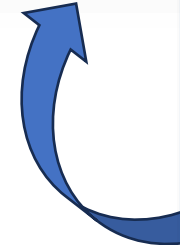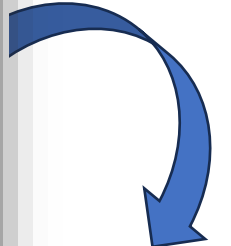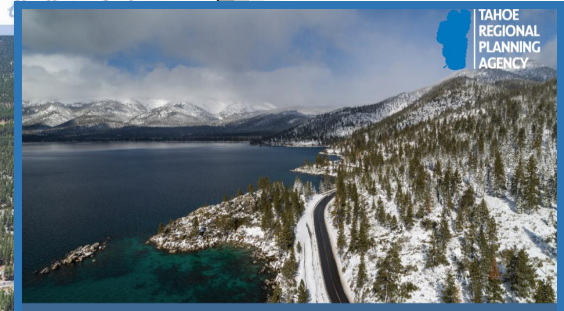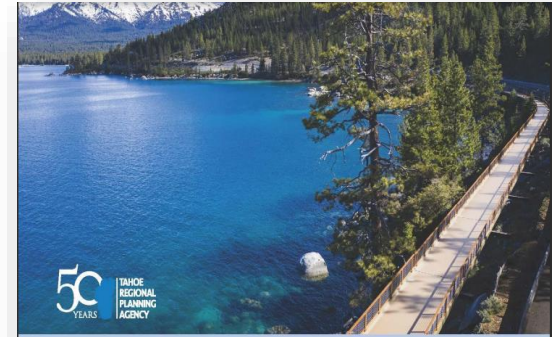# Transportation Committee - Item #4

2024
Regional Transportation Plan
Sustainable Community Strategy
Analysis and Recommendations
Report

June 24, 2024

Transportation Performance Reporting
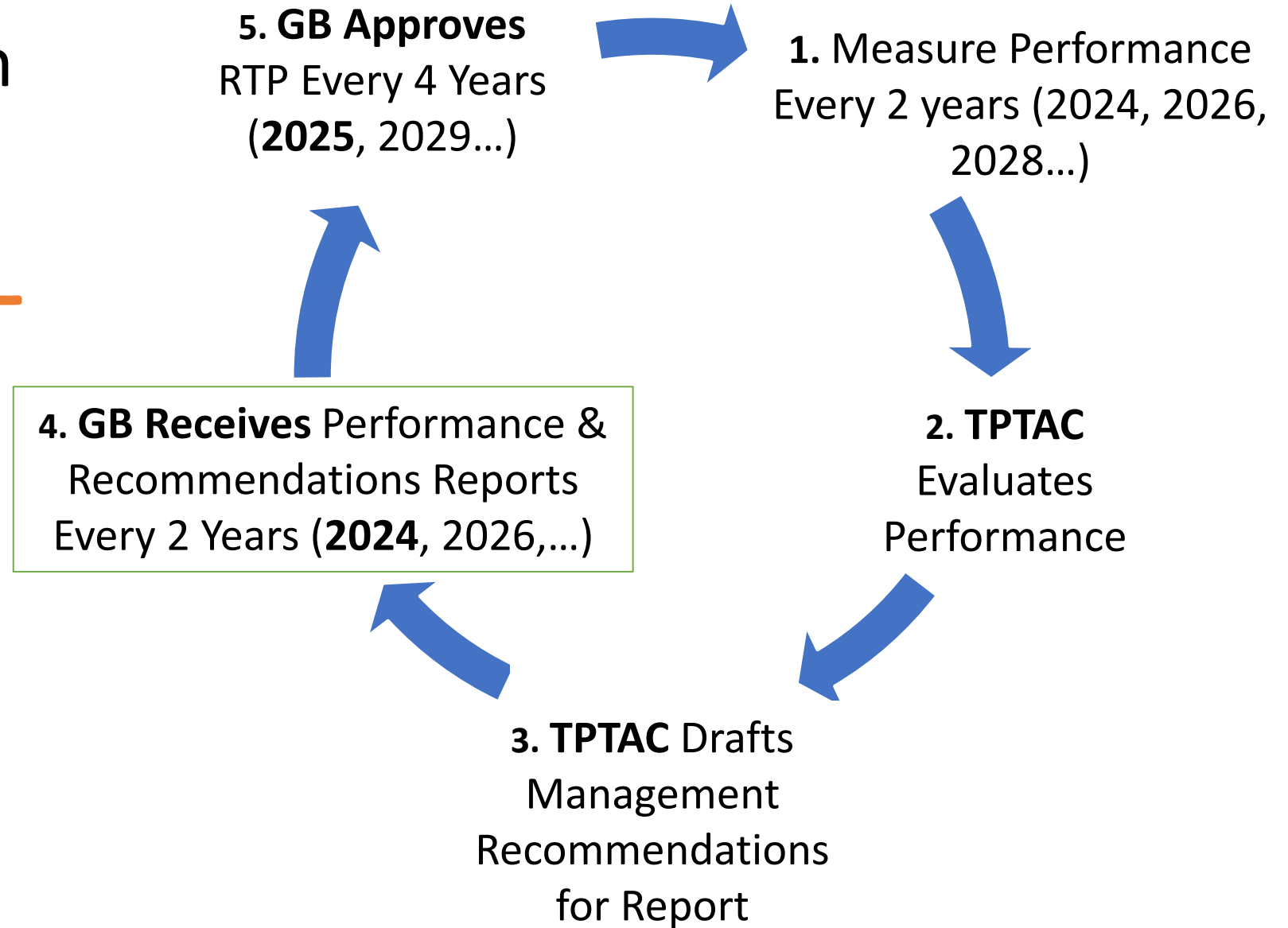
5. GB Approves RTP Every 4 Years (**2025**, 2029…)

1. Measure Performance Every 2 years (2024, 2026, 2028…)

4. GB Receives Performance & Recommendations Reports Every 2 Years (**2024**, 2026,…)

2. TPTAC Evaluates Performance

3. TPTAC Drafts Management Recommendations for Report

TAHOE REGIONAL PLANNING AGENCY

Transportation Performance Technical Advisory Committee Report Preparation Summary

Report Recommendations

Transit – Staffing is a barrier to increased service, consider employee housing.

