



50
YEARS

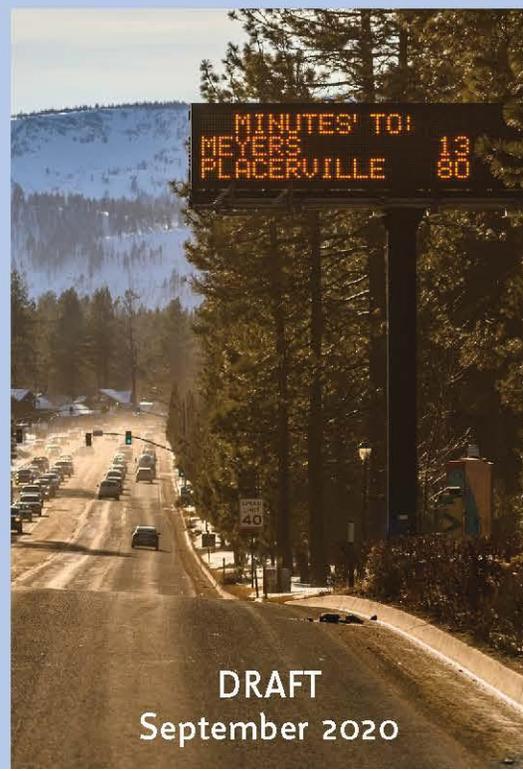
TAHOE
REGIONAL
PLANNING
AGENCY

Executive Summary

REGIONAL TRANSPORTATION PLAN

TAHOE REGIONAL PLANNING AGENCY

Lake Tahoe



DRAFT
September 2020

RTP Executive Summary

Lake Tahoe is one of Earth's iconic treasures. Expansive forests, marshes and meadows, boulder-strewn beaches and coves, and majestic mountain peaks surround the famously clear blue lake high in the Sierra Nevada. This awe-inspiring environment has attracted visitors from across the globe for generations. And today, its proximity to major metropolitan areas in northern California and Nevada makes it a natural outdoor playground for millions of people looking for unparalleled summer and winter recreation opportunities.

Vision

Tahoe's transportation system is interconnected, inter-regional, and sustainable, connecting people and places in ways that reduce reliance on the private automobile.

Visitation from outside the Region is the main driver of the Lake Tahoe Region's \$5 billion annual economy, based largely on seasonal tourism and outdoor recreation. But it also puts metropolitan-level travel demands on the Region's limited and largely rural transportation system. During peak times of visitation, Tahoe's roads clog with traffic and parking demands exceed capacity at recreation sites. This seasonal influx of motorists has consequences for the environment, for local communities and their mobility, and for air and water quality. As neighboring cities from Reno and Carson City to Sacramento and San Francisco continue to grow, transportation pressures and challenges at Tahoe will only increase.

There is broad consensus that to meet the growing travel demand the Tahoe Region needs a transportation system transformation.

Improvements are needed to help people travel to, from, and around the Region more efficiently. Improvements will also strengthen initiatives underway to conserve and restore Tahoe's environment; revitalize communities; improve quality of life for residents and quality of experience for visitors; improve mobility and safety for people walking and biking; improve recreation access and sustainability; and reduce emissions of greenhouse gases and build a resilient system in response to climate change.

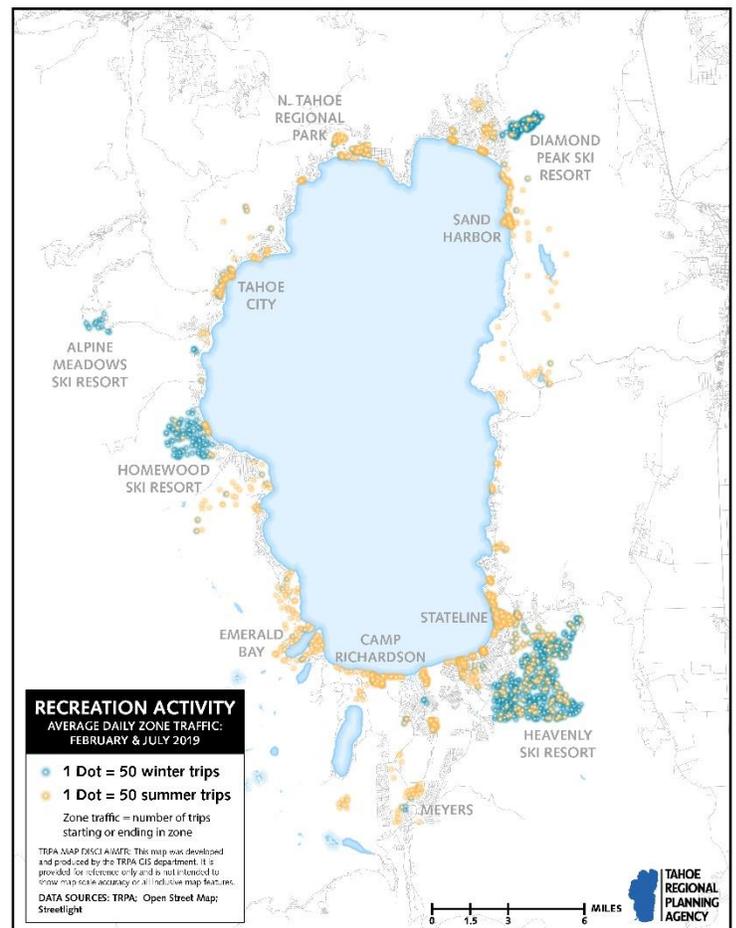


Figure 1: Regional Recreation Hotspots

As the Tahoe Region’s federally-designated metropolitan planning organization and the bi-state agency that California and Nevada created 50 years ago to manage growth, development, and land use in the Tahoe watershed, the Tahoe Regional Planning Agency (TRPA) plays a leading role in identifying solutions for the Region’s transportation challenges. Every four years, TRPA evaluates and updates the plan for Tahoe’s transportation system. The 2020 Regional Transportation Plan identifies a broad range of projects, programs, and strategies needed to comprehensively improve Tahoe’s transportation system over the next 25 years.

