

CHAPTER 6: CONFORMITY - ENVIRONMENTAL



Purpose

Tahoe Metropolitan Planning Organization (TMPO), and TRPA acting as the Regional Transportation Planning Agency (RTPA) in California, has prepared, pursuant to Section 176 (c)(4) of the 1990 federal Clean Air Act Amendments (CAAA) this determination of conformity of the 2008 Regional Transportation Plan (RTP) with the State Implementation Plan (SIP). The conformity analysis described herein applies to the TMPO and TRPA (as the RTPA) document given that both have identical analysis requirements. The purpose of conformity is to ensure that regional transportation planning and programming remain consistent with state and local air quality planning efforts to achieve and/or maintain the National Ambient Air Quality Standards (NAAQS).

The Transportation Conformity Rule appearing in 40 CFR Parts 51 and 93 is applicable to transportation plans developed pursuant to 23 CFR part 450 or 49 CFR part 613 by a Metropolitan Planning Organization (MPO). The Transportation Conformity Rule requires all MPOs in non-attainment areas or who are under federally approved maintenance plans to submit a conformity analysis if the planning or programming documents identify projects that have been defined as non-exempt. Consistent with Conformity Regulation Section 93.101, the CAAA also directs MPOs to facilitate the expeditious implementation of the Transportation Control Measures (TCMs) that are included in the SIP. No TCMs are applicable to the Tahoe Region therefore no control measures are identified for implementation.

Emissions Tests

Pursuant to the conformity regulation, a regional emission analysis which incorporates all conforming non-exempt projects must meet the established emission tests before the 2008 RTP can be determined to conform to the State Implementation Plans (SIP) in California and Nevada. For California counties, the MPO must demonstrate that proposed transportation programs and plans are consistent with the SIP by showing that emissions associated with these plans and programs do not exceed applicable carrying capacities or “emission budgets” previously adopted by the California Air Resources Board (CARB). Similarly, for Nevada counties, the MPO must demonstrate that the proposed transportation programs do not increase emissions above the levels associated with the present situation (i.e. baseline conditions) or other programs that would be normally implemented for those areas.

The TMPO is responsible for conducting conformity determinations for both the California and Nevada portions of the Basin where conformity requirements apply. The previous conformity analysis was approved on September 9th, 2005. The U.S. EPA requires two 10-year CO maintenance plans. In California, EPA has approved the Lake Tahoe Air Basin (LTAB) second 10-year maintenance plan, which ends in 2018. In Nevada, the first 10-year maintenance plan ends in 2013. (Please refer to Appendix B for the historical carbon monoxide and ozone readings.) See Figure 6.1 below, for area designations requiring a conformity analysis.

| Pollutant and Conformity Designation by Jurisdiction | | |
|---|-----------|--------------------------------|
| Jurisdiction | Pollutant | Reason for Conformity Analysis |
| El Dorado County | CO | Current Maintenance Plan |
| Placer County | CO | Current Maintenance Plan |
| Douglas County | CO | Limited Maintenance Plan |
| Carson City County | CO | Limited Maintenance Plan |

Figure 6.1

Modeling and Analytical Assumptions (California)

Pursuant to the conformity regulation, a regional emissions analysis, which incorporates all conforming non-exempt projects, must meet the emissions budget test before the 2008 RTP can be determined to conform to the SIP. This analysis is holistic in scope, with final conformity being based on the program, rather than on a project-by-project basis. This emissions test is required for Carbon Monoxide (CO). This analysis pertains solely to CAAA conformity mandates and should not be construed as environmental impact findings related to the NEPA or CEQA environmental review processes.

