

# **Appendix K**

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## **Placer County and TRPA Joint Statement of Regional Transit Principles**





## Joint Statement of Regional Transit Principles

In order to implement an integrated transit system, Placer County and the Tahoe Regional Planning Agency hereby agree on the following principles leading to the development of a sustainable public transportation system in the Lake Tahoe Region that fulfills the policies and objectives of the Tahoe Metropolitan Planning Organization's (TMPO) Regional Transportation Plan:

### Principle 1: Transit is a Top Priority

Transit is a top priority in transportation decision making and investments in the Lake Tahoe Basin, including connections to the Region. Regional and local land use policy supports transit via the TRPA Regional Plan and local Area Plans in order to reduce Vehicle Miles Traveled (VMT). Placer County and TRPA agree to prioritize cooperation with one another and other regional partners to advocate for additional funding for transit services from federal, state and other sources in the North Lake Tahoe area.

Action: Jointly develop and establish sustainable revenue streams for identified levels of transit service.

### Principle 2: Enhance Partnerships

Enhance partnerships with Lake Tahoe transportation partners including the private sector to support transit connectivity within, to, and from the Lake Tahoe Region. This coordination includes, but is not limited to following transportation partners: Placer County, TRPA, Tahoe Transportation District, Placer County Transportation Agency (PCTPA), El Dorado County, Douglas County, City of South Lake Tahoe, and Washoe County, Carson City, Town of Truckee, Nevada County, Washoe Regional Transportation Commission, Sacramento Area Council of Governments (SACOG), Caltrans, and the Nevada Department of Transportation. TRPA, in its role as the Tahoe Metropolitan Planning Organization (TMPO), and Placer County will, with the Tahoe Transportation District (TTD), jointly develop a long-range (20-year) *Regional Transit Master Plan*. The plan will establish necessary and mutually desirable regional transit service enhancements over a 20-year period to reduce VMT and serve projected increased visitation to the Lake Tahoe Region. The plan will also determine the future regional transit investment levels necessary and potential VMT reduction associated with additional transit services.

Action: Meet bi-annually, at a minimum, with transportation partners on the alignment of transit priorities and investments, data sharing, funding and implementation agreements, and planning coordination. Continue to participate in interregional transportation coordination efforts with SACOG, PCTPA and the Regional Transportation Commission of Washoe County (RTC Washoe).

### Principle 3: Improve the Environment

TRPA has adopted a Threshold Standard ("Reduce vehicle miles of travel in the Basin by 10 percent of the 1981 base year values") that limits VMT within the Tahoe Basin. Regional transit is a priority strategy to reduce VMT and associated air and water quality impacts within the Tahoe Basin. TRPA and Placer County understand that adoption of an Area Plan is critical to long-term implementation of the TRPA Regional Plan and improvements to VMT through improvements to transportation and transit operations and capital investment. TRPA is currently reviewing a draft Tahoe Basin Area Plan proposed by Placer County.

Action: Consistent with TMPO's Regional Transportation Plan, implement and further transit funding and services. Consider for joint adoption the proposed Placer County Tahoe Basin Area Plan.



Principle 4: Create Choice

Enhance the comprehensive public transit system that serves visitors, employees and residents so that it is an attractive alternative to the automobile. Jointly identify the sequence of transit improvements in the Tahoe Truckee Area Regional Transit ("TART") Systems Plan and the Regional Transit Master Plan, including rail connections and interregional services. It is the parties' intention to work to identify ongoing public and private funding sources to implement the 2016 TART Systems Plan and provide the following services:

FY 2016-17

- Crystal Bay to Squaw Valley, winter 30 minute headways
- Crystal Bay to Northstar, winter additional morning and evening runs

Future Year Priorities (Based on 2016 TART Systems Plan)

- Winter 30 Minute Service South of Squaw and Northstar- cost of \$454,000/year, plus two additional buses
- Winter and Summer 30 Minute Service South of Squaw Valley and Northstar- cost of \$722,500/year
- Eliminate transit fares- cost of \$1,427,100/year, plus \$1,089,700 in capital costs (vehicles)

Action: Implement the *TART Systems Plan* (Adopted in 2016) and *Regional Transit Master Plan*.

The parties acknowledge that the implementation of any of the above services is dependent on available funding.

Principle 5: Support Transformational Change

Support transformational transit services and operational improvements that will enhance the viability of transit, including the use of technology and innovation to prioritize the movement of transit vehicles.

Action: Continue to encourage regional rail and other interregional connections along the I-80 corridor. Identify and implement transit priority technology and operation improvements that may include traffic signal preemption, transit only travel lanes, and parking management.

Principle 6: Consider contribution by near-Basin Development, within the TART system boundaries, to augment regional transit to benefit the VMT threshold and Area Plan goals

Action: The County shall require fair share funding contributions to transit services by new near-Basin developments within TART system boundaries, which contributions are intended to, in the aggregate, sustain and improve TART services.

As the County Executive Officer and Executive Director, we hereby endorse these guiding principles:

Joanne S. Marchetta, Executive Director  
Tahoe Regional Planning Agency

  
David Boesch, County Executive Officer  
Placer County