



# Executive Summary



## Introduction

*The Tahoe Metropolitan Planning Organization's (TMPO) Regional Transportation Plan: Mobility 2035* is Lake Tahoe's blueprint for a regional transportation system that enhances the quality of life in the Tahoe Region, promotes sustainability, and offers improved mobility options for people and goods. Important directions of the plan are to reduce the overall environmental impact of transportation in the Region, create walkable, vibrant communities, and provide real alternatives to driving. The plan will also support an update of the Transportation Element of the Tahoe Regional Planning Agency (TRPA) Regional Plan. Finally, the plan meets the challenge of California's Senate Bill 375 by presenting an integrated land use and transportation strategy that will allow the Region to achieve targets for reducing greenhouse gas (GHG) emissions by 2035.

This document will guide transportation improvements in this unique environment and carry forward the vision, built over four decades of public engagement, of creating an innovative multimodal transportation system that appeals to users and serves mobility needs, while improving the environmental and socioeconomic health of the Basin. At Lake Tahoe, transportation touches the lives of all residents and visitors and can serve higher community goals, such as improved quality of life, economic vitality, ecological preservation and restoration, and social equity.

**Figure ES-1 Legal Planning Requirements Met by the RTP**

Required Document	Requiring Entity or Legislation
Long Range Transportation Plan	Federal requirement (MAP-21)
California Regional Transportation Plan	State of California
Regional Transportation Plan	Bi-State Compact
Sustainable Communities Strategy (SCS)	California State Bill 375 (SB 375)

## Regional Trends and Performance Measures

### DEMOGRAPHIC AND ECONOMIC TRENDS

The Tahoe Region (Figure ES-2) has seen a decline in both population and economic vitality over the last decade, emphasizing the need for transportation system investments that support the Region’s prosperity. Demographic trends include the following:

- The population of the Region fell from 63,000 in 2000 to almost 55,000 in 2010, a decrease of 14 percent; this was due to several factors, including a declining economy and a dramatic increase in residential home prices. School enrollment declined 35 percent during that same period.
- Overnight and day visitors can more than triple the Region’s population during peak periods. In addition, over the past decade more of the region’s housing stock has been converted to vacation rentals and secondary homes. From 2000 to 2010, the percentage of secondary residences used for recreation or seasonal use increased from 39 percent to 44 percent of all homes.
- Between 2000 and 2007, the Region lost almost 2,000 jobs, and currently has an unemployment rate of between 13 and 19 percent, depending on the area.
- Employment in the gaming industry, traditionally a major economic driver in the Tahoe Region, has declined by 50 percent since its peak in 1996. However, total employment in recreation and hospitality increased from 2000 to 2007.

Growth industries for the Tahoe Region include health services, green building, environmental education, and recycling and stormwater management.