On November 30, 2005, the EPA took direct and final action to approve a State Implementation Plan revision that was submitted by the California Air Resources Board. The revision titled “Approval and Promulgation of Implementation Plans and Designation of Areas for Air Quality Planning Purposes; Carbon Monoxide Maintenance Plan Update for Ten Planning Areas; Motor Vehicle Emissions Budgets: Technical Correction” (Federal Register/Vol. 70, No 229/Wednesday, November 30, 2005/Rules and Regulations) The above Technical Correction provides a ten-year update to the carbon monoxide maintenance plan, for 10 planning areas of which the LTAB was included. As part of this update the following Motor Vehicle Emission Budget (MVEB) (Figure 6.2) was developed for the LTAB.

| Motor Vehicle Emission Budget (MVEB) | | EMISSION BUDGET | | |
|---|----------------------|------------------------|-------------|-------------|
| CO MAINTENANCE AREA | AREA INCLUDED | 2003 | 2010 | 2018 |
| Lake Tahoe North Shore | Eastern Placer | 11 | 11 | 11 |
| Lake Tahoe South Shore | Eastern El Dorado | 19 | 19 | 10 |

Note: Winter Seasonal emissions are in tons per day. Emissions budget represent CARB’s seasonal on-road motor vehicle emission inventory

Figure 6.2

The federal conformity regulation (Section 93.119 (e)) requires that a conformity analysis must include the attainment milestone year of the SIP, the forecast horizon year of the applicable RTP and have no analysis gaps greater than ten years. Based on these requirements, the conformity analysis years selected for this analysis are: 2010, 2018, and 2030. A description of the conformity modeling planning assumptions is provided in Figure 6.3.

| Modeling Assumptions | 2008 RTP Conformity Assumptions |
|--|---|
| Socio-economic growth assumptions | TRPA Regional Plan Update Growth Forecasts |
| Vehicle Activity Levels (trips, VMT) (LDA, LDT, MDT, UB, MCY, SBUS, HHDT, HDGT,) | ARB Default Activity (2010, 2020, 2030) –TMPO Model (2012, 2017,2030) |
| VMT by Speed Class Distributions (LDA, LDT, MDT, HDDT, HDGT, SBUS, MCY) | ARB Default Activity (2010, 2020, 2030) |
| Transportation Model Networks | TMPO Travel Model (2030 -Build-No Build) |
| Infrastructure Improvements & Schedules | Programmed Projects: 2009 FTIP: Planned Projects: 2008 RTP |
| Emission Model | EMFAC2007 v. 2.3 (ARB) |
| Vehicle Type/Technology & Demographic Distributions | EMFAC2007 v. 2.3 (ARB) |
| Vehicle Population | ARB Default Activity (2010, 2020, 2030) |
| Vehicle Starts | EMFAC2007v.2.3 ARB Default Activity (2010,2020, 2030) |
| Emission Budgets | 2005 40 CFR (2003, 2010, 2018) |

Figure 6.3

Note: Additional Information concerning the TMPO Transcad Model Development and Calibration can be found in Lake Tahoe Resident and Visitor Model: Model Description and Final Results: Parsons, Brickerhoff Quade & Douglas. August 2007.

2008 TMPO TransCAD Modeling and Network Analysis

The 2008 RTP impact on travel behavior is assessed at the regional scale using the TMPO TransCAD Tour-Based Travel Demand Model. The TransCAD model identifies the 2008 RTP impact on region-wide circulation patterns and Vehicle Miles Traveled (VMT). The socio-economic data inputs for the regional network travel demand model were derived from the most recent growth allocations (2012, 2017, 2022 and 2030) identified through the TRPA Regional Plan (Pathway). Both non-exempt projects required modifications to the 2030 TransCAD street networks. New roads or road extensions were coded by creating new links; widening projects required re-coding the number of lanes on affected links; channelization improvements entailed increasing the coded lane capacities; and passing lanes and/or roadway improvements/upgrades were reflected by increasing the average free flow speeds on affected links.

Non-Exempt Projects

The Lake Tahoe Region is subject to a transportation conformity analysis on specific types of projects (termed “non-exempt projects”) that are included within the planning and programming documents. Exempt projects are defined in 40 CFR 93.126 and generally include projects that will not increase roadway capacity or VMT, safety improvements, maintenance of existing transit systems, such as bus replacement and the addition of bus shelters to be implemented in the Lake Tahoe Region. The following non-exempt projects have been identified for the Tahoe Region. (A complete list of projects can be found on page 54 of the RTP.)