Prioritize $ for operations and maintenance for **transit** and **active transportation.**

Integrate micro and fixed-route transit operations.

Review Code of Ordinances for opportunities to further the Active Transportation Plan and Long-Range Transit Plan.

Continue to evaluate **big data**.

Use **real-time information** to minimize travel delay associated with rec travel and construction.

Transportation Committee
Transportation Report

Item 4: June 24, 2024

Committee Discussion

Transportation Committee
Transportation Report

Item 4: June 24, 2024

Public Interest Comments
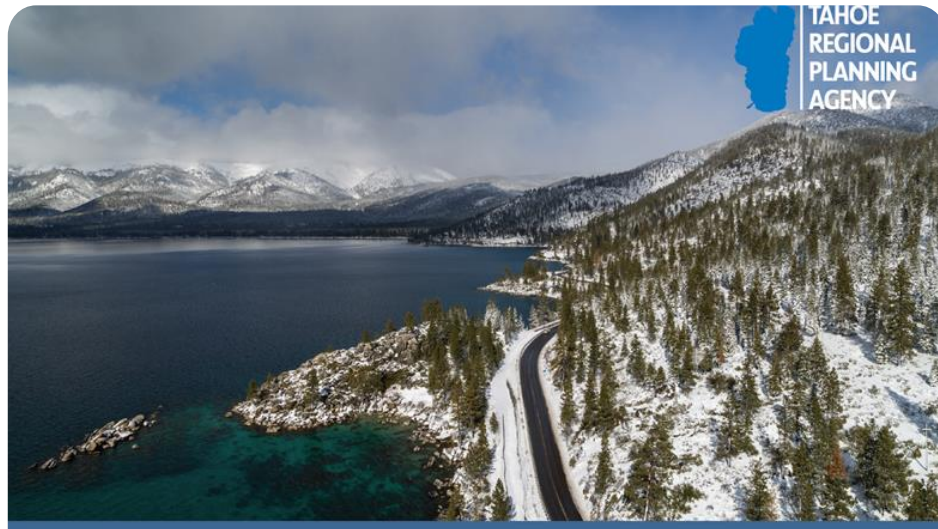
A motion to recommend the Governing Board acknowledge the issuance of the Regional Transportation Plan/ Sustainable Communities Strategy Analysis and Recommendations Report, included as Attachment A

Transportation Committee Item: 4 June 24, 2024

EXTRA SLIDES

Draft Report Feedback and Updates

Seasonal Ridership
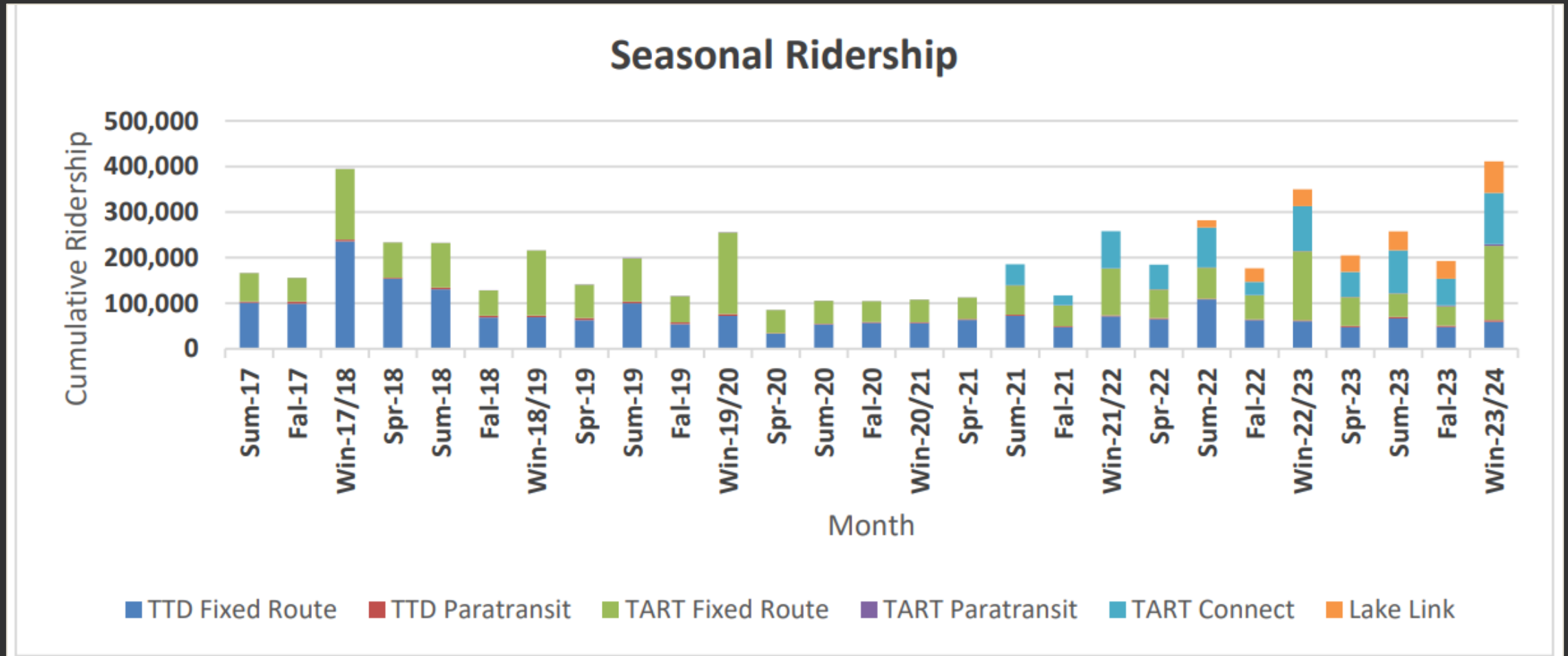
- Transit – modified monthly to seasonal ridership, adding thru February
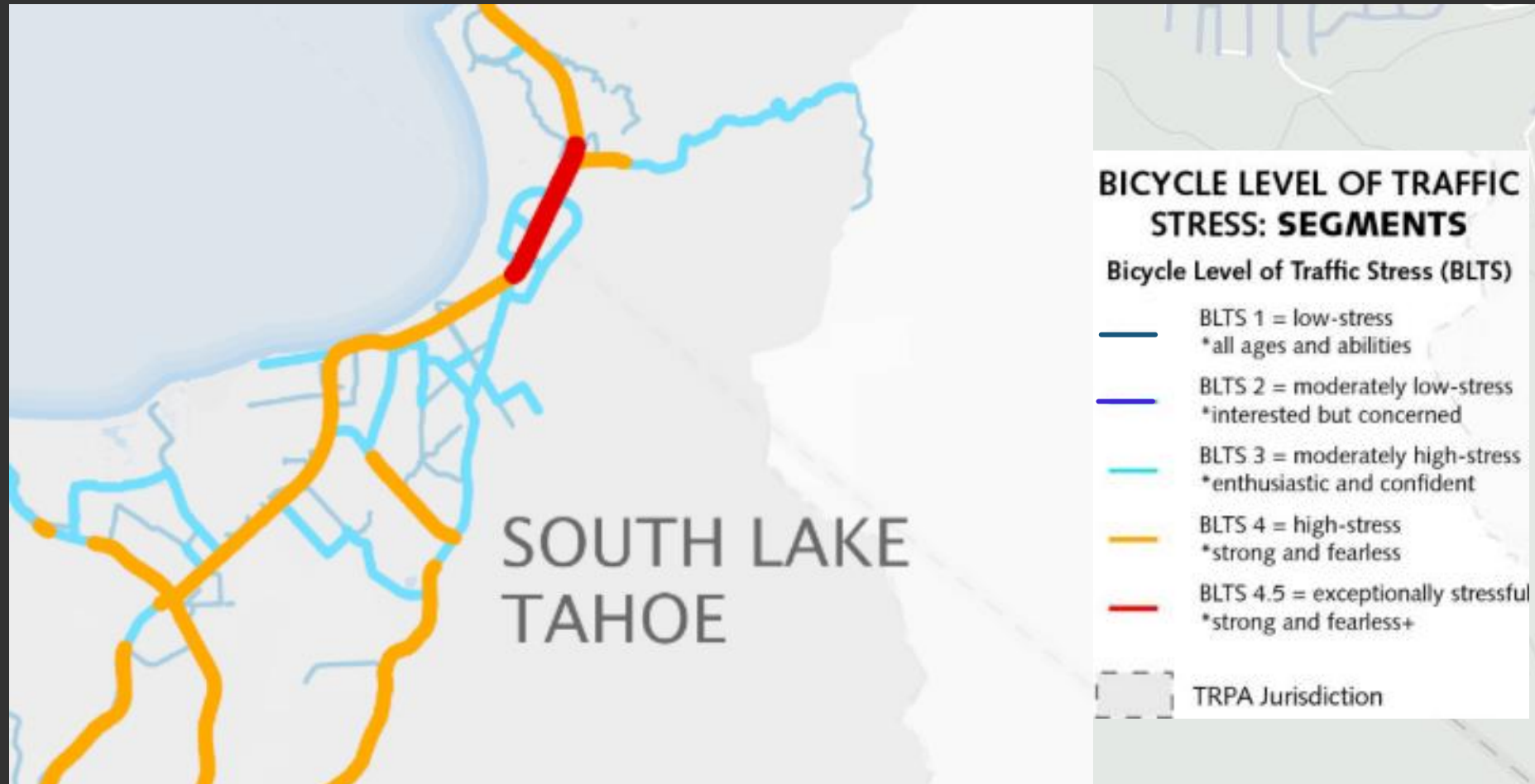
Draft Report Feedback and Updates