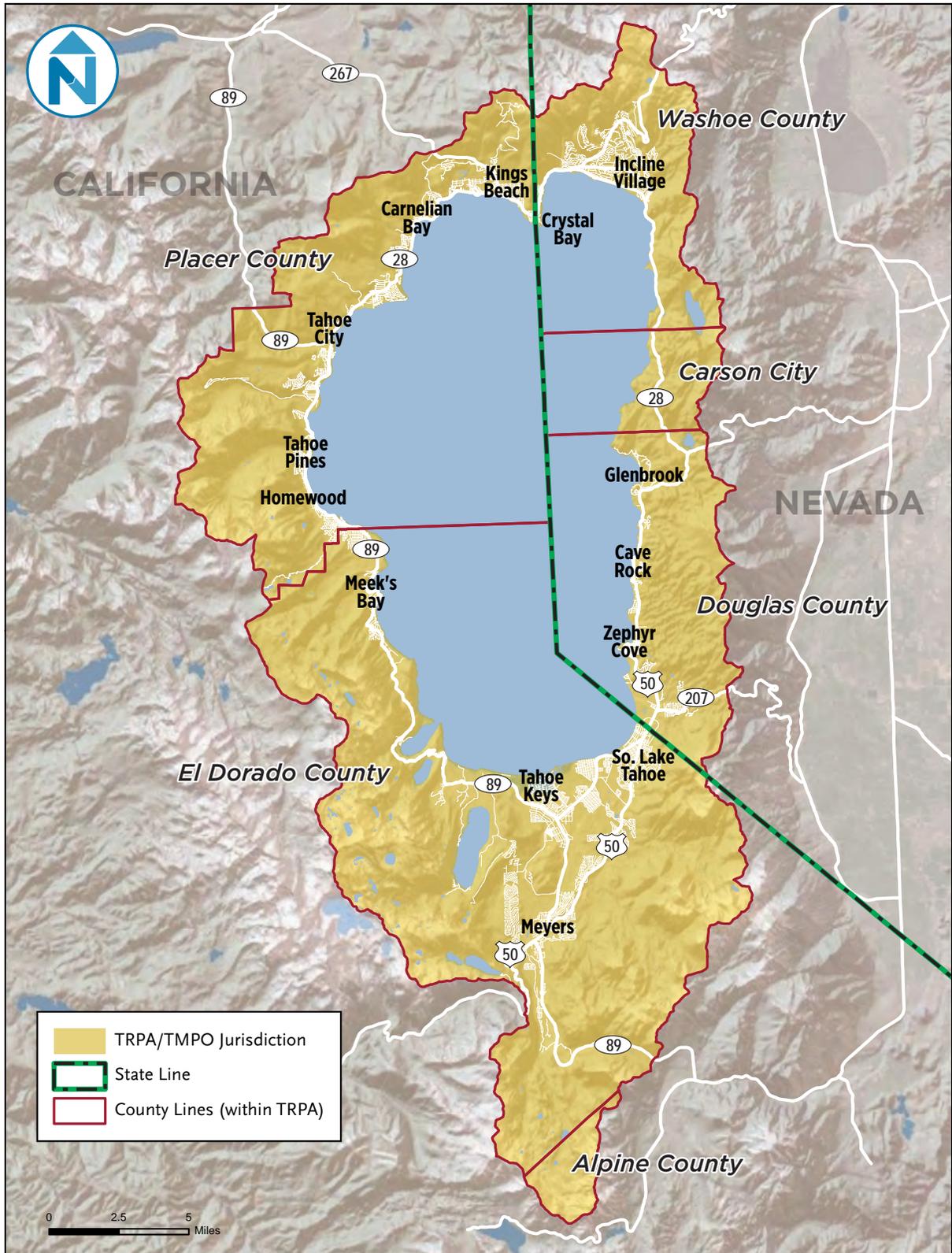
### SYSTEM PERFORMANCE MEASURES

The Tahoe Region has established performance measures to assess the transportation system. These include measures of system usage, accessibility by non-auto modes of transportation, environmental impacts, and safety. The transportation performance measures are shown in Figure ES-3 below.

## Goals and Policies

Underlying the strategies in *Mobility 2035* are the objectives of the plan, set by both legislation and the Tahoe Region. Goals and policies were identified for each objective to guide transportation implementation decisions. The goals and policies of *Mobility 2035* have been developed to be consistent with MAP-21 statewide planning factors, the *Bi-State Compact*, and the public visioning statement.

Figure ES-2 The Tahoe Region



**Figure ES-3 Performance Measures and Targets**

Trend Measured	Target	Source
<b>System Usage &amp; Mode Share</b>		
Mode share (within, to, and from the Region)	Increase non-auto mode share	Mobility 2030
Mode share (to commercial and recreation sites)	Increase non-auto mode share	Mobility 2030
<b>Access</b>		
Share of dwelling units with access to transit, bike, and pedestrian facilities	Increase	Mobility 2030
Share of recreation areas served by transit, bike, and pedestrian facilities	Increase	Mobility 2030
Share of commercial core areas meeting pedestrian and transit-oriented development design standards	Increase	Mobility 2030
Quality of Service	Consider for all modes, not just automobiles	Regional Plan Update Stakeholder process
<b>Environmental Impact</b>		
Vehicle Miles Traveled	10 percent reduction from 1981 levels	Bi-State Compact Threshold Standard
Traffic Volume	7 percent reduction from 1981 levels on US Highway 50	Bi-State Compact Threshold Standard
Greenhouse Gas Emissions	7 percent per capita reduction by 2020; 5 percent per capita reduction by 2035	California Senate Bill 375
<b>Safety</b>		
Vehicle Collisions	Decrease	Mobility 2035
Bicycle and Pedestrian Collisions	Decrease	Mobility 2035