U.S. Highway 50 Stateline Project

Scheduled for completion after 2022, this project will re-align U.S. Highway 50 near the casino corridor to improve bicycle, pedestrian and transit opportunities. The project straddles the California/Nevada State-line area in El Dorado County, California and Douglas County, Nevada.

It proposes to reduce the existing U.S. Highway 50 alignment to two eastbound lanes with westbound traffic redirected on Lake Parkway.

State Route 89 Realignment

Also scheduled for completion after 2022, this project addresses seasonal traffic congestion at the Tahoe City “Wye” in Placer County and the structural and seismic deficiencies of the Fanny Bridge over the Lower Truckee River. Fanny Bridge will be upgraded to provide improved pedestrian and bicycle safety with a new State Route 89 alignment through the 64-acre USFS (U.S. Forest Service) parcel located west of the existing SR 89.

Based on the results of the TransCAD modeling and street network analysis, the resulting increase in daily VMT and vehicle trips from the two non-exempt projects have been estimated at 15,530 and 2,283 respectfully for the forecast year of 2030. In order to identify the county’s (El Dorado and Placer) VMT and vehicle trip change contribution as inputs to the on-road source emission estimates created by the two projects, the TMPO staff utilized the TransCAD model to identify El Dorado and Placer VMT and vehicle trip changes for the 2030 forecast year. Based on the results of this analysis the El Dorado and Placer County increases in VMT and vehicle trips were computed as follows for the 2030 forecast year:

| EL DORADO COUNTY 2030 FORECAST | PLACER COUNTY 2030 FORECAST |
|-----------------------------------|--------------------------------|
| VMT +10,861 | VMT +4,669 |
| Vehicle Trips +1,553 | Vehicle Trips +730 |

Figure 6.4

On-Road Motor Vehicle Emissions Analysis

The on-road mobile source emissions estimates for the 2008 RTP were produced with the EPA approved EMFAC2007 (v. 2.30 November 6, 2006) emission inventory model developed by the CARB for use in California. EMFAC calculates emission factors that are used as inputs to the activity module to produce an on-road mobile source emissions inventory. EMFAC uses inputs on the types of vehicles in use, vehicle speeds, vehicle operating conditions (e.g., cold starts, hot starts, hot stabilized running etc.) and temperature corrections (for diurnal and hot soak evaporative processes) to generate on-road vehicle emission factors. These emission factors are applied to the appropriate on-road activity data (e.g., VMT, VMT by speed class, and number of trip starts for each vehicle type and technology group) stratified by time of day (to account for diurnal ambient temperature variations) to produce a countywide on-road mobile source emissions estimate.

The emissions associated with VMT and vehicle starts are accounted for in the EMFAC model based on the distribution of these trips by vehicle classification, vehicle technology class, operating mode and activity by time of day. ARB distributions were used for this purpose.

| El Dorado County Projected Inventory CO Emissions | | | | |
|--|----------------------|-------------|-------------|-------------|
| CO MAINTENANCE AREA | AREA INCLUDED | 2010 | 2018 | 2030 |
| Lake Tahoe South Shore | Eastern El Dorado | 10.02* | 4.94* | 2.98* |
| Placer County Projected Inventory CO Emissions | | | | |
| CO MAINTENANCE AREA | AREA INCLUDED | 2010 | 2018 | 2030 |
| Lake Tahoe North Shore | Eastern Placer | 4.74* | 2.60* | 1.49* |