- Removed neighborhood streets from visuals
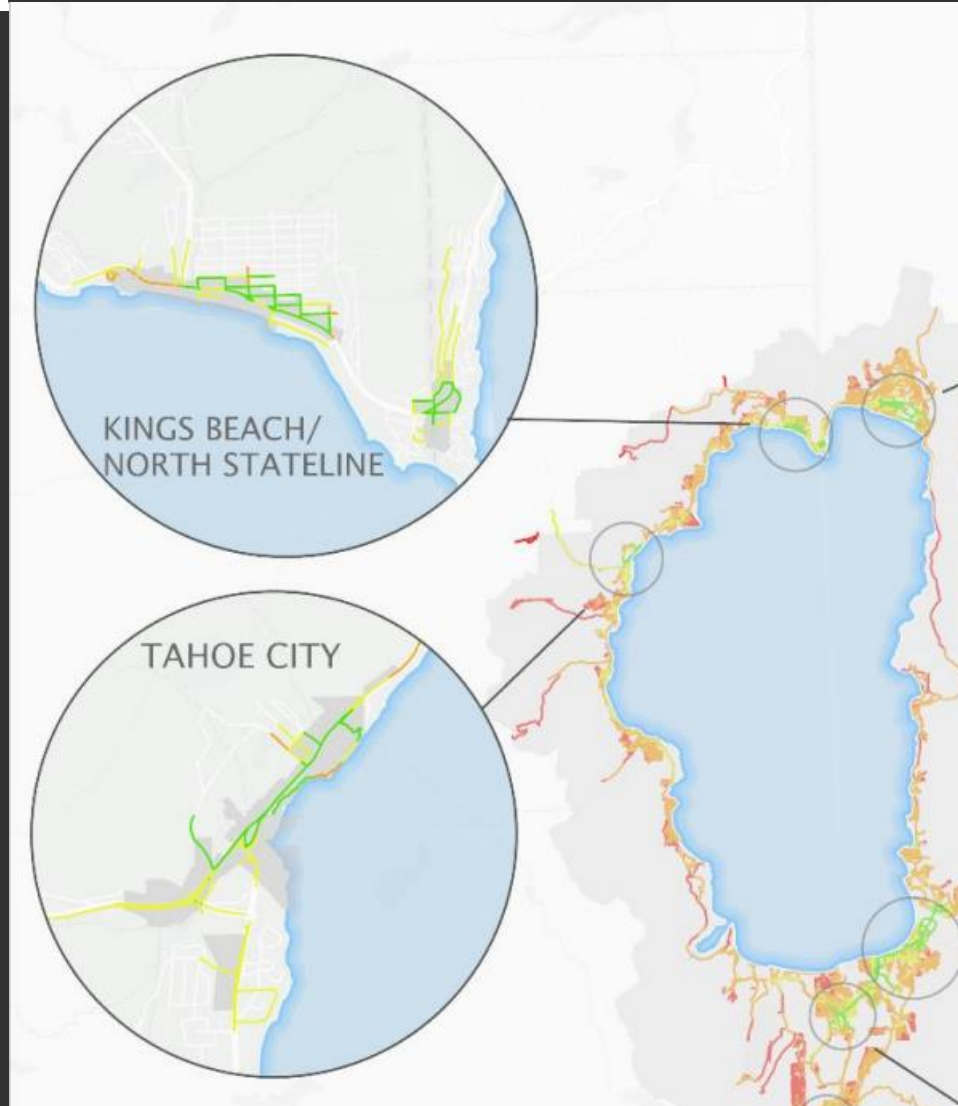
Draft Report Feedback and Updates