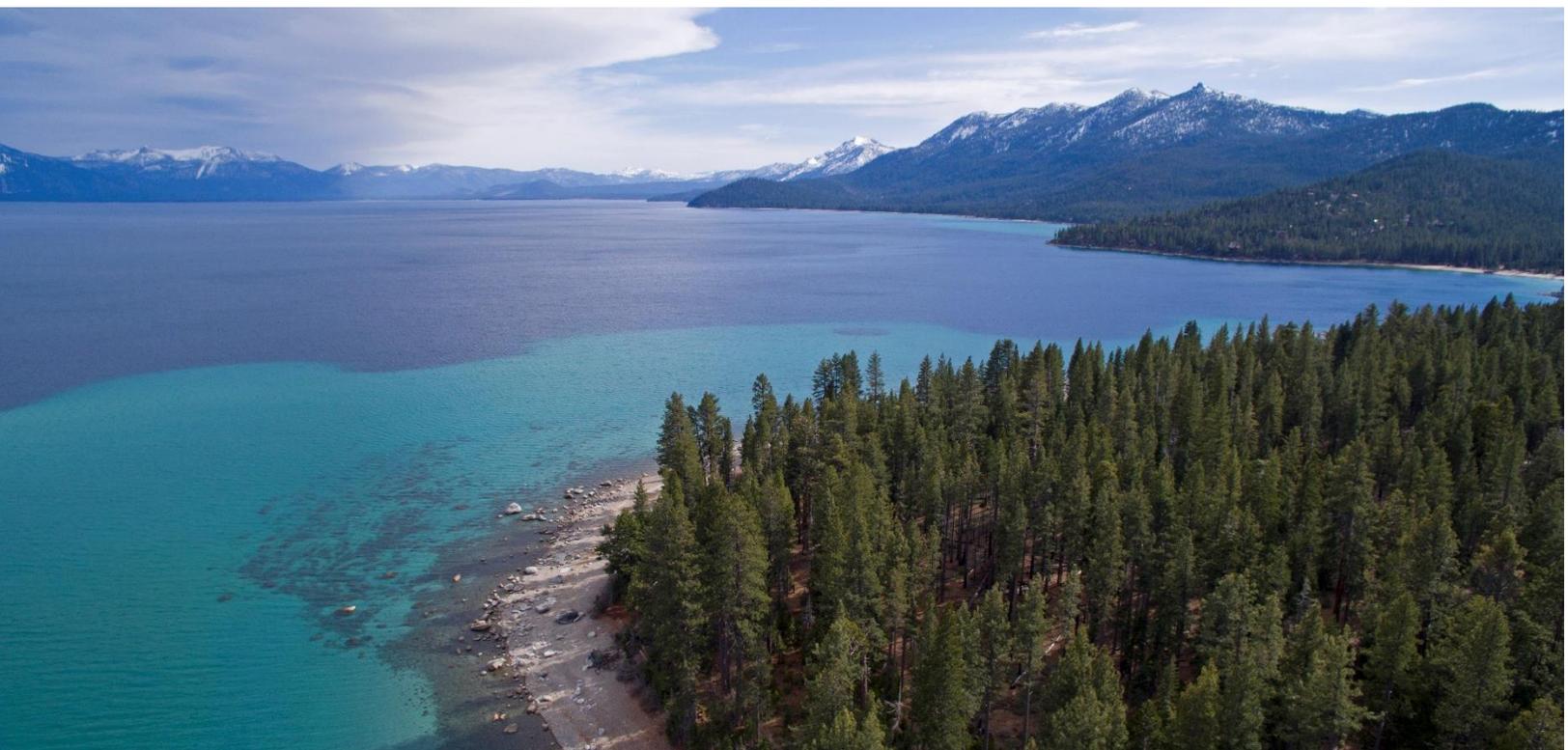
The Region cannot simply build its way out of its transportation challenges, expanding and creating more roads to meet ever-growing driving demands. Instead, the plan focuses on transit, trails, technology, and community enhancements to provide more travel options for residents and visitors.

Expanded transit services and a robust network of trails, sidewalks, and bike lanes will ensure that every Tahoe resident has safe, reliable, and

convenient alternatives to travel throughout the Region to homes, workplaces, schools, commercial areas, and recreation sites without having to drive — and make it easier for recreation and vacation visitors to arrive without a car or leave their cars parked while exploring everything Tahoe has to offer. New technologies will improve how roads, traffic signals, and parking areas are operated and put real-time information about road conditions and the most convenient travel options at the fingertips of everyone planning a trip in the Region. The Communities focus area will ensure that all corridors in Tahoe have more travel options than just the automobile — and that roadways are maintained to ensure safe and efficient movement of people and goods.

With strong and growing partnerships and collaborations in place, the plan is the foundation for the Tahoe Region to make transformative transportation improvements a reality and to deliver a world-class transportation system that complements and enhances Tahoe’s environment, communities, and outdoor recreation opportunities.

Figure ii: Sugar Pine State Park credit: Drone Promotions



BI-STATE PARTNERSHIP

Over the last five years, the Region and partners from the states of California and Nevada, have been partnering to create a world-class transportation system for Tahoe that serves visitors' and residents' travel needs in ways that preserves the Region's environment.

The Nevada Department of Conservation and Natural Resources and California Natural Resources Agency convened the first Bi-State

Consultation on Transportation for the Tahoe Region in 2017 and reconvened in 2019. The Consultation represents a diverse group of stakeholders that work together to develop a 10-Year Action Plan of key transportation projects, to strengthen public-private partnerships, and to identify needed funding and funding sources to implement transformative projects at Tahoe.

The Bi-State Consultation is advancing several high priority transportation projects and is committed to developing funding for them:

Transit enhancements to double transit ridership in town centers and at popular recreation areas

Build paths, institute parking management, and provide transit service within the Region's two highest use recreation corridors:

State Route 89 in California along Tahoe's West Shore with some of the Region's most popular beaches, trail heads, and iconic vista points, including Emerald Bay

State Route 28 in Nevada along Tahoe's East Shore serving popular state parks, beaches, and lakeshore trails