* Tons per day

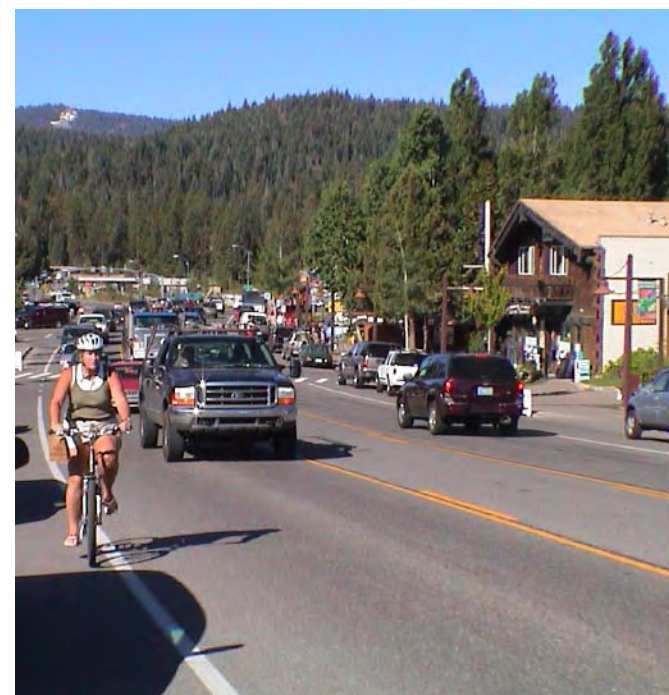
Figure 6.5

California Emissions Results

The Emission Budget Results and On-Road Activity Data can be found in Technical Appendix B.

California Conformity Determination

As a result of the above emission results, the TMPO finds the proposed new transportation programs discussed in this document do not affect CO attainment nor exceed the CO budget in either Placer or El Dorado Counties for the life of this plan. For this reason, the TMPO stipulates that this plan is consistent with the California's State Implementation Plan for air quality and is therefore in full compliance with the Conformity requirements of the Clean Air Act.



Nevada Conformity

Nevada's conformity analysis differs slightly from California's in that there is no emissions budget to form a conformity determination. Figure 6.1 on page 66 shows the current designation for Nevada's counties in the Tahoe Basin. As indicated in Figure 6.1, Carson City and Douglas Counties are now under a limited maintenance plan for CO (NDEP's Carbon Monoxide Re-designation Request and Limited Maintenance Plan was adopted by the EPA in February 2004). The limited maintenance plan includes provisions for interagency consultation procedures should CO concentrations exceed a pre-determined "trigger." This trigger includes two verified 8-hour average concentrations in excess of 7.65 ppm (85% of the CO NAAQS) at any one monitoring site in any CO season (November through February) as the pre-violation action level. Since the 2008 RTP is working under a Limited Maintenance Plan in Nevada, the 2008 RTP is not required to satisfy the regional emissions analysis for a given pollutant.



Reducing Greenhouse Gas Emissions at Lake Tahoe

The Lake Tahoe Region is particularly vulnerable to the impacts of global climate change, just as it is to other environmental impacts. The region's economy is highly dependent on the health of its environmental assets, including its substantial snowpack, a clear lake, and healthy forests, all of which will be negatively affected by warming temperatures.

Emissions from motor vehicles, including cars, buses and boats, are a leading source of greenhouse gas emissions in the Basin. Motor vehicle use has been identified as a major contributor to the loss of clarity of Lake Tahoe, contributing to runoff from roadways and the emission of nitrogen oxides and particulate matter, causing algae growth in the Lake. Since 1982, the TRPA has strived to meet two air quality threshold indicators: Vehicle Miles Traveled (VMT) and traffic counts. Both of these criteria should be reduced to 1981 levels. These threshold indicators are consistent with the goals of California's Global Warming Solutions Act (AB32) of 2006, which specifies that the state must reduce greenhouse gas emissions to 1990 levels by 2020. Vehicle Miles Traveled have been decreasing in the Lake Tahoe Region over the last five years, and traffic counts, which, for the purposes of the threshold indicator, are measured at a location in South Lake Tahoe, are also trending downward.

Because of the air quality thresholds and the intense focus on environmental health in the Lake Tahoe Region, the goals and policies of past regional plans and regional transportation plans have focused on reducing emissions from motor vehicles, and on shifting people out of their cars and into other, lower impact modes such as transit, bicycling, and walking. This Regional Transportation Plan continues this trend, with the majority of policies and projects encouraging transit and pedestrian-oriented development, constructing pedestrian and bicycling facilities, and strengthening the transit system. Those projects that are related to roadway improvements are limited to minor changes such as adding left-hand turn lanes or improving traffic signalization to provide for a more efficient use of the current roadway network. These projects relieve

congestion without widening roadways or adding major capacity for motor vehicles.