- Updated Pedestrian Experience maps with more town center details

Draft Report Feedback and Updates

Segment	Median	2017	2018	2019	2020	2021	2022	2023
CA 267		4.4	4.5	4.4	4.3	4.3	4.2	4.5
NV 28 (Country Club - US 50)		16.8	18.1	16.7	16.0	15.8	15.9	16.9
NV 28 (California - Country Club)		8.7	8.9	8.7	8.6	8.7	8.7	9.1
CA 28		19.7	19.2	18.9	18.9	19.4	19.7	20.1
CA 89 (CA 28 - I-80)		18.1	17.7	17.9	17.2	17.2	17.3	18.2
CA 89 (CA 88 - US 50)		13.7	14.4	13.5	13.5	13.3	13.2	13.6
NV 207		5.2	5.2	5.2	5.2	5.3	5.3	5.5
NV 431		16.0	15.8	15.8	15.3	15.3	15.7	16.4
Pioneer Trail		12.9	12.9	12.7	12.4	12.7	12.5	13.4
US 50 (Echo Summit - South Lake Y)		13.4	12.9	13.3	13.1	13.2	13.0	13.5
US 50 (South Lake Y - State Line)		11.6	11.0	11.0	10.2	10.3	10.0	10.3
US 50 (State Line - Spooner Summit)		19.3	18.9	18.8	18.1	18.0	17.8	18.5
All Segments		159.8	159.2	156.8	152.9	153.3	153.3	160.0

- Median & 95th Percentile updated w/ 2023 and now show year over year 5%> increases or decreases

Draft Report Feedback and Updates

Segment	95th Percentile	2017	2018	2019	2020	2021	2022	2023
CA 267		5.6	5.6	5.5	5.2	5.4	5.1	5.8
NV 28 (Country Club - US 50)		21.3	22.2	19.5	18.7	19.0	19.2	21.2
NV 28 (California - Country Club)		10.3	10.3	10.5	10.4	10.9	10.3	12.1
CA 28		23.4	22.7	23.4	22.9	25.4	25.6	25.5
CA 89 (CA 28 - I-80)		22.0	20.1	21.4	19.6	20.6	20.6	23.9
CA 89 (CA 88 - US 50)		16.3	17.1	15.5	15.8	15.7	15.5	16.7
NV 207		5.9	6.0	6.4	6.2	6.3	6.3	6.9
NV 431		19.8	20.0	20.0	19.0	19.4	20.6	22.4
Pioneer Trail		15.0	15.3	15.3	14.7	16.1	15.4	17.7
US 50 (Echo Summit - South Lake Y)		17.6	16.9	18.0	16.5	18.1	17.5	18.8
US 50 (South Lake Y - State Line)		18.4	16.5	16.4	14.3	14.7	13.4	14.0
US 50 (State Line - Spooner Summit)		23.4	23.0	23.1	21.9	22.4	21.3	24.0
All Segments		199.0	195.7	195.0	185.3	193.9	190.8	209.0

- Median & 95th Percentile updated w/ 2023 and now show year over year 5%> increases or decreases
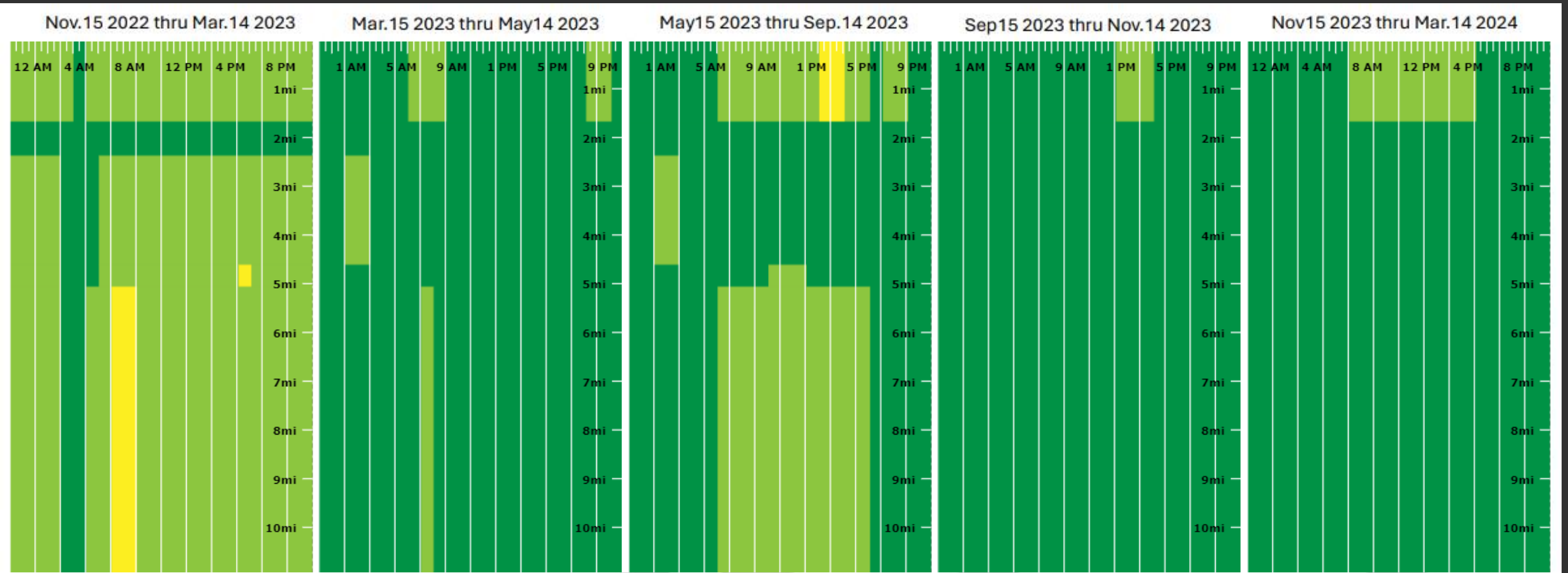
Auto Secondary SR 431, Mt. Rose Highway