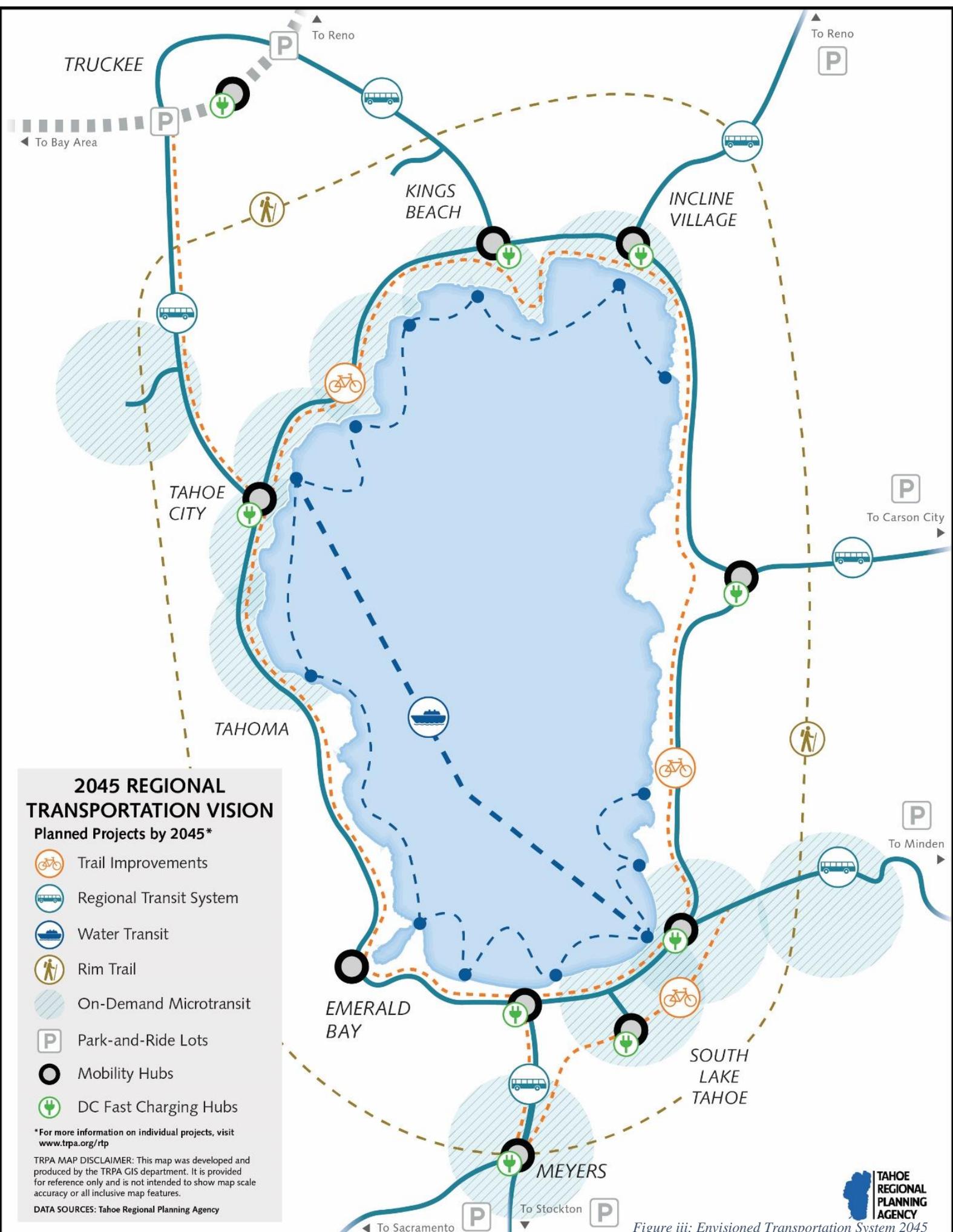
Advance the South Shore Community

Revitalization Project on Tahoe's South Shore to re-route US 50 from the center of town to its edge and reimagine the community core as a gathering place for visitors and residents with connections to mountain and lakeside recreation, nearby neighborhoods, convenient parking, and free and frequent transit, as guided by the Main Street Management Corridor Plan

Support implementation of **adaptive corridor management**, including a transit priority lane within the Resort Triangle between Truckee and the North Shore in Placer County, California on State Routes 267 and 89

Seventeen agencies committed to collaboratively advocate for funds to implement these catalytic projects, including working together to develop new regional revenue sources that are critical to delivery of the Regional Transportation Plan.

The Bi-State Consultation on Transportation has delivered clear priorities within the plan's project list, revenue forecast and approach to project implementation through collaboration.



2045 REGIONAL TRANSPORTATION VISION
Planned Projects by 2045*

-  Trail Improvements
-  Regional Transit System
-  Water Transit
-  Rim Trail
-  On-Demand Microtransit
-  Park-and-Ride Lots
-  Mobility Hubs
-  DC Fast Charging Hubs

*For more information on individual projects, visit www.trpa.org/rtp

TRPA MAP DISCLAIMER: This map was developed and produced by the TRPA GIS department. It is provided for reference only and is not intended to show map scale accuracy or all inclusive map features.

DATA SOURCES: Tahoe Regional Planning Agency



Figure iii: Envisioned Transportation System 2045

REGIONAL GOALS

Regional goals and policies establish the organizing framework for transportation planning at Lake Tahoe. They represent stakeholder feedback and public input, as well as input from previous plans, such as the 2016 Active Transportation Plan, the 2016 Tahoe-Truckee Plug-In Electric Vehicle Readiness Plan, and the 2015 Intelligent Transportation Systems Strategic Plan.

The Regional Plan and the RTP share six major goals for the transportation system. See Appendix A for more information on the Regional Plan and RTP goals and policies.

Look for each goal's icon throughout this document to find where it is demonstrated in the plan



Figure iv: Kings Beach Commercial Core credit: Placer County



Environment

Goal: Protect and enhance the environment, promote energy conservation, and reduce greenhouse gas emissions.

Plan Approach: A transportation system that provides alternatives to driving can help preserve Tahoe's environment by reducing greenhouse gas emissions and roadway runoff into the lake. Assessing projects for vehicle miles traveled (VMT) and mitigating those impacts is part of TRPA's and California jurisdictions' development review.



Connectivity

Goal: Enhance and sustain the connectivity and accessibility of the Tahoe transportation system, across and between modes, communities, and neighboring regions, for people and goods.

Plan Approach: A seamless, efficient, and accessible transportation system is accomplished through the individual elements of transit, trails, and technology while enhancing their integration through a corridor approach.



Safety

Goal: Increase safety and security for all users of Tahoe’s transportation system.

Plan Approach: Residents, commuters, and visitors are more likely to bike, walk, and take transit if they feel safe. Addressing high crash rate locations, eliminating gaps in bike and pedestrian paths, improving pedestrian crossings, and lighting transit stops are all proposed safety improvements.



Economic Vitality and Quality of Life

Goal: Support the economic vitality of the Tahoe Region to enable a diverse workforce, sustainable environment, and quality experience for both residents and visitors.

Plan Approach: The Tahoe Region’s economy is built on the world-renowned recreational access residents and visitors enjoy. The transportation system supports this by connecting workers to jobs, visitors to recreation hot spots, and residents to attractive town centers and affordable housing.



Operations and Congestion Management

Goal: Provide an efficient transportation network through coordinated operations, system management, technology, monitoring, and targeted investments.