Concurrent with the development of this regional transportation plan is a comprehensive revision and update to the regional plan for the Lake Tahoe Region. The regional plan outlines goals and policies for many resource areas in addition to transportation, and will examine land-use and building strategies that can reduce greenhouse gas emissions. The regional plan will include a region-wide analysis that looks at all aspects of the plan with respect to climate change, including transportation.

Projects that affect greenhouse gas emissions

In the area of transportation, most greenhouse gas emissions are associated with motor vehicle use. Therefore, projects that shift people out of cars and into other, lower-emission alternatives will reduce greenhouse gas emissions. The projects proposed as part of Mobility 2030, the Lake Tahoe Regional Transportation Plan, are grouped below into three categories: projects that will likely reduce greenhouse gas emissions, projects that will likely increase greenhouse gas emissions, and those where the effect on emissions is unclear or may be neutral.

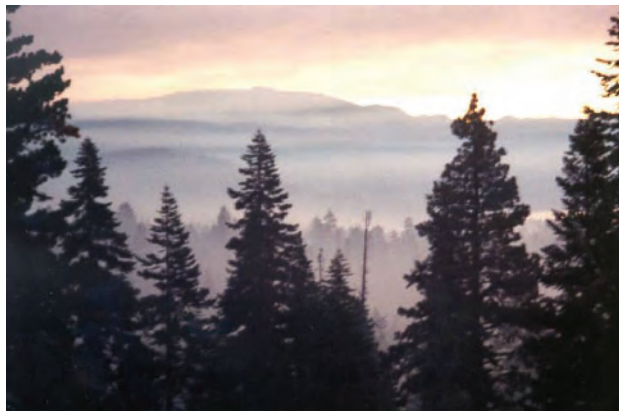
Projects that were placed in the "reduce" category are those that aim to reduce vehicle use or vehicle emissions as a primary goal. For instance, all bicycle trails and pedestrian improvements are considered to reduce emissions, since the primary goals of these projects getting drivers to walk or bicycle for trips they otherwise would have made by motor vehicle, thus reducing air quality emissions. Likewise, capital improvements in bus fleets were considered to reduce greenhouse gas emissions, since one of the main purposes of replacing buses is introducing newer, cleaner technologies to the fleets.

Projects included in the "increase" greenhouse gas emissions category are those that create capacity increases for motor vehicles. These capacity increases are still quite small, compared to those planned in larger, urban areas, but they create additional lane capacity for several thousand feet of roadway in order to alleviate reoccurring congestion

at key points. Aviation service enhancements are also considered to increase greenhouse gas emissions as air travel is one of the most energy-intensive forms of travel.

Projects that are in the “unclear” column include certain transit and roadway improvement projects. These projects may reduce greenhouse gas emissions in some ways, but could increase them in others. New transit services get people out of their cars, but if older buses with out-of-date emissions technology are used to provide that transit service, then ridership must be high enough to outweigh the impacts of the additional bus emissions. As capital improvements are made to bus fleets, however, emissions will be reduced. Likewise, roadway improvements can decrease greenhouse gas emissions by reducing idling times, but at the same time they can increase the capacity of a roadway, allowing and encouraging more vehicles to use the roadway system. The roadway capacity increases in the 2008 RTP are intended to encourage greater flexibility to implement alternative mode options.

As a percentage of total project cost, projects that will likely reduce greenhouse gas emissions are estimated at approximately 57% of expenditures; those that will likely increase greenhouse gas emissions are approximately 1% of expenditures; and those whose effect is unclear make up 42% of expenditures. See Figure 6.6.



Policies that affect greenhouse gas emissions

Most of the goals and policies in the Regional Transportation Plan focus on reducing environmental impacts of motor vehicles, including emissions of greenhouse gasses.

GOAL #1 Pedestrian Transit Oriented Development (PTOD) Plan for and promote land use changes and development patterns consistent with the Regional Plan that encourage the development of walkable, mixed-use centers that support transportation enhancements and environmental improvements while improving the viability of transit systems.

