



2011 - 2014

TAHOE METROPOLITAN PLANNING ORGANIZATION FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

September 22, 2010



ABSTRACT

Title: Tahoe Metropolitan Planning Organization
2011 Federal Transportation Improvement Program

Author: Tahoe Metropolitan Planning Organization

Subject: Transportation Program of Projects
October 2010 – September 2014

Date: Tahoe Metropolitan Planning Organization Governing Board
Adoption: September 22, 2010

Source of Copies: Tahoe Regional Planning Agency
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Abstract: The 2011 Federal Transportation Improvement Program for the Lake Tahoe Basin is a four-year program consisting of projects for highway, transit, bicycle, and pedestrian projects. The projects are recommended for various stages of development during the program period. The project listings include the location and description of proposed work, the project cost, anticipated funding sources, and the scheduled year of work.

Local Use Guidelines: State and federal regulations mandate the development of the Federal Transportation Improvement Program. Local agencies and transportation operators must have their major projects approved in the Federal Transportation Improvement Program to qualify for most categories of state and federal transportation funding.

TAHOE METROPOLITAN PLANNING ORGANIZATION
TMPO RESOLUTION NO. 2010 - 19

ADOPTION OF THE 2011-2014 FEDERAL TRANSPORTATION IMPROVEMENT
PROGRAM FOR THE LAKE TAHOE REGION

WHEREAS, The Tahoe Metropolitan Planning Organization (TMPO) is the designated planning organization (MPO) for the Lake Tahoe Basin as defined by the Transportation Equity Act for the 21st Century; and

WHEREAS, the 2011 TMPO Federal Transportation Improvement Program (FTIP) has been developed and maintained in accordance with the Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU); and

WHEREAS, the Federal Clean Air Act Amendments require that no department, agency, or instrumentality of the Federal Government shall engage in, support in any way or provide financial assistance for, license or permit, or approve an activity which does not conform to an implementation plan approved or promulgated under Section 110; and

WHEREAS, no metropolitan planning organization designated under Title 23 of the U.S. Code shall give its approval to any project, program or plan which does not conform to an implementation plan approved or promulgated under Section 110; and

WHEREAS, the 2011 FTIP meets all applicable transportation planning requirements per Title 23 CFR Part 450; and

WHEREAS, the assurance of conformity to an implementation plan is the affirmative responsibility of the Tahoe Metropolitan Planning Organization; and

WHEREAS, the 2008 Regional Transportation Plan (RTP) for the Lake Tahoe Basin describes a transportation system envisioned for the horizon years and was adopted as a financially constrained plan by the TMPO Board on August 27, 2008; and

WHEREAS, the 2011 FTIP is consistent with the transportation system and financial plan described in the 2008 RTP; and

WHEREAS, the 2011 FTIP is financially constrained by year and includes a financial plan that demonstrates which projects can be implemented using committed funds; and

WHEREAS, the 2011 FTIP includes all regionally significant transportation projects to be funded from local, state or federal resources; and

WHEREAS, the 2011 FTIP has been developed under TMPO policies for community input and interagency consultation procedures; and

WHEREAS, the 2011 FTIP does not interfere with the timely implementation of the Transportation Control Measures contained in the State Implementation Plan.

NOW, THEREFORE, BE IT RESOLVED, that the Governing Board of the Tahoe Metropolitan Planning Organization adopts this resolution approving the 2011 Federal Transportation Improvement Program for the Lake Tahoe Region.

BE IT FURTHER RESOLVED, that TMPO staff is hereby directed and authorized to work with Caltrans, the Nevada Department of Transportation, the Federal Highway Administration, the Federal Transit Administration and the Environmental Protection Agency to make whatever technical changes or corrections are needed to the format and organization of the document to obtain its approval by these agencies.

BE IT FURTHER RESOLVED, that the TMPO Board authorizes its staff to administratively amend the 2011 FTIP as outlined in the Public Input and Project Selection Procedures outlined in the 2011 FTIP.

PASSED AND ADOPTED by the Governing Board of the Tahoe Metropolitan Planning Organization at its regular meeting held on September 22, 2010, by the following vote:

Ayes: Ms. Aldean, Mr. Beyer, Mr. Biaggi, Ms. Bresnick, Mr. Breternitz, Mr. Cashman, Mr. Cole, Ms. McDermid, Mr. Merrill, Ms. Thomas, Ms. Reedy, Ms. Santiago, Ms. Montgomery, Mr. Sher

A handwritten signature in black ink, appearing to read "Allen Biaggi", with a large, stylized flourish at the end.

Allen Biaggi, Chair
TMPO Governing Board

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1.0 WHAT IS THE FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)?

The 2011 Federal Transportation Improvement Program for the Lake Tahoe Region is a four-year program of surface transportation projects for the Tahoe Metropolitan Planning Organization (TMPO) that is consistent with the Tahoe Regional Transportation Plan (RTP) and related local, state, and federal planning processes. The FTIP is prepared by the TMPO in cooperation with California Department of Transportation (Caltrans), Public Participation Plan, Nevada Department of Transportation (NDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), local transit operators, local agencies, and the general public through a continuing, comprehensive, and coordinated (3 C's) planning and programming process. Input and coordination is sought and obtained at all levels. A Metropolitan Planning Organization (MPO), as referred to herein as TMPO, is the federally designated transportation planning agency for the Tahoe Basin portions of California and Nevada and Placer, El Dorado, Washoe, and Douglas Counties.

The current federal transportation bill known as the Safe, Accountable, Flexible, Transportation Efficiency Act – A Legacy for Users (SAFETEA-LU) was enacted into law in 2005 and continues through December 31, 2010. This document has been developed in accordance with the United States Department of Transportation's metropolitan planning regulations 23 Code of Federal Regulations Part 450. SAFETEA-LU requires all transportation projects that are regionally significant, federally funded, or requiring a federal action to be incorporated into the FTIP. According to SAFETEA-LU requirements, the FTIP must be updated at least every four years, cover a programming period of not less than four years and contain a priority list of projects grouped by year. This document covers federal fiscal years 2011-2014. The FTIP must be financially constrained by year, meaning that the amount of dollars committed to the projects must not exceed the amount of dollars estimated to be available and include sufficient financial information to demonstrate that projects can be funded as programmed. Funding shown in the first two years of the FTIP is available and committed. Funding shown in the third and fourth years is reasonably expected to be available. Funding shown after the fourth year is exhibited for information only.

The 2011 FTIP identifies a total of \$401,247 million in revenue that supports new transportation projects along with the operation and maintenance of the existing transportation system in the Tahoe Region. The revenue is provided through Local (9%), State (81%