Plan Approach: A well-executed transportation management system incorporates monitoring data, real-time information, and dynamic operations that tracks, shares, and responds to travel needs, including congestion, snowstorms, and special events.



System Preservation

Goal: Provide for the preservation of the existing transportation system through maintenance activities that support climate resiliency, water quality, and safety.

Plan Approach: Maintaining the existing transportation system to operate at its highest level supports safe and efficient movement of people and goods in the Region. Keeping roadway pavement in safe condition, plowing paths for winter use, and planning for climate change resiliency makes initial investments last and reduces large and costly rehabilitation projects.

PLANNING CONTEXT

The Lake Tahoe Region is a uniquely complex transportation planning landscape. It includes the states of California and Nevada and their respective transportation departments, El Dorado, Placer, Douglas, and Washoe counties, the City of South Lake Tahoe, Carson City and County, the Tahoe Transportation District, and multiple public utility districts, improvement districts, and land management agencies. Tahoe is also the ancestral home of the Washoe Tribe of Nevada and California, making the tribe an important partner in planning initiatives.

TRPA's planning and regulatory authority, unique among federally designated metropolitan planning organizations, has created a long history of integrated land use and transportation planning in the Tahoe Region.

This integration can be seen when mixed-use development is concentrated in town centers, affordable and achievable workforce housing for residents is incentivized, and town centers and recreation sites are connected with biking, walking, and transit options. As a result, the Region achieves economic vitality, community revitalization, and environmental restoration and conservation goals. These actions also serve to meet California and Nevada targets to reduce greenhouse gas emissions.

While TRPA has these planning and regulatory authorities, the Region is most effective at achieving shared goals when work is completed by the Region's many private, community, and local, state, and federal government partnerships, which support the quality of life for residents, employees, and visitors.

TRPA Thresholds

The TRPA Bi-State Compact mandates the establishment of threshold standards and plans to attain and maintain them. The threshold standards address nine key resource areas: Water quality, air quality, scenic resources, soil conservation, fisheries, vegetation, wildlife, noise, and recreation. The Regional Transportation Plan, in its implementation, is a threshold attainment plan. Improvements in the plan will help achieve and sustain five of nine adopted thresholds:

Water Quality: Return the lake to 1960s water clarity and algal levels by reducing nutrient and sediment in surface runoff and groundwater.

Air Quality: Achieve the strictest of federal, state, or regional standards for carbon monoxide, ozone, and particulates; increase visibility; reduce U.S. 50 traffic; and reduce vehicle miles traveled.

Scenic Resources: Maintain or improve 1982 roadway and shoreline scenic travel route ratings, maintain, or improve views of individual scenic resources, and maintain or improve the quality of views from public outdoor recreation areas.

Noise: Minimize noise disturbance from single events and minimize background noise disturbances in accordance with land use patterns.

Recreation: Preserve and enhance high quality recreational experiences. Preserve undeveloped shorezone and other natural areas and maintain a fair share of recreational capacity for the public.

Currently, TRPA is updating the air quality vehicle miles traveled (VMT) threshold, an

outdated standard designed to limit nitrogen tailpipe emissions. The new threshold will target reducing greenhouse gas emissions from

mobile sources and improving traveler mobility in the Region by providing more active transportation choices.

PUBLIC PARTICIPATION

People helped develop the plan and ensure it meets the travel needs of residents, commuters, and visitors. In total, 8,517 people helped inform the development of the Regional Transportation Plan: 2,173 through direct engagement at meetings, and 6,344 through surveys, with 624 Spanish speaking residents engaged through both outreach methods. Following the shelter-in-place orders required due to the Covid-19 pandemic, TRPA pivoted its outreach for the plan to online platforms, successfully reaching more than 2,000 people.

Private Partners

Private partners play an essential role in achieving the plan's transportation vision by

providing easements, constructing improvements, offering transportation services, maintaining paths, and contributing funding. For example, mitigation fees charged to new development projects advance the implementation of the regional transportation plan by providing local governments and implementors monies to leverage larger grant opportunities. The private sector is also a key partner to implementing travel demand management strategies that encourage more people to bike, walk, carpool, or use transit services to reduce overall dependence on the personal automobile and greenhouse gas emissions.



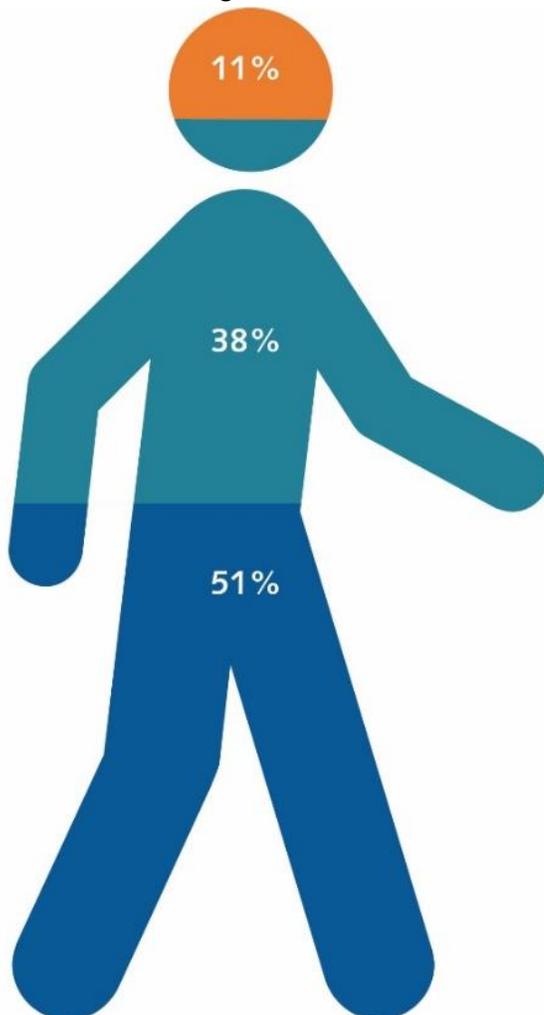
Figure v: State Route 89 Corridor Plan Stakeholder Workshop, 2019

THE PLAN

Lake Tahoe’s transportation system must serve everyone—and to do so successfully requires understanding the needs of three distinct groups of users: Residents, commuters, and visitors. Knowing “who” is using the system, when and how they are traveling, the purpose of their trip, and where they are traveling to and from, helps TRPA and its partners build a better transportation system, and one that can scale with the seasons.

Everyday Tahoe

Everyday Tahoe trips include commutes to work or school and routine short trips around town that are often less than two miles in length. Everyday Tahoe trips account for 51 percent of all trips made within the Region.