GOAL #2 Pedestrian/Bicycle Friendly Communities Design an atmosphere elevating bicycle and pedestrian usage to the primary modes of transportation at Lake Tahoe.

GOAL #3 Utilization of Intelligent Transportation Systems (ITS). Technology shall be considered, implemented and used to increase usage of alternative modes.

GOAL #4 Actively pursue programs that promote the use and expansion of mass transit.

GOAL #5 Participate in state and local transportation planning efforts to ensure coordination and consistency in the transportation system, and to strengthen inter and intra-regional transportation.

GOAL #7 Develop parking management strategies for the Tahoe Region.

GOAL #8 Manage and respond to transportation demand through traffic management plans.

GOAL #10 Improve the mobility of the elderly, handicapped and other transit-dependent groups.

GOAL #12 Develop an on-going source of regional revenue to fund alternative transportation operations and maintenance.

For the full text of goals and associated policies, please refer to Chapter 2.

Figure 6.6. Regional Transportation Plan Project Strategies, Costs, and Greenhouse Gas Emission Effects

| <u>Project Strategies</u> | <u>Reduce GG</u> | <u>Increase GG</u> | <u>Unclear</u> | <u>Total</u> |
|--|-------------------------|---------------------------|-----------------------|---------------------|
| U.S. 50 Bicycle and Pedestrian Improvement Project(s) | \$48,000,000 | | | \$48,000,000 |
| Kings Beach Commercial Core Improvement Project | \$50,000,000 | | | \$50,000,000 |
| State Route 89 Realignment Project | | \$50,000,000 | | \$50,000,000 |
| Tahoe City Transit Center | \$7,000,000 | | | \$7,000,000 |
| U.S. 50 Stateline Corridor Project | | | \$65,000,000 | \$65,000,000 |
| Waterborne | | | \$14,000,000 | \$14,000,000 |
| <u>Transit Strategies</u> | | | | |
| BlueGo Service Operational Enhancements | | | \$4,073,400 | \$4,073,400 |
| BlueGo Service Capital Enhancements | \$4,740,000 | | | \$4,740,000 |
| BlueGo Maintenance Facility | | | \$7,000,000 | \$7,000,000 |
| TART Service Operational Enhancements | | | \$813,000 | \$813,000 |
| TART Service Capital Enhancements | \$281,300 | | | \$281,300 |
| Lake Lapper Capital | | | \$30,000 | \$30,000 |
| Lake Lapper Operational | | | \$240,000 | \$240,000 |
| Aviation Capital | | \$1,500,000 | | \$1,500,000 |
| Aviation Operational | | \$800,000 | | \$800,000 |
| <u>Bike and Pedestrian Strategies</u> | | | | |
| Pioneer Trl - from Lake Tahoe Blvd./US Hwy 50 to - Ski Run Blvd | \$3,560,000 | | | \$3,560,000 |
| Harrison Ave - from Lakeview Ave to Los Angelese Avenue | \$450,000 | | | \$450,000 |
| Lake Tahoe Nevada State Park - From Incline Village to Sand Harbor | \$7,920,000 | | | \$7,920,000 |
| Sawmill Rd - from Lake Tahoe Blvd to Us Hwy 50 | \$3,680,000 | | | \$3,680,000 |
| Al Tahoe Trl - from Lake Tahoe Blvd/US Hwy 50 to Al Tahoe Trl | \$500,000 | | | \$500,000 |
| Lake Tahoe Blvd - from Sawmill Road to D Street | \$2,100,000 | | | \$2,100,000 |
| US Hwy 50 - from Cave Rock to Zephyr Cove | \$9,500,000 | | | \$9,500,000 |
| US Hwy 50 - from Zephyr Cove to Roundhill/Elks Point Trail | \$2,960,000 | | | \$2,960,000 |
| USFS Trl. - from Spring Creek to Cascade Rd. | \$3,840,000 | | | \$3,840,000 |
| Dollar Hill Trl - from Dollar Hill to N. Tahoe Regional Park | \$6,160,000 | | | \$6,160,000 |
| OLD Hwy 50 ROW - from CSLT City Limits to Douglas County Line | \$6,760,000 | | | \$6,760,000 |

