Tahoe Metropolitan Planning Organization (TMPO) Responses
MPO Follow-up Questions
Revised: 6/1/10

1. If you were to fully account for the impact of the recession in your region, how would the % reductions in GHG/capita numbers change for each scenario in 2020? **Response:** As part of their Regional Transportation Plan (Mobility 2008) TMPO staff developed a 2005 Base Year VMT modeling estimate. In 2009, TMPO staff developed and modeled a 2008 VMT estimate with updated demographic information to account for the recession. Based on a comparison between the two modeled years, The Tahoe Region experienced a 17,867 VMT reduction from the 2005 Base Year. Without benefit of analyzing the impact of this VMT change in EMFAC we would expect a corresponding reduction in GHG/capita numbers.
    a. In what ways has the economy affected your region (e.g. population, jobs, unemployment, new development, foreclosures, vacancy rates, etc.)? **Response**: Based on TMPO estimates, the year-round population of the Tahoe Region decreased by 7,662 between 2000 and 2005. The decline in year-round population is in large part attributable to a dramatic increase in residential home prices starting in 2001 resulting in many year-round residents to "cash out" their equity built up over previous years and move elsewhere. School enrollment has declined by 22 percent over the same time period resulting in the closure of two elementary schools and one middle school on the south shore. Future population based on Regional Plan growth assumptions has the Tahoe Region growing modestly at 1.6 percent annually This shift in year-round residents has had a profound impact on travel and traffic volumes in the Tahoe Region, with Peak Month traffic volumes estimated to have fallen by 14.6 percent from the highest reported levels recorded in 1986, and Average Annual Daily Traffic (AADT) volumes decreasing by 4.1 percent from the highest reported levels recorded in 1991. Forecast Vehicle Miles Traveled (VMT) based on Regional Plan growth assumptions has the Tahoe Region growing modestly at an estimated half-percent per year.

    Gaming provides a significant, but declining portion of the employment in the region. According to the Nevada Gaming Control Board, gaming employment has declined by 27 percent since 2001 on the South Shore. Additional information indicates that regional gaming revenue has declined by 19 percent (adjusted for inflation) since FY 1999-2000, as California Indian Gaming has matured into viable competition. The strong growth in home prices discussed previously suggests that many of the region's workers have found it necessary to live outside the region in order to find affordable housing. This phenomenon is further

collaborated by recent increases in hourly commute times at the regions' seven entry points

b. If you have already included the impact of the recession, where is it reflected in your scenario data? **Response**: No adjustments were made for in the RTP Mobility 2030 Scenarios. In developing modeling estimates for the TRPA Regional Plan, TMPO staff has incorporated adjustments in two of the land use scenarios to the reflect changes in school enrollment, hotel/motel occupancies, and gaming employment.

What factors cause the reductions in 2020 to be different from 2035, and where do they show up in your data? **Response**: Potential causes of the reductions might include extrapolation of the RTP 2030 Modeled VMT to a extrapolated 2035 VMT estimate.

2. What model improvements, changes in planning assumptions, or additional policies are you considering that were not used in developing your scenarios?
   a. How will they impact the direction and/or magnitude of change? **Response**: Once our Proposition 84 Model Enhancement Award is complete and the cordon survey work is transcribed and input into the model, the changes in visitors and residents and their respective travel characteristics should be reflected in GHG changes so that the 2020 and 2035 forecast years will not be as great.

3. Have the sensitivities of your model changed since the 2009 Model Evaluation Survey conducted for RTAC? If yes, please explain why. (i.e., are you using any new models or postprocessors to develop your scenarios that were not evaluated during the RTAC Survey?) **Response**: We have applied a post-processor application to nine small urban areas in the Region to determine the relative magnitude that land use changes affects VMT.

4. Did you add, remove, or change the level of deployment of any transportation projects or programs in your scenarios? If so, what type of projects or programs? **Response**: No changes were made to the transportation projects in the adopted RTP (Mobility 2030). Changes to reflect the TRPA Regional Plan Scenarios will be reflected in the EIS-EIR Alternatives modeling.

5. Please provide calculations of Vehicle Miles Traveled per capita as well as Greenhouse Gas Emissions per capita in reporting results of the evaluation of your adopted RTP and alternative scenarios. **Response**: See Table Below

Year	2005	2020	2035
VMT/Capita	35.8	27.8	21.2
GHG/Capita	30.1	28	32