Discover Tahoe

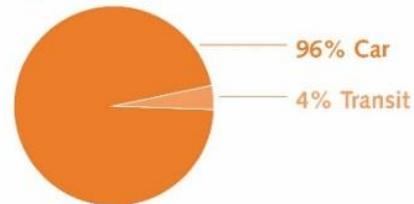
Discover Tahoe trips include residents and visitors traveling longer distances to recreation areas around the Region. Discover Tahoe trips account for 38 percent of all trips made to, through, and within the Region.

Visit Tahoe

Visit Tahoe trips are long-distance trips to and from Tahoe from the Northern California and Northern Nevada Mega-region, including connecting airports. They account for 11 percent of all trips made within the Region.

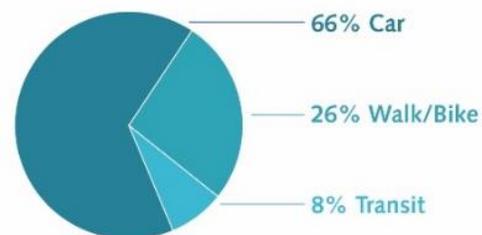
VISIT TAHOE

Regional Entry and Exit Travel



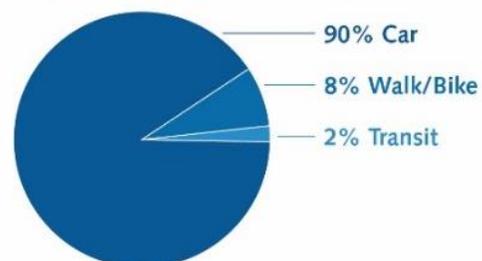
DISCOVER TAHOE

Recreation Travel



EVERYDAY TAHOE

Resident and Workforce Travel



ES-10 Figure vi: Regional Travel Patterns by User and Mode

Strategies

The Regional Transportation Plan incorporates two main strategies to achieve the Region’s envisioned transportation system: travel demand management and transportation system management.

Travel Demand Management (TDM)

Travel Demand Management (TDM) strategies shift the travel choices people make away from the personal automobile to walking, biking, transit, and carpooling, during busier travel times when there is less capacity on roadways and less parking at recreation sites.

Everyday Tahoe – Residential and Workforce

Travel: Because Everyday Tahoe trips are shorter and follow a similar pattern, they are the easiest trips to make using transit, biking, or walking. TDM strategies for Everyday Tahoe travelers include employer trip reduction programs; enhanced transit access to residential neighborhoods, school and work locations; and education and encouragement programs, such as the Lake Tahoe Bike Challenge and Bike to School week.

Discover Tahoe – Recreation Travel: Access to popular recreation sites and points of interest is often limited by parking availability and inadequate transit services which combine to create roadway congestion, and safety concerns and environmental degradation caused by people seeking parking further from their destination. TDM strategies for Discover Tahoe travelers include providing real-time travel information, parking management systems, marketing travel options, and incentivizing the use of transit.

Visit Tahoe – Regional Entry and Exit Travel:

Peaks in visitor travel typically occur over holiday weekends, for special events, and on high snowfall days. TDM strategies targeting the millions of visitors to the Region each year include encouraging travel to and from Tahoe during non-peak times, leaving the car at home and arriving by public or private transit that provides amenities like carrying recreation gear, and educating visitors about how they can conveniently access all the region has to offer on foot, bike, or transit once here.

Figure vii: Waiting for the Bus in Kings Beach credit: Novus Select



Transportation System Management (TSM) projects for transit, trails, technology, and communities provide a reliable, safe, and convenient transportation system. When coupled with TDM strategies, transportation in Tahoe can truly be transformed.

Transit

Transit services will be added incrementally over the next 25 years to provide 15-minute service between town centers and popular recreation destinations; 30- to 60-minute service between neighborhoods and town centers; and inter-regional service for commuters and visitors from neighboring regions.

Prioritizing and funding foundational service first meets everyone’s daily needs, including transit-dependent riders and employees, makes it easier for recreational travelers to use transit to travel around the Tahoe Region, and assures visitors to Tahoe they can do so without their personal automobiles.

- Everyday Tahoe – Residential and Workforce Travel:** Frequent, local, and community routes will be prioritized in the short-term and provide necessary services for everyone, and especially for transit-dependent populations.
- Discover Tahoe – Recreation Travel:** Seasonal service to popular recreation sites, such as beaches, trailheads, and ski resorts, will help residents and visitors recreate without driving.
- Visit Tahoe – Regional Entry and Exit Travel:** Public and private transit providers will build on the existing water transit and regional services to provide more options for commuters and visitors to travel to Tahoe without bringing their cars.

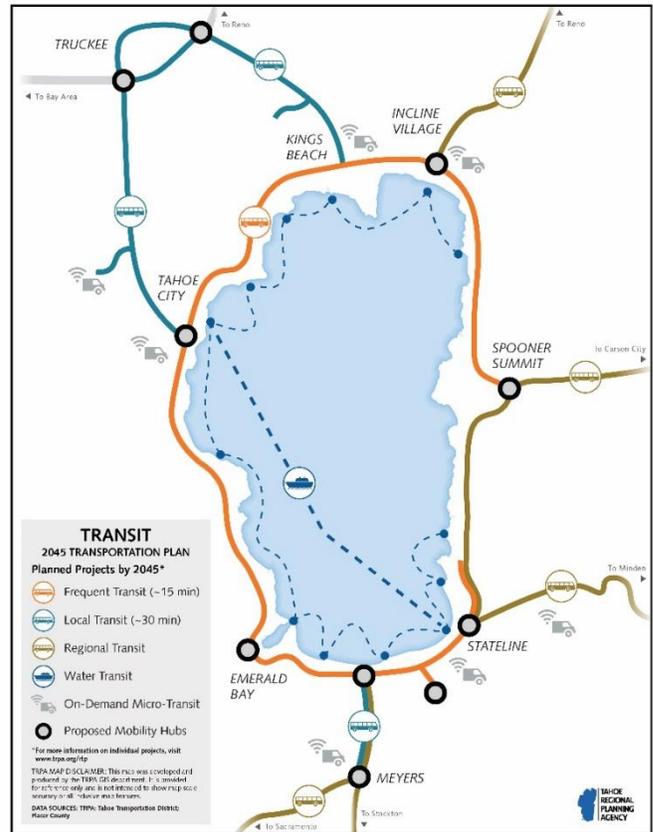


Figure viii: Envisioned Transit System

Trails

The Tahoe Region has excelled at building a growing system of shared-use paths, sidewalks, bicycle lanes, crosswalks, and Americans with Disabilities Act facilities. The network is critical to increasing trips by foot and bike in the Region by providing enjoyable, and crucial, walking and biking routes. Between 2018 and 2019, bike paths and sidewalks at Tahoe that have monitoring stations recorded a 15 percent increase in summertime use.

- Everyday Tahoe – Residential and Workforce Travel:** Closing gaps in the sidewalk and trail system will increase safety, ensure the system is accessible to people with a disability, and provide critical community, work, and recreation connections for people who do not have access to a car.

- Discover Tahoe – Recreation Travel:** Completing the Tahoe Trail around the lake and improving connectivity within and between communities will improve access to beaches, trails, and other recreation areas, and support new modes of active transport such as e-scooters and e-bikes.
- Visit Tahoe – Regional Entry and Exit Travel:** Improving connectivity and safety between communities combined with promoting biking and walking as a primary mode of transportation to the Region’s visitors will allow visitors to enjoy Tahoe car-free.

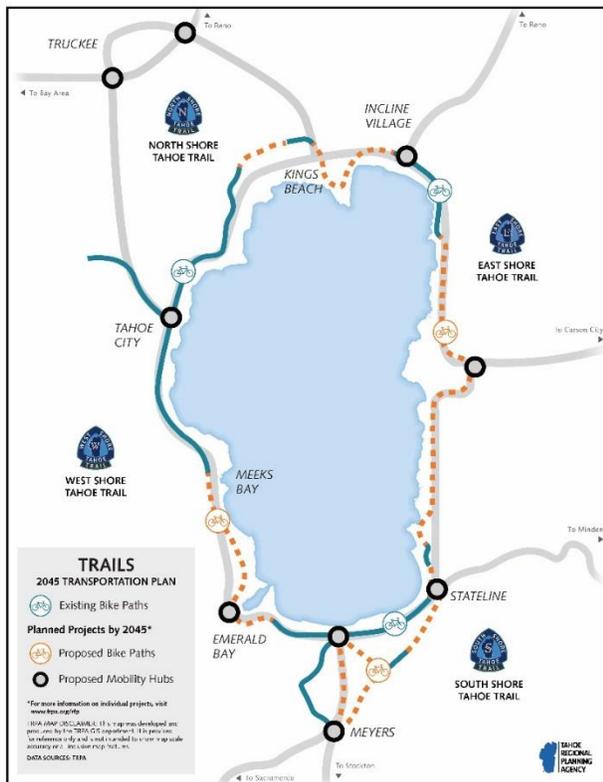


Figure ix: Envisioned Trails System

Technology

Technology creates opportunities to better connect people with information about the many ways to travel around the Region, informs better planning by TRPA and its many partners through new data and analysis, and ensures

charging facilities for electric vehicles are available throughout the Region.

- Everyday Tahoe – Residential and Workforce Travel:** Providing real-time travel information, online interactive maps, and building awareness of app-based transportation services, such as on-demand microtransit and bike and scooter sharing, will provide better and more informed travel choices for every day travel needs.
- Discover Tahoe – Recreation Travel:** Providing a region-wide transportation trip planning tool and informational kiosks at popular activity centers, combined with managed parking at heavily-visited recreation destinations, will enable recreation travelers to make more informed, cost-effective travel choices.

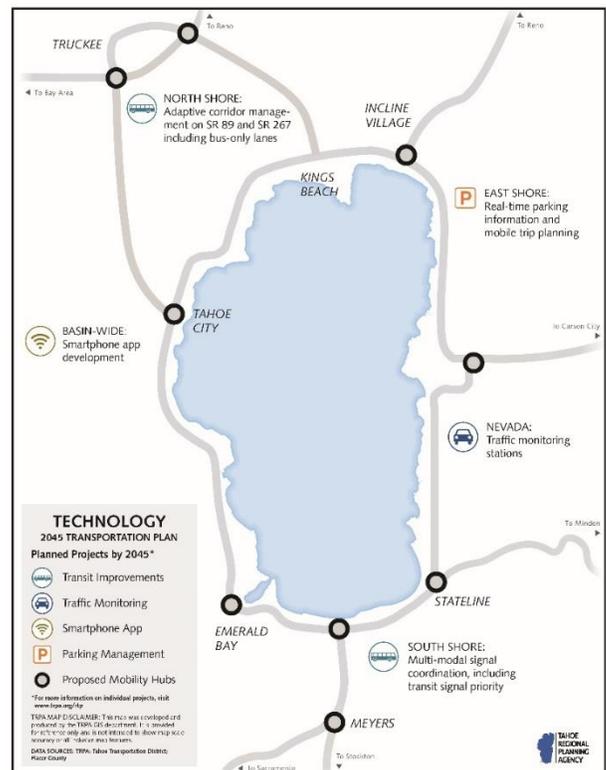


Figure x: Envisioned Technology System

- Visit Tahoe – Regional Entry and Exit Travel:** Provide real-time information and video feeds of roadway conditions

and travel restrictions, allowing drivers to plan ahead, and install more electric vehicle charging stations around the lake to reduce transportation’s impact to the environment by reducing GHG emissions.

Communities

The Communities focus area of the plan is where elements of transit, trails, and technology come together with land use, often through a corridor planning framework. The Communities approach enhances the Region’s economic vitality by more efficiently connecting workers to jobs, visitors to recreation hot spots, residents to attractive town centers with affordable housing and to recreation, and freight to businesses.

- Everyday Tahoe – Residential and Workforce Travel:** A complete streets approach in town centers ensures that all roadways include sidewalks, bike lanes, shared-use paths, and amenities such as landscaping, benches, and pedestrian lighting to encourage travel by foot, bike, and transit; and funding is prioritized to maintain roads and paths, which are critical for moving people and goods.
- Discover Tahoe – Recreation Travel:** Seventeen mobility hubs and transit centers are planned to be built within the Tahoe Region and at key entry points from neighboring regions. Each hub will be appropriately sized for its location, include park and ride lots that are reservable online, and provide simple and convenient access to frequent transit services that carry recreation equipment and luggage.

- Visit Tahoe – Regional Entry and Exit Travel:** Corridor planning provides seamless, efficient, and accessible transportation services that always include active transportation options, improves the sustainability of outdoor recreation at Tahoe, and facilitates transit-oriented development in town centers that connects people to housing, lodging, commercial areas, and popular recreation destinations in the Region.

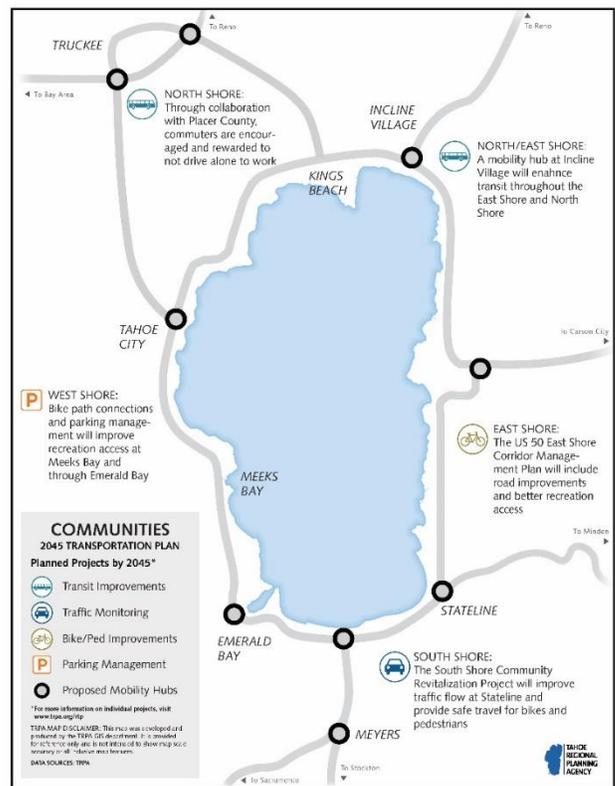


Figure xi: Envisioned Communities System

Supporting Advancements in Planning

Implementing the regional transportation plan will be further advanced by the following concurrent planning efforts:

Understanding Tahoe Travel: Establishing methods to better understand the Everyday Tahoe, Discover Tahoe, and Visit Tahoe travel groups, their travel needs, and the proportion of VMT that each produces.

Efficient and Accelerated Implementation: The 17 public agencies that committed to

the corridor planning framework continuing to advance catalyzing change to Tahoe's transportation system through collaborative implementation and new transportation funding.

Transportation Demand Management: Strengthening existing partnerships within the transportation management associations on the North and South Shores to implement effective transportation demand management strategies through public-private partnerships.

IMPLEMENTATION

The Tahoe Region is building a world-class transportation system to meet its goals for environmental conservation and restoration, community revitalization, and sustainable recreation. The Regional Transportation Plan lays out the steppingstones for achieving that system. Corridor planning is key in the plan's approach. It coordinates projects, services, and roadway management throughout the Region's six main travel corridors to accelerate Regional Transportation Plan implementation. It also identifies committed champions to spearhead needed improvements and ensure that plans for long-term operations and maintenance are in place.

Tahoe's transportation system will be achieved over the next 25 years through three steps:

- By 2025, strengthening the existing transportation system to ensure foundational transit services and trails infrastructure are in place for all travelers in Tahoe, from the Everyday traveler who relies on the system to get to work, to the Discover Tahoe traveler and their interest in visiting the most popular recreation sites, and for the Visit Tahoe traveler

who will be confident that enjoying Tahoe is possible without a car.

- By 2035, the foundation will be built stronger and expanded to provide more for all travelers in Tahoe: More transit routes, more frequent transit service, more travel options with completed and continuous path and sidewalk routes to popular destinations, and more programs to support commuters, recreators, and help visitors make more informed transportation choices.
- By 2045, the expanded foundation of the prior two steps will be connected to neighboring communities and the broader Mega-region to meet the travel needs of recreationists who visit Tahoe for the day, and visitors to the Region from larger cities and connecting airports.

The Tahoe Region will continue progress on each of these three steps concurrently, though implementation must be phased both for the system to function as intended and because there is not currently adequate funding available to pay for everything to be implemented today.

To prepare for accelerated implementation as envisioned in the Bi-State Consultation, these steps are built to flex and adapt as new funding sources and partnerships become available. For example, the plan envisions inter-regional transit service between nearby cities and Tahoe to be fully in place by 2045. However, inter-

regional partnerships between TRPA and the Regional Transportation Commission of Washoe County, Nevada will pilot transit service between Reno and Sparks to Incline Village and Sand Harbor State Park, anticipated to start in summer 2021, implementing the first step towards the plan's larger transit vision.

2021 to 2025

Transit: Transit service in the Region is free and frequent on core routes; private partners increase the number of people using transit and microtransit services; mobile source GHG emissions are reduced because fewer people are traveling in their personal automobile, and when they do drive it's more often with a zero-emission vehicle; and the most vulnerable users in our communities have more transit options.

Trails: Seven miles of new shared-use paths are constructed; people who walk and bike are served by projects in high-use areas with separated paths, on-street bicycle lanes, safe and accessible transit stops, frequent and safe road crossings, and amenities such as water fountains, landscaping, benches, and shelters.

Technology: Access to the East Shore Trail and recreation sites is improved through real-time parking information and other parking management strategies; walking and bicycling are prioritized at traffic signals in California, reducing the barrier and safety concerns that intersections present for vulnerable users.

Communities & Corridors: Commuters are encouraged and rewarded to not drive alone to and from work; every corridor in Tahoe has a plan for providing more and safer transportation choices; and students can confidently and safely walk, bike, or ride transit to and from school.

2026 to 2035

Transit: More people ride transit by choice because it is free, frequent, and easy to use; commuters from the Carson Valley have affordable and reliable transit options to jobs at Tahoe; and popular recreation sites can be reached with shuttles and water taxis.

Trails: Forty-seven miles of new paths, bike lanes, bike routes, and sidewalks are built; the Tahoe Trail is extended from Baldwin Beach to Meeks Bay on the South Shore and from Sand Harbor State Park to Spooner Lake State Park on the East Shore.

Technology: Transit is prioritized at traffic signals in California and heavy traffic is carried on California highways on the North Shore without road widening by adapting travel lanes during busy traffic periods.

Communities & Corridors: Main Street improvements on the South Shore are completed, providing better walking, biking, and transit service in one of the most heavily-visited areas at Tahoe; more people park their cars once and travel around the Region by transit, walking, or biking; and recreation access is improved with new paths and parking management strategies at Meeks Bay.

2036 to 2045

Transit: Five million people ride transit in the Region every year; cross-lake passenger ferry service provides an alternative to driving between the North and South shores; and mega-regional transit brings visitors to Tahoe without the need for a personal vehicle.

Trails: One-hundred and ten miles of new paths, bike lanes, bike routes, and sidewalks are added to the transportation system, completing the Tahoe Trail, and giving the Region a fully interconnected multi-modal transportation system.

Technology: Road construction information is shared with travelers to increase their trip planning abilities; more people do not drive to work and are rewarded for doing so; and emergency communication services are integrated for better information sharing and response with the California Intelligent Mobile Observation System.

Communities & Corridors: Roads are paved, potholes are filled, and regular maintenance is completed on all local roads at Tahoe; U.S. 50 is rerouted around popular gathering and recreation areas on the South Shore, and a new main street is built with improved transit service and infrastructure for pedestrians and bicyclists.

Figure xii: Connecting Area Plans to Transportation Options



FUNDING

Lake Tahoe, like other resort destinations, experiences high visitation and demand for transportation. Complex funding strategies are needed that can build a system that goes well beyond the needs of residents and nearby commuters. All of the plan's projects are needed to fully realize the envisioned transportation system; but not all projects have the funding needed for implementation.

An estimated \$2.2 billion in revenue is anticipated to be available for transportation system improvements over the plan's 25-year planning period. TRPA forecasts that investments of nearly \$3.2 billion will be needed for transportation infrastructure, transit services, active transportation, and other programs over the same time period, leaving a shortfall of approximately \$1 billion to fully fund the plan. With time, strategies will be identified to close the funding shortfall, which is not anticipated to deter current plan

implementation because the Region cannot fully build and maintain all the transportation infrastructure and provide all the transportation services the plan envisions all at once.

Today at Lake Tahoe, there is broad alignment around the Region's transportation challenges and solutions needed to address them. All agree that new funding sources are needed to complete the transformative changes identified by the plan. The continuing work of the Bi-State Transportation Consultation for the Tahoe Region re-convened in 2020 to reinforce alignment around transportation priorities and identify additional transportation revenue that could be supported by the two states and the many regional partners will accelerate the plan's implementation going forward. Additionally, TRPA and its many partners at the local, state, and federal levels, are collaborating to identify other regional revenue sources needed to fully fund the needed transportation system improvements.

Figure xiii: Vibrant Downtown Tahoe City



PERFORMANCE MEASURES

TRPA measures the transportation system at Tahoe to know what is happening on roads, paths, and bus routes. Such information is critical for the agency to adapt planning initiatives, direct funding to projects and programs, respond to emerging issues, and refine projects and programs for better outcomes. It is also how TRPA continuously manages for success.

To do so, TRPA collects data from a variety of sources, including surveys, U.S. Census data, “Big Data,” and the TRPA Travel Demand Model. The agency uses these data, tools, and analysis to monitor specific transportation performance measures every one to four years.

Performance measures include Daily VMT Traveled, non-auto mode share, resident access to walking and biking infrastructure and transit services, serious injury crash rates, and roadway pavement conditions.

Daily VMT Traveled

Originally adopted as a TRPA air quality threshold, Daily VMT Traveled measures the distance of all trips on a typical summer day in Tahoe.

DAILY VMT TRAVELED

TARGET: 10% Reduction from 1981

PERFORMANCE: NOT ON TARGET

1981 Daily VMT: 1,303,301
 2018 Daily VMT: 1,398,994 

Figure xiv: Daily VMT Traveled

Non-Auto Mode Share

Measures the proportion of all trips that are made by foot, bike, scooter, and transit.

NON-AUTO MODE SHARE

TARGET: Improve average non-auto mode share calculated from the two most recent TRPA travel survey results.

PERFORMANCE: ON TARGET



Figure xv: Non-Auto Mode Share

Rate of Serious Injuries per 100 Million Vehicle Miles Traveled (VMT)

Measure is a national standard for tracking the safety of a region’s roadways.

RATE OF SERIOUS INJURIES PER 100 MILLION VEHICLE MILES TRAVELED (VMT)

TARGET: Reduce serious injury crashes by 1.5% in California and 0.5% in Nevada (based on a five-year rolling average).

PERFORMANCE: NOT ON TARGET

	California:	Nevada:	
Goal:	3.336	4.9	
Actual:	3.136	4.9	

Figure xvi: Rate of Serious Injuries

Priority Communities' Transportation Access: ¼ Mile to Transit Service, ½ mile to Class I Bike Path, and ¼ mile to Pedestrian Facilities (Class 1 Bike Path and Sidewalks)

Measures how well the transportation system supports the Region's residents, their economic vitality, and quality of life, especially the most vulnerable in Tahoe communities, including people living below the federal poverty line, that are disabled, or live in a household with zero vehicles.

TRANSPORTATION ACCESS IN PRIORITY COMMUNITIES:



NEW TARGET: Increase access to each mode from Priority Communities to 100% by 2045.

PERFORMANCE: ON TARGET



Figure xvii: Transportation Access in Priority Communities

Note: Priority Communities are those that have three or more environmental justice criteria: low-income, minority, disabled, zero vehicle

household, senior household. This is a new Performance Measure and so cannot be compared to prior measures.

Pavement Condition

Measure provides key information about maintenance efforts and needs in the Region and helps direct operations and maintenance plans and funding.

This measure is tracked using data from state departments of transportation and local jurisdictions.

PAVEMENT CONDITION

TARGET: Maintain levels for "Good" and "Poor" pavement conditions.

	California:	Nevada:
Good:	>=29.9%	>=55.8%
Poor:	<7.2%	<6.5%

PERFORMANCE:

California: **NOT ON TARGET**

Nevada: **ON TARGET**

	California:	Nevada:
Good:	30.7%	79.4%
Poor:	33.6%	4.7%



Figure xviii: Pavement Condition Index

MOVING FORWARD

The Tahoe Region is making progress on longstanding transportation challenges. Accelerating that progress is needed to improve the health of the Region's environment, the vitality of its communities, the quality of life of residents, the quality of the recreation experience for both residents and visitors, and

to meet greenhouse gas reduction goals set by the states of California and Nevada.

Many private partners, advocacy groups, and public agencies at all levels of government are working together to advance the Region toward Tahoe's Regional Transportation Plan goals, thanks in part to the Bi-State Consultation on

Transportation and the Corridor Planning Framework.

TRPA is also broadening its partnerships inter-regionally to improve the effectiveness of transportation planning, projects, and programs at Tahoe and to strengthen collaboration and innovation on transportation issues with partners such as the Sacramento Area Council of Governments, The Regional Transportation

Commission of Washoe County, the Carson Area Metropolitan Planning Organization, the University of California, Davis Institute of Transportation Studies, and the University of Nevada, Reno.

Continued innovation, partnerships, and solutions needed to develop a world-class transportation system for the Tahoe Region are truly within reach.