Figure 6.6

| <u>Project Strategies</u> | <u>Reduce GG</u> | <u>Increase GG</u> | <u>Unclear</u> | <u>Total</u> |
|---|-------------------------|---------------------------|-----------------------|----------------------|
| OLD Hwy 50 ROW - from CSR 89-Meyers to CSLT City Limits | \$9,480,000 | | | \$9,480,000 |
| Lake Tahoe-Nevada State Park - from Incline Village to Sand Harbor | \$990,000 | | | \$990,000 |
| College Drive - from Mt. Rose Hwy to Village Blvd | \$200,000 | | | \$200,000 |
| NSR 207/Kingsbury Grade - from Basin Boundary/Spooner Summit to US Hwy 50 | \$12,320,000 | | | \$12,320,000 |
| Brockway Summit - from Kings Beach/CSR 28 to Brockway Summit | \$1,610,000 | | | \$1,610,000 |
| NSR 28 - from Sand Harbor to Chimney Beach | \$120,800 | | | \$120,800 |
| CSR 89 - from Cascade to N. Emerald Bay | \$196,400 | | | \$196,400 |
| Homewood - from Tahoe Ski Bowl Way to Silver Street | \$2,000,000 | | | \$2,000,000 |
| Incline Village/NSR 28 - from Southwood to Country Club Drive | \$300,000 | | | \$300,000 |
| Nevada South Demo - from Stateline to Round Hill Pines Beach | \$6,000,000 | | | \$6,000,000 |
| <u>Smart Streets - Complete Streets Strategies</u> | | | | |
| US 50 and Sierra Blvd. Intersection Improvements | | \$755,000 | | \$755,000 |
| US 50 Signal Synchronization (Meyers to Stateline) | | | \$3,000,000 | \$3,000,000 |
| US 50 and Apache Intersection Improvements | | \$320,000 | | \$320,000 |
| Meyers Highway Corridor Operations Study | | | \$700,000 | \$700,000 |
| Tahoe City Traffic Management Program | | | \$550,000 | \$550,000 |
| Intersection Detection Equipment (various Locations) | | | \$900,000 | \$900,000 |
| Changeable Message Signs (Various Locations) | | | \$2,850,000 | \$2,850,000 |
| Sierra Traffic Operation System (TOS) (ITS at Various Locations in CA) | \$5,300,000 | | | \$5,300,000 |
| Traffic Monitoring Stations (various locations) | \$520,000 | | | \$520,000 |
| Bike & Pedestrian Facilities O&M | \$2,000,000 | | | \$2,000,000 |
| Safety and Rehabilitation Projects (Minor Projects-NV) | \$1,800,000 | | | \$1,800,000 |
| Safety and Rehabilitation Projects (Minor Projects-CA) | \$2,800,000 | | | \$2,800,000 |
| Emergency Roadway Repair Program | \$600,000 | | | \$600,000 |
| Total Project/Program Costs in 2008 dollars | \$203,688,500 | \$53,375,000 | \$99,156,400 | \$356,219,900 |
| Percentage of Total Cost | 57% | 15% | 28% | |

Figure 6.6 cont.

Conclusion

The main focus of the regional transportation plan is to implement projects that reduce dependency on the private automobile and ultimately reduce environmental and climate impacts. There is, however, a group of projects in the plan for which the environmental impact is as yet unclear. The impact of these individual projects on greenhouse gas emissions will be fully analyzed by project level environmental documentation during project development. Many of these projects provide mobility and social services that are vital to Lake Tahoe communities, such as frequent transit service in low-income neighborhoods. These systems provide the infrastructure necessary to shift people out of private vehicles, and as transit technology improves, will no doubt provide a reduction in greenhouse gases. Overall, the regional transportation plan directs over \$200 million to projects that will reduce greenhouse gas emissions in the Basin from transportation-related sources over the next 20 years. The plan's strategies and overall policy direction set the stage for a strong focus on reducing greenhouse gas emissions in the Basin.