Source: INRIX, RITIS Probe Data Analytics Suite

Auto Secondary SR 28

1. Measure Performance

Source: INRIX, RITIS Probe Data Analytics Suite

Overview of Possible Recommendations

DP-5.3 THE TECHNICAL ADVISORY BODY WILL PREPARE AND TRANSMIT A REGIONAL TRANSPORTATION PLAN SUSTAINABLE COMMUNITY STRATEGY ANALYSIS AND RECOMMENDATIONS REPORT.

- Modifications to the FTIP/STIP project selection process
- Allocation of budget to Regional Transportation Plan projects (Transit, Corridors, Trails, Technology, Operations and Maintenance, etc.)
- Modifications to the TRPA Regional Grant Program project selection criteria
- Modifications to fee structures or transfer incentives
- Modifications to the transportation project impact assessment framework
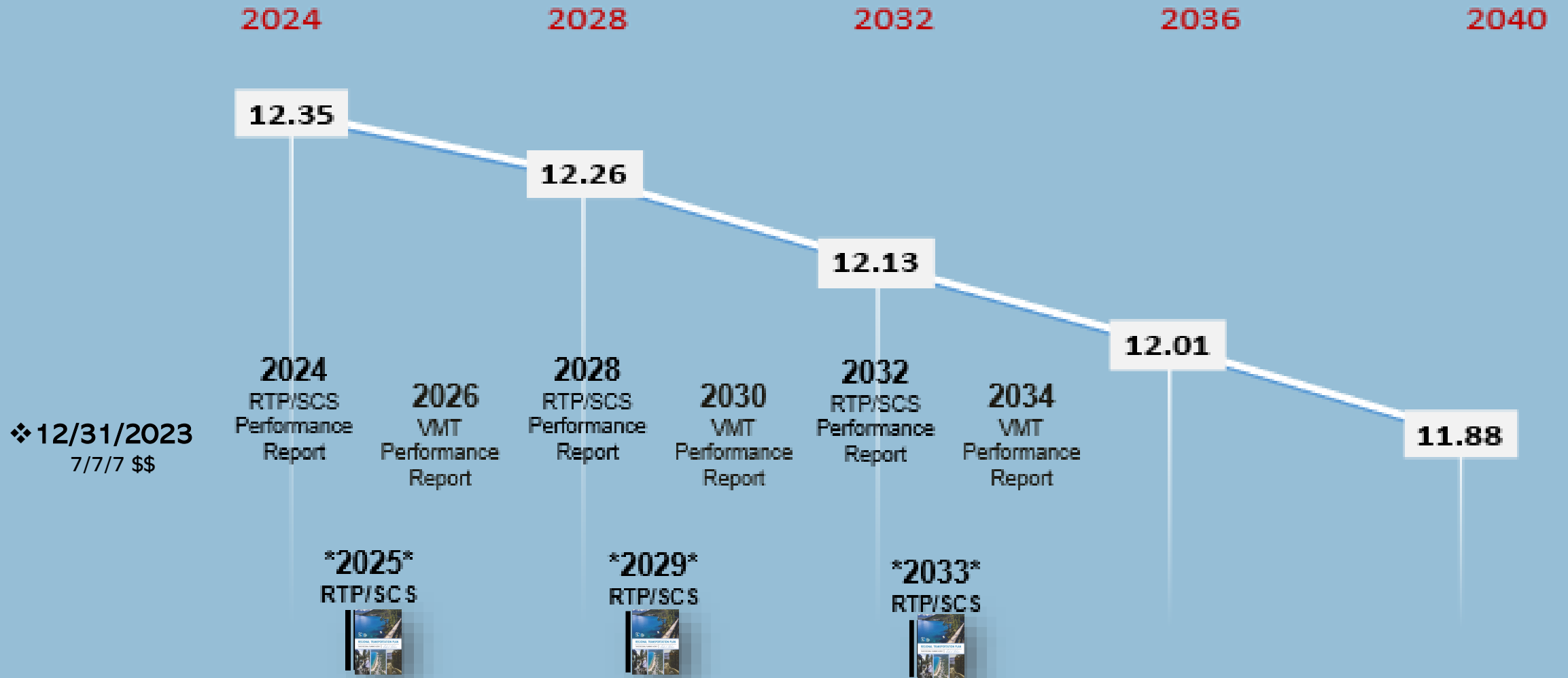
Primary Metrics Report Card 2018-2022

2024 Report Card

Transit

INCREASE

- Total Ridership
- Population/Neighborhoods Served by Frequent Service (20-min headway)
- Population/Neighborhoods Served by Basic Coverage Service (60-min headway)

Active Transportation

INCREASE

- Bike/Ped Overall Mode Share
- Low Stress Bike and Ped Lane Miles

Auto

MAINTAIN

- Average travel time (between key destinations, along corridors)

REDUCE

- Average daily VMT per capita

🟢 Trends in the right direction

🔴🟢 Not Meeting Goal but trending back

🔴 Not Meeting Goal

DP -5.1

- ….including but not limited to: traffic volumes, volumes on bicycle and pedestrian trails, transit ridership, mode share, VMT, population, and implementation of transportation projects. The performance report will quantify project and program implementation, effectiveness, and where possible, changes in VMT and VMT per capita at both the regional and jurisdiction level

GOAL DP-5

TRPA SHALL USE A SERIES OF MILESTONES TO ADAPTIVELY MANAGE REGIONAL LAND USE AND THE TRANSPORTATION SYSTEM TO ACHIEVE AND MAINTAIN TRANSPORTATION AND SUSTAINABLE COMMUNITIES THRESHOLD STANDARD 1.