## TRANSPORTATION VISION STATEMENT

The people of the Tahoe Region have the following vision for the Region's transportation system:

*An innovative multimodal transportation system is in place that gives priority to viable alternatives to the private automobile, appeals to users and serves mobility needs, while improving the environmental and socioeconomic health of the Region.<sup>1</sup>*

## OBJECTIVES OF THE RTP

- Establish a safe, secure, efficient, and integrated transportation system that reduces reliance on the private automobile by investing in mixed-mode facilities that serve the transportation needs of the citizens and visitors of the Tahoe Region.
- Fulfill the requirements of the Tahoe Regional Planning Agency Bi-State Compact (Public Law 96-551).
- Attain and maintain the Environmental Threshold Carrying Capacities, along with federal, state, and local transportation standards.

<sup>1</sup> Lake Tahoe Pathway Visioning Process, 2005.

- Support reductions in vehicle emissions and stormwater runoff to meet federal, state, and local air quality standards and help meet requirements of Tahoe’s Total Maximum Daily Load (TMDL) program.
- Achieve greenhouse gas emission reduction targets in accordance with California Senate Bill 375, by supporting integrated land-use, transportation, and housing policies.
- Coordinate potential mitigation activities and funding sources with the Environmental Improvement Program (EIP).
- Establish partnerships to strengthen multi-modal connections and safe and efficient travel into the region from nearby areas.

**TRANSPORTATION GOALS AND SUPPORTING POLICIES**

As stated in the *Bi-State Compact*, the goal of transportation planning shall be to reduce dependency on the automobile, and to give preference to providing increases in capacity on the Region’s transportation system through public transportation projects and programs. The federal transportation bill, MAP-21, also requires that the TMPO provide a comprehensive planning process addressing a number of planning factors. *Mobility 2035* presents 14 goals developed with extensive public outreach and consistent with regional and federal requirements. The plan supports each of these goals with policies for reference in transportation planning processes.

The goals cover the following topics:

1 Walkable Town Centers	8 Parking
2 Pedestrian- & Bicycle-Friendly Communities	9 Transportation Demand Management
3 Technology	10 Regional Roadways
4 Mass Transit	11 Transit-Dependent Groups
5 Inter- and Intra-Regional Transportation	12 Aviation
6 Economic Vitality	13 Transportation Funding
7 Intermodal Transportation Facilities	14 Collaboration

Policies supporting the goals accentuate the promotion of non-auto modes of transportation including walking, biking, and using mass transit; expanding transit to regions adjacent to Tahoe and implementing water-borne transit; monitoring economic measures related to transportation; managing parking using strategies tailored for each community; continuing employer-based demand management measures; implementing complete streets measures when improving roadways; supporting limited aviation facilities and service; and finding sustainable financing for transportation projects.

**Sustainable Communities Strategy**

California’s Senate Bill 375 (SB 375) requires regional metropolitan planning organizations (MPOs) to focus regional land use and transportation policies to reduce GHG emissions from cars and light trucks in order to meet targets established by the California Air Resources Board with assistance from the Regional Targets Advisory Committee (RTAC). SB 375 calls for each MPO to develop a Sustainable Communities Strategy (SCS) with its Regional Transportation Plan, identifying the transportation, land use, and housing strategies that will reduce regional GHG emissions. In accordance with California Government Code section 65080(b)(2)(B), this SCS is included in *Mobility 2035* (Chapter 3) and anticipates reducing GHG emissions per person by 12% in 2020 and 7% in 2035. The SCS proposes to cluster population and employment in relatively compact town centers that are well served by transit and other infrastructure to reduce reliance on the automobile.<sup>2</sup> Regional housing needs (as projected by the Sacramento Area Council of Governments) will be met through allocations for multi-family, affordable, or moderate-income housing in town centers over the life of the plan. The SCS also addresses environmental goals through monitoring of performance measures, and protection of natural resources through conservation and restoration of natural habitat.

<sup>2</sup> “Town centers” as used in this document may also include the land use designation of “regional center.”

## Existing and Proposed Transportation System

*Mobility 2035* is guided by the principle that the public rights-of-way (streets, roads, and paths) serve many different purposes for residents and visitors, using all modes of transportation: passenger vehicles, delivery trucks, transit, bicycles, and walking. A critical role of the plan is to put forth the necessary projects that complete the transportation system and improve Region-wide mobility efficiently.

One emphasis of *Mobility 2035* is to help coordinate projects and funding that can transform identified corridors into complete streets. This fundamental approach can be seen throughout elements of the plan; for

example, in the project list there are few new proposed roadways, while some corridors are earmarked for multiple projects including stormwater runoff control, bike paths, and transit enhancements.

Figure ES-4 provides a brief summary of the transportation capital investments included in *Mobility 2035*. For more detail on the proposed investments, see Chapter 4, *Existing and Planned Transportation System*. For more detail on the forecast costs, identified funding, and implementation approach for these investments, see Chapter 6, *Funding and Implementation Strategy*. Chapter 6 also contains an overview of the range of transportation alternatives that were analyzed as part of this plan.

**Figure ES-4 Major Planned Transportation Capital Investments**

<b>Corridor Revitalization</b>
US Hwy 50 South Shore Community Revitalization Project
SR 89/Fanny Bridge Community Revitalization Project
Kings Beach Commercial Core Improvement Project (approved)
<b>Bicycle and Pedestrian Facilities</b>
Sidewalk improvements in Kings Beach, South Lake Tahoe, and Incline Village
Nevada Stateline-to-Stateline Bikeway (East Shore)
South Tahoe Greenway between South Lake Tahoe and Stateline, NV (South Shore)
Dollar Creek Shared-Use Trail (North Shore)
Sawmill Bicycle Path and Lake Tahoe Boulevard Enhancement Project (South Shore)
<b>Transit</b>
Operational expansions for TART
Operational expansions for BlueGO
Bus shuttle from Sacramento Airport to South Lake Tahoe
Lake Tahoe Waterborne Transit
<b>Stormwater Management</b>
US Hwy 50 Water Quality Improvement Project Phase II ("Y" to Trout Creek) (approved)
Placer County SR 89 Water Quality Improvement Project (in design)
NDOT Water Quality Improvements
<b>Aviation and airport access</b>
Bus shuttle from Sacramento Airport to South Lake Tahoe
South Lake Tahoe Airport enhancements and modernization

## Transportation Management Programs

The TMPO and TRPA, and communities throughout the Region have programs in place to help manage the transportation system and help make it safer, more efficient, and more sustainable. The programs include Transportation Demand Management (TDM), Transportation System Management (TSM), and Transportation Security.

### TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management programs make it easier for travelers to shift some trips from driving alone to other modes. Transportation Demand Management can include flexible work schedules, “Guaranteed Ride Home” programs to give employees the security to carpool or ride transit, information and marketing efforts, and financial incentives such as subsidized transit passes. Parking management programs can also support these efforts.

TRPA created the Employer Trip Reduction Ordinance, which requires large businesses to reduce single-occupancy commuting through a variety of measures, such as providing bicycle parking, participating in local coordinated transit services, or providing a Guaranteed Ride Home program, to name a few.

The TMPO will also begin building the BlueCommute/ BlueVisitor Program, which will provide support, marketing, and education to assist employers in implementing Transportation Demand Management programs, and to assist Tahoe residents and visitors in shifting some of their trips to non-auto modes.

Through the local community planning process, the TMPO and TRPA will also work closely with communities in the Region to develop parking management policies that support environmental and land use goals.



### TRANSPORTATION SYSTEMS MANAGEMENT AND INTELLIGENT TRANSPORTATION SYSTEM PROJECTS

Managing vehicle traffic has the potential to moderate vehicle speeds, reduce congestion, and promote safety. The term ‘Transportation Systems Management’ refers to a group of strategies that work together to improve traffic operations and maximize the performance of the existing roads infrastructure in moving people and goods. One important component of Transportation Systems Management is Intelligent Transportation Systems (ITS), which uses information technology to accomplish these goals.

*Mobility 2035* proposes several investments in Transportation Systems Management, including improved signal timing, traffic monitoring, in-person traffic management in response to changing local conditions, rehabilitation and maintenance of roads, and provision of real-time information on driving conditions and transit service.

### Transportation Security

The possibility of large-scale security incidents or natural disasters creates the need to plan for a wide-scale evacuation in almost every area of California, including the Tahoe Region. Effective coordination and communication among different operating agencies in a region is essential to safely evacuating or stabilizing a community. The immediate organizational response to security incidents and disasters will be the responsibility of law enforcement and public safety agencies. The TMPO can play a role in promoting coordinated planning among first responders and transit service providers in anticipation of unexpected events or natural disasters.



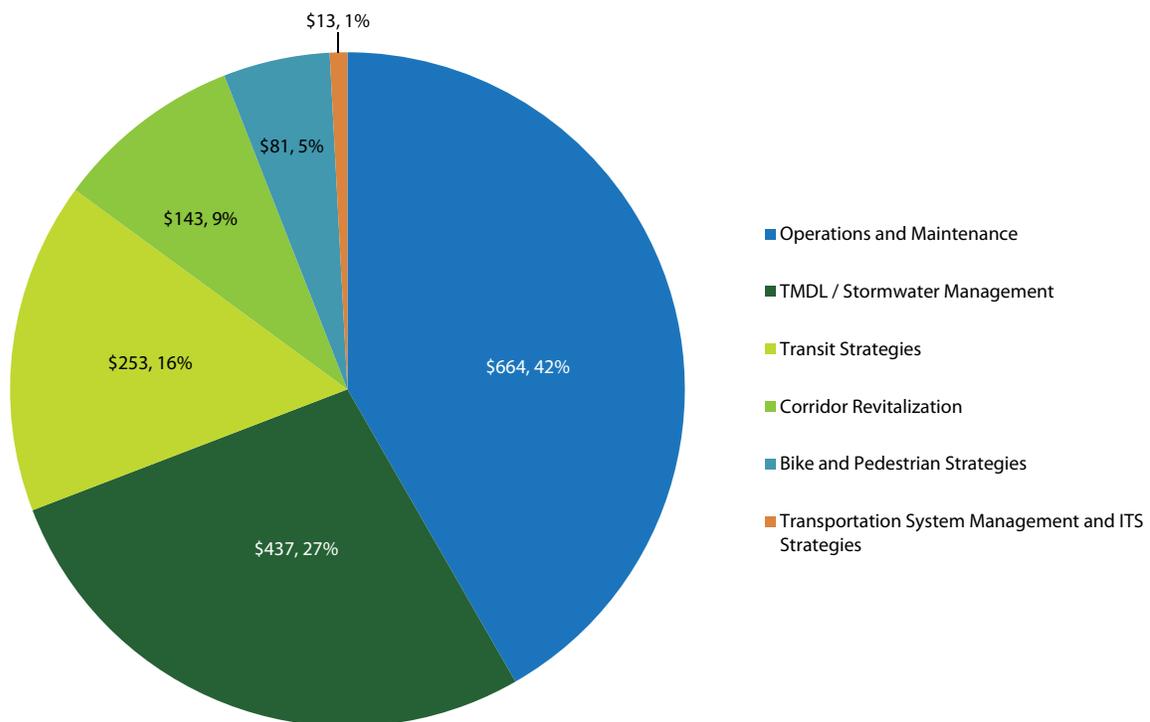
## Funding and Implementation

*Mobility 2035* proposes a set of transportation investments that will require both capital funds to build facilities, as well as ongoing operations and maintenance funds. Funding from federal, state (California and Nevada), and local sources will be pursued by the TMPO and local jurisdictions to develop the proposed projects. Total revenues estimated for *Mobility 2035* are about \$1.6 billion (escalated to the year that dollars are expended). Local funds are anticipated to make up almost 60 percent of the total revenue, with state and federal funds potentially providing 23 percent and 19 percent of the revenues respectively. However, federal funding is not certain; the Congressional Budget Office estimates that without adjustments to the 18.4 cent-per-gallon federal gas tax that provides the Trust Fund’s revenue, it will be unable to meet its obligations beginning in 2012.

### ***Mobility 2035 Project List*** ***(Tier 1 - Constrained Scenario)***

The *Mobility 2035* project list includes cost estimates, expected timing, and anticipated funding sources. The category of projects allocated the highest amount of funding is operations and maintenance of transportation corridors, facilities, and equipment (42 percent), followed by stormwater management (27 percent). Figure ES-5 shows the major anticipated expenditures, by category, for fiscally-constrained projects over the life of the plan. The Tier 1 projects strongly emphasize transit, bicycle and pedestrian, and corridor revitalization projects, and the associated investment strategy sets the intention for obtaining the appropriate funds to carry out that vision. However, many of the projects needed to implement complete transit and bicycle networks remain unfunded. See Chapter 6, *Implementation and Funding Strategy*, for a complete list of projects.

**Figure ES-5 Major Project Expenditures by Project Category – Fiscally Constrained**



Dollars shown in millions, projected for year of expenditure



## Public Participation

In recognition of the importance of public input in developing fundamental planning documents, the TMPO has developed a Public Participation Plan (PPP). The PPP meets current requirements for public participation included in state and federal legislation, and also includes Tahoe-specific goals for public participation. The PPP enumerates specific outreach measures to ensure that a broad range of individuals and groups participate in the formation of the plan.

During 2007 and 2008, the TMPO worked with the public and stakeholders to develop the PPP. The PPP was adopted in July 2008; in the following two years, the plan was amended in 2010 to incorporate new California State requirements for additional public outreach related to meeting greenhouse gas targets. The full PPP can be found in the Appendix of this plan.

Building on collaborative planning processes over the last decade, TRPA and TMPO engaged the public through a wide variety of events, actively seeking to engage groups that typically do not participate in public outreach activities. Groups contacted include community activists, representatives of the business

community, public agencies, public transportation providers, low-income and minority households, freight transportation services, and the Washoe Tribe.

Outreach activities for this update to the Regional Transportation Plan included public workshops, public hearings, informational meetings for elected officials, and one-on-one surveys in low-income and minority communities. In addition, TRPA and TMPO reached out to second homeowners and others unable to attend meetings through social media and an online “canvas” to solicit feedback. Public input received stressed the importance of walkable communities, increased improvements to bicycle and pedestrian facilities and transit, as well as maintenance of existing facilities. Members of the public also showed significant interest in corridor revitalization projects and waterborne transit, with underserved communities wanting to focus on improving existing transit.

A complete list of events and groups contacted can be found in the Appendix.

## Conclusion

This update of the *Tahoe Regional Transportation Plan: Mobility 2035*, provides direction for improving our environment and communities through transportation investments for the next 23 years. The plan includes goals and policies, an implementation strategy, and a program of projects with a detailed financial plan to achieve the transportation vision for the Region.

This plan embodies the shared vision of the people of the Lake Tahoe Region for the type of communities and transportation system they would like to create. The vision calls for investment in walkable, mixed-use town centers served by reliable and convenient public transit, with streets that encourage biking and walking as much as driving. Informed by this vision, the plan presents an

integrated land use and transportation strategy that helps the Region achieve environmental standards and goals including:

- TRPA Environmental Threshold Standards
- Total Maximum Daily Load (a water quality threshold)
- Sustainable Communities Strategy (SCS)
- New greenhouse gas (GHG) targets set by California legislation (AB 32 and SB 375)

Through the implementation of this plan, the Tahoe Region can evolve in a careful and sustainable way, focusing sensitive development in existing communities, and preserving and restoring the exceptional natural beauty of the Tahoe Basin.





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