to clarify implementation is the responsibility of partner local agencies and to include transit in addition to bicycling and walking. Additionally, this 2016 policy is consistent with Area Plan policies.</p>
<p>SAFETY Increase safety and security for all users of Tahoe's transportation system.</p>					
	<p>3.1 Coordinate the collection and analysis of safety data, identify areas of concern, and propose safety-related improvements that support state and federal safety programs and performance measures.</p>				<p>This policy was added for consistency with Draft Corridor Connection Plan, FHWA and State planning emphasis areas, State highway safety plans, and to increase safety for all users in the Tahoe Region.</p>
	<p>3.2 Consider safety data and use proven safety design countermeasures for safety hotspots recommended from roadway safety audits, the active transportation plan, corridor plans, and other reliable sources when designing new or modifying existing travel corridors.</p>				<p>This policy was added for consistency with Draft Corridor Connection Plan, FHWA and State planning emphasis areas, State highway safety plans, and to increase safety for all users in the Tahoe Region.</p>
	<p>3.3 Coordinate safety awareness programs that encourage law abiding behavior by all travelers.</p>	<p>2.7 Implement safety awareness signage, road markings, educational programs, and programs that encourage bicycling and walking.</p>			<p>This policy was revised to reflect the responsibility of the TRPA/TMPO as a regional coordination agency for overall safety programming, rather than an agency responsible for implementation of improved road conditions.</p>
	<p>3.4 Support emergency preparedness and response planning, including the development of regional evacuation plans, and encourage appropriate agencies to use traffic incident management performance measures.</p>				<p>This policy was added to reflect current state and federal planning requirements, and FHWA recommended innovations through the Everyday Counts Initiative.</p>
	<p>3.5 Design projects to maximize visibility at vehicular, bicycle, and pedestrian conflict points. Consider increased safety signage, site distance, and other design features, as appropriate.</p>				<p>This policy was added to increase safety for all users as a design element to projects and encourage design flexibility where appropriate per FHWA and California Department of Transportation recommendations.</p>
<p>OPERATIONS AND CONGESTION MANAGEMENT Provide an efficient transportation network through coordinated operations, system management, technology, and monitoring.</p>					
	<p>4.1 Identify opportunities to implement comprehensive transportation solutions that include technology, safety, and other supporting elements when developing infrastructure projects.</p>				<p>This policy was added to encourage comprehensive project planning and implementation, including the Tahoe Basin Intelligent Transportation System Strategic Plan's dig once policy.</p>
	<p>4.2 Collaborate with jurisdictions and DOT partners to develop adaptive management strategies for peak traffic periods at Basin</p>				<p>This policy was added to support the regional transportation project list, area plan policies, and encourage innovation in highway corridor operations.</p>
	<p>4.3 Promote awareness of travel options and conditions through advertising and real-time travel information.</p>				<p>This policy was added to support transportation demand management programs and encourage the spread of travel by time and mode type.</p>
	<p>4.4 Incorporate programs and policies of the Tahoe Basin Intelligent Transportation Systems Strategic Plan into regional and local land use plans and regulatory processes.</p>	<p>3.2 Implement measures consistent with the Federal Intelligent Transportation Systems (ITS) Program and the Tahoe Basin ITS Strategic Plan, including Traffic Management, Traveler Information Services, and Emergency Management Techniques.</p>			<p>The updated policy language clarifies and supports the incorporation of policies, programs and projects of the Tahoe Basin Intelligent Transportation Systems Strategic Plan into the Regional Transportation Plan.</p>
	<p>4.5 Support the use of emerging technologies, such as the development and use of mobile device applications, to navigate the active transportation network and facilitate ridesharing, efficient parking, transit use, and transportation network companies.</p>	<p>3.1 Implement electronic and automated payment systems for transit systems and paid parking areas, where appropriate.</p>			<p>This policy language was modified to more broadly support the use of emerging technologies for a variety of transportation related projects.</p>

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	<p>5.2 Provide multimodal access to recreation sites. Encourage collaboration between public lands managers, departments of transportation, transit providers, and other regional partners to improve year-round access to dispersed recreation activities. Strategies could include active transportation end-of-trip facilities, transit services, parking management programs, and incentives to use multi-modal transport.</p>				<p>This policy was added as it is the major theme of the 2016 regional transportation plan and responds to public input.</p>
	<p>5.3 Collaborate with local, state, regional, federal, and private partners to develop a regional revenue source to fund Lake Tahoe transportation and water quality projects.</p>	<p>6.3 Support public-private partnerships and business improvement districts when planning, financing, and implementing transportation and air quality programs and projects.</p>	<p>13.1 Collaborate with local, state, regional, federal, and private partners to develop dedicated funding and implementation programs for Lake Tahoe and the surrounding regions.</p>		<p>These policies were consolidated into 2016 policies 5.3 and 5.4 to reduce duplication.</p>
	<p>5.4 Collaborate with regional and inter-regional partners to establish efficient transportation connections within the Trans-Sierra Region including to and from Tahoe and surrounding metropolitan areas.</p>	<p>5.1 Participate in state and local transportation planning efforts to ensure coordination and consistency amongst various planning agencies inside and outside the Region.</p>	<p>5.3 Work with appropriate public entities, tribal governments, and private interest groups to ensure coordination and consistency.</p>		<p>These policies were consolidated into 2016 policies 5.3 and 5.4 to reduce duplication.</p>
<p>SYSTEM PRESERVATION Provide for the preservation of the existing transportation system through maintenance activities that support climate resiliency, water quality, and safety.</p>					
	<p>6.1 Preserve the condition of sidewalks and bicycle facilities and where feasible, maintain their year-round use.</p>	<p>2.5 Preserve the condition of sidewalks and bicycle facilities and where feasible, maintain their year-round use.</p>			<p>This policy has not changed.</p>
	<p>6.2 Maintain and preserve pavement condition to a level that supports the safety of the traveling public and protects water quality.</p>				<p>This policy was added to leverage environmental improvement projects in coordination with transportation projects, per FHWA requirements for asset management, and consistency with FHWA recommendation innovations through the Everyday Counts Initiative.</p>
	<p>6.3 Make "dig once" the basin-wide standard, requiring public and private roadway projects to include the installation of conduit to support community needs. (e.g.: fiber optic, broadband, lighting, etc.)</p>				<p>This policy was added for consistency with the Tahoe Basin Intelligent Transportation Systems Strategic Plan and encourage the "dig once" philosophy into all projects.</p>
	<p>6.4 Consider the increased vulnerability and risk to transportation infrastructure from climate stressors, such as increased precipitation, flooding, and drought when designing new infrastructure and repairing or maintaining existing infrastructure.</p>				<p>This policy was added for consistency with state and federal guidelines.</p>