POLICIES:

DP-5.1   **A TECHNICAL ADVISORY BODY WITH EXPERTISE IN TRANSPORTATION, LAND USE PLANNING, AND IMPLEMENTATION SHALL PROVIDE GUIDANCE ON PROGRAM MODIFICATIONS NECESSARY TO ATTAIN AND MAINTAIN TRANSPORTATION AND SUSTAINABLE COMMUNITIES THRESHOLD STANDARD 1 (TSC 1).**

The advisory body will provide recommendations to the Governing Boards of the Tahoe Regional Planning Agency and the Tahoe Metropolitan Planning Organization on policy, issues, projects, and programs related to regional transportation, including but not limited to the development and implementation of the Regional Transportation Plan, Sustainable Community Strategy, regional street and highway system, pedestrian and bicycle facilities, project selection for funding, and multimodal transportation planning within the Tahoe Region. The advisory body will be composed of local and regional transportation project and program implementors, one representative from the environmental community and one from the general public. The advisory body will hold public meetings no less than once every two years to review programs, policies, and progress towards attainment of TSC 1. The TRPA Transportation Planning Manager and/or his or her designee shall attend all advisory body meetings. TRPA shall provide staff support as well as external expertise and resources necessary for the advisory body to execute its approved work plan. The advisory body will be appointed by the Governing Board. The advisory body will prepare a charter, guiding principles, and workplan that must be approved by the Governing Board.

GOAL DP-5

TRPA SHALL USE A SERIES OF MILESTONES TO ADAPTIVELY MANAGE REGIONAL LAND USE AND THE TRANSPORTATION SYSTEM TO ACHIEVE AND MAINTAIN TRANSPORTATION AND SUSTAINABLE COMMUNITIES THRESHOLD STANDARD 1.

DP-5.2   THE TECHNICAL ADVISORY BODY WILL PREPARE AND TRANSMIT A PERFORMANCE AND RECOMMENDATIONS REPORT TO THE GOVERNING BOARD EVERY FOUR YEARS.

Every 4 years starting 2022 2nd Quarter

…The report will summarize information related to TSC 1, including but not limited to: traffic volumes, volumes on bicycle and pedestrian trails, transit ridership, mode share, VMT, population, and implementation of transportation projects. The performance report will quantify project and program implementation, effectiveness, and where possible, changes in VMT and VMT per capita at both the regional and jurisdiction level. The report will include an assessment of status relative to the milestones identified in DP-5.4 and DP-5.5. In between milestones, VMT per capita is expected to be between the established milestones. Where appropriate, the report will provide recommendations for modifications of programs, priority funding areas, and selected projects to promote attainment of TSC 1 and the other goals of the RTP. Based on its review of program implementation and effectiveness, the advisory body may recommend changes to the Regional Plan, Regional Transportation Plan, and associated programs including but not limited to:

     A. Modifications to the FTIP/STIP project selection process;
     B. Modifications to the TRPA Regional Grant Program funding criteria; and
     C. Modifications to fee structures or transfer incentives.

GOAL DP-5

TRPA SHALL USE A SERIES OF MILESTONES TO ADAPTIVELY MANAGE REGIONAL LAND USE AND THE TRANSPORTATION SYSTEM TO ACHIEVE AND MAINTAIN TRANSPORTATION AND SUSTAINABLE COMMUNITIES THRESHOLD STANDARD 1.

DP-5.3   THE TECHNICAL ADVISORY BODY WILL PREPARE AND TRANSMIT A REGIONAL TRANSPORTATION PLAN SUSTAINABLE COMMUNITY STRATEGY ANALYSIS AND RECOMMENDATIONS REPORT.

Every 4 years starting 2024 2nd Quarter

…Transmit a Regional Transportation Plan and Sustainable Community Strategy analysis and recommendations report to the Governing Board. In addition to the contents described in DP-5.2, the report will also include forecasts and analyses necessary for the preparation of the updated Regional Transportation Plan and Sustainable Community Strategy. Based on its review of the implementation and effectiveness, the advisory body may recommend changes to the Regional Plan, Regional Transportation Plan and associated programs including but not limited to:

A. Modifications to the FTIP/STIP project selection process;

B. Modifications to the TRPA Regional Grant Program funding criteria;

C. Modifications to the Regional Transportation Plan project selection process;

D. Modifications to the transportation project impact assessment framework; and

E. Modifications to fee structures or transfer incentives.

GOAL DP-5

TRPA SHALL USE A SERIES OF MILESTONES TO ADAPTIVELY MANAGE REGIONAL LAND USE AND THE TRANSPORTATION SYSTEM TO ACHIEVE AND MAINTAIN TRANSPORTATION AND SUSTAINABLE COMMUNITIES THRESHOLD STANDARD 1.

DP-5.3   THE TECHNICAL ADVISORY BODY WILL PREPARE AND TRANSMIT A REGIONAL TRANSPORTATION PLAN SUSTAINABLE COMMUNITY STRATEGY ANALYSIS AND RECOMMENDATIONS REPORT.

Every 4 years starting 2024 2nd Quarter

When the review of performance indicates the milestones are not being met, the report must include recommendations reasonably expected to meet the next milestone.

Within 90 days of issuance of the report by the advisory body, the Governing Board shall review the report's recommendations, and with the next RTP adopt measures reasonably expected to meet the next milestone identified in DP-5.5. If the Governing Board does not accept any of the report's recommendations, it shall provide a written justification explaining the basis for its adoption of alternative measures.

GOAL DP-5

TRPA SHALL USE A SERIES OF MILESTONES TO ADAPTIVELY MANAGE REGIONAL LAND USE AND THE TRANSPORTATION SYSTEM TO ACHIEVE AND MAINTAIN TRANSPORTATION AND SUSTAINABLE COMMUNITIES THRESHOLD STANDARD 1.

- The advisory body will provide recommendations to the Governing Boards of the Tahoe Regional Planning Agency and the Tahoe Metropolitan Planning Organization on policy, issues, projects, and programs related to regional transportation, including but not limited to the development and implementation of the Regional Transportation Plan, Sustainable Community Strategy, regional street and highway system, pedestrian and bicycle facilities, project selection for funding, and multimodal transportation planning within the Tahoe Region.

A. 2024 Milestone – Per Capita VMT between 2020-2022 shall be equal to or below 12.35, a 1.01% reduction from the 2018 baseline.

B. 2028 Milestone – Per Capita VMT between 2024-2026 shall be equal to or below 12.26, a 1.76% reduction from the 2018 baseline.

C. 2032 Milestone – Per Capita VMT between 2028-2030 shall be equal to or below 12.13, a 2.77% reduction from the 2018 baseline.

D. 2036 Milestone – Per Capita VMT between 2032-2034 shall be equal to or below 12.01, a 3.77% reduction from the 2018 baseline.

E. 2040 Milestone – Per Capita VMT between 2036-2038 shall be equal to or below 11.88, a 4.78% reduction from the 2018 baseline.

F. 2044 Milestone – Per Capita VMT between 2040-2042 shall be equal to or below 11.76, a 5.79% reduction from the 2018 baseline.

G. 2048 Milestone – Per Capita VMT between 2044-2046 shall be equal to or below 11.64, a 6.71% reduction from the 2018 baseline.

H. 2050 Milestone – Per Capita VMT between 2046-2048 shall be equal to or below 11.63, a 6.79% reduction from the 2018 baseline.
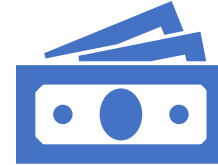
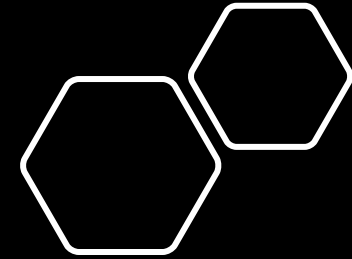# The Adaptive Management Process
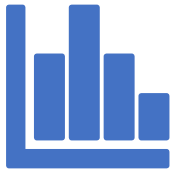
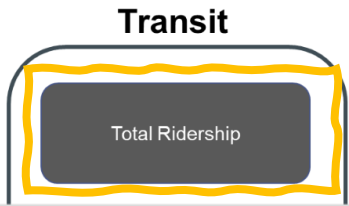Data driven decision-making utilizing the primary and secondary metrics

Bringing together the Transportation Performance TAC to review and make adaptive management decision recommendations

Performance driving our project selection, funding focus, and policy decisions

1. Measure Performance

Transit

Total Ridership

TRANSIT is recovering

- Fixed route – trends since 2017/2018 (last RTP)
  - **TART** fixed route is trending up since May 2020, peaks in winter almost back to 2018
  - **TART** fixed route - summer flat, winter trending back up since 2020
  - **TTD** fixed route – about 50% down from winter peaks in 2017 and 2018
- Microtransit – trending upward for the north (**TART Connect**) and south shore (**Lake Link**)

Fixed Route and Microtransit monthly total ridership

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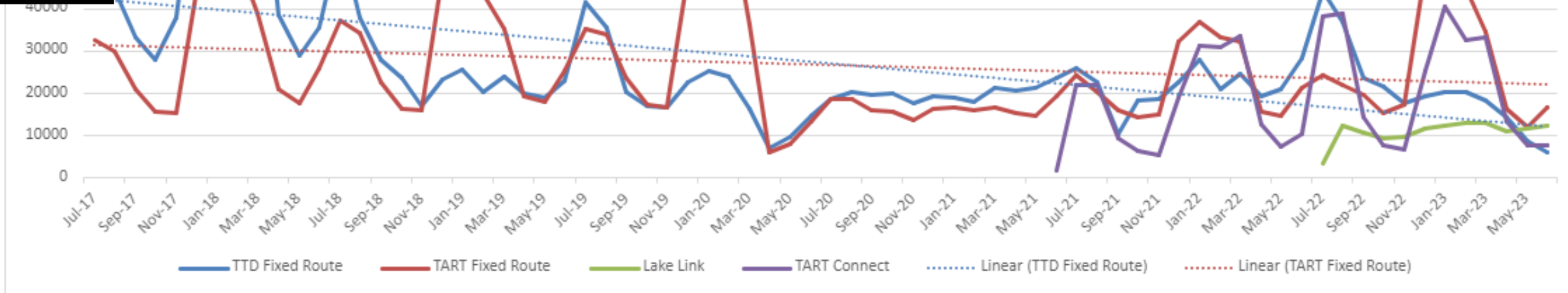
Regional Plan Goal/Policy Update

Actions:

Established schedule of VMT reduction milestones

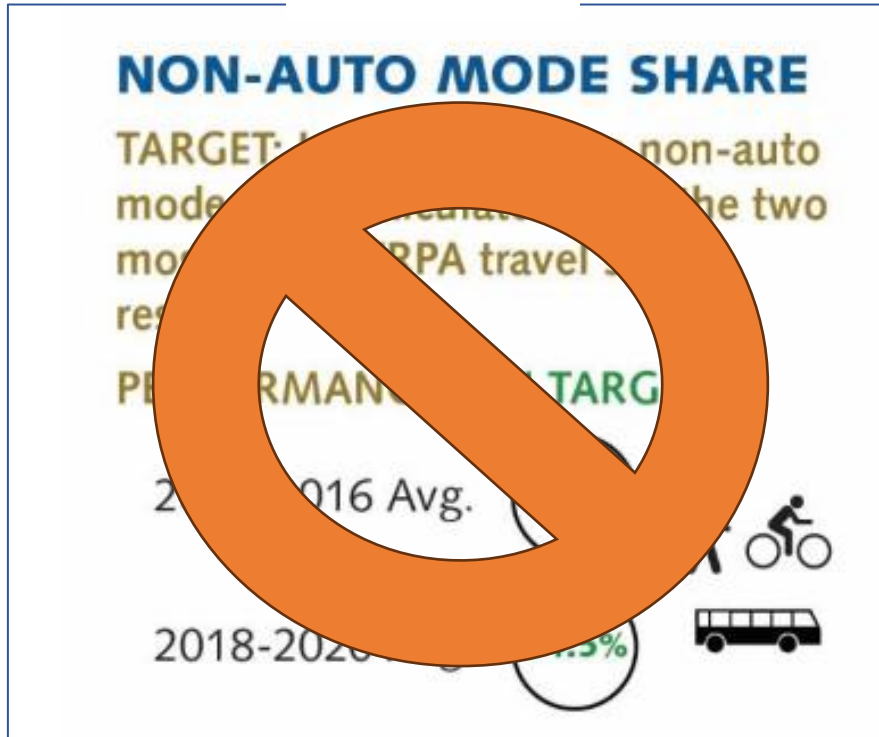Established technical advisory body for transportation

Prepared charter, primary

◆ **Preparation of reports by the Technical Advisory body, reviewed and approved by TRPA /TMPO**

◆ **Preparation of adaptive management recommendations if trends are not headed in the right directions to be approved by TRPA/TMPO.**
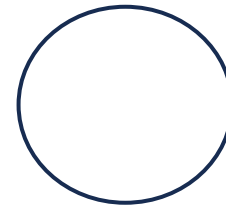
1. Measure Performance

- Mode share - trending down from 2018/2020 (last RTP)
  - Transit trends play into the overall mode share
  - Shifted approach to calculating mode share, no longer travel surveys
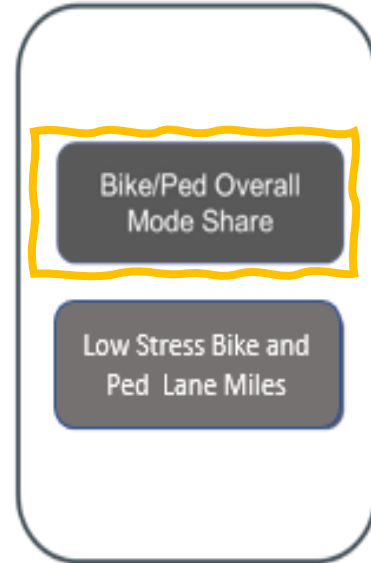
2020 RTP

NON-AUTO MODE SHARE

TARGET: ... non-auto
mode ... the two
mo ... RPA travel ...
res ...

PE ... RMAN ... TARG

2 ... 016 Avg.

2018-202 ... .5%

2022/2023 Check

Active Transportation

Bike/Ped Overall
Mode Share

Low Stress Bike and
Ped Lane Miles

Regional Transportation Plan Goals

Environment

Protect and enhance the environment, promote energy conservation, and reduce GHG emissions

Economic Vitality & Quality of Life

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

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.
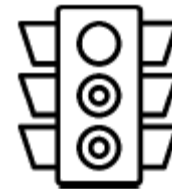
Operations & Congestion Management

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

System Preservation

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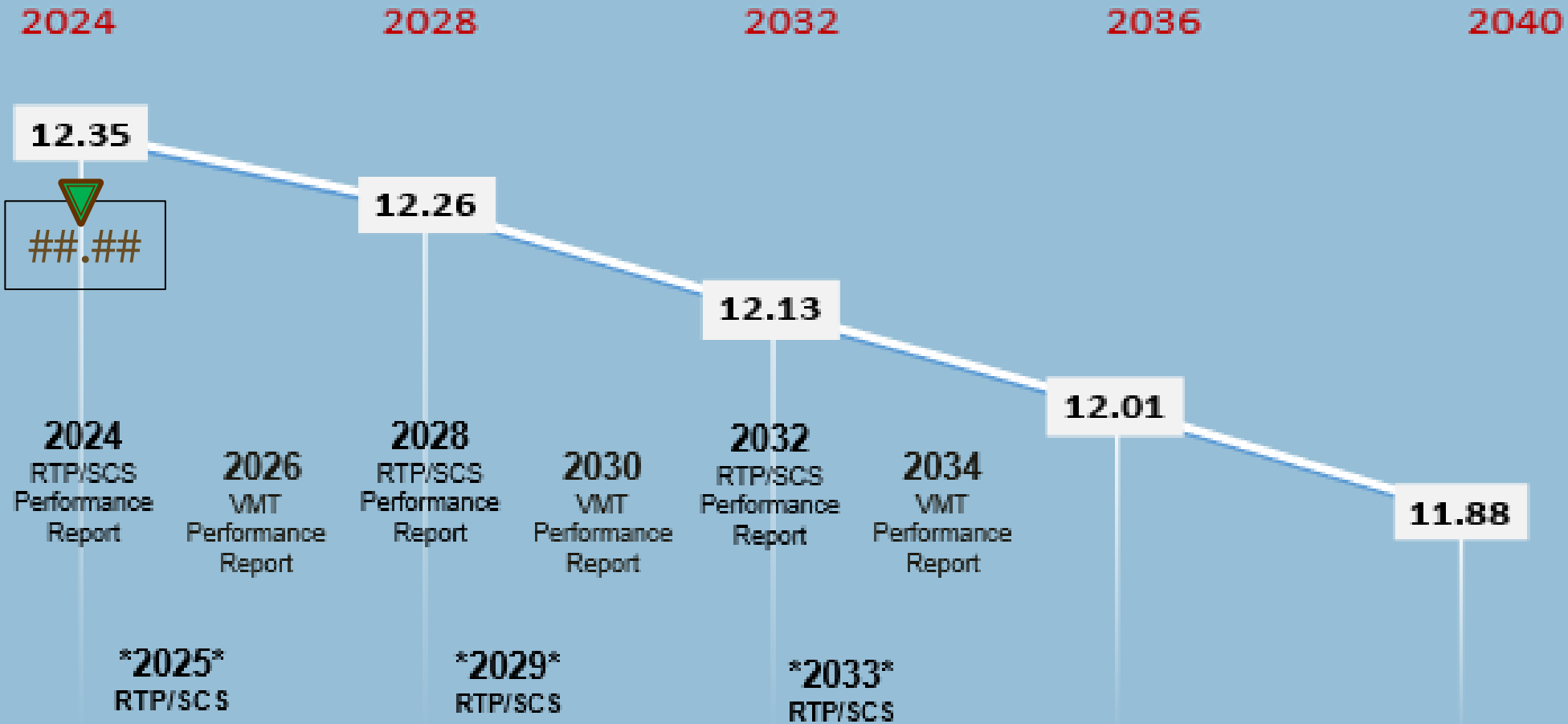
Safety Safety

Increase safety and security for all users of Tahoe's transportation system.

1. Measure Performance

A. 2024 Milestone – Per Capita VMT between 2020-2022 shall be equal to or below 12.35, a 1.01% reduction from the 2018 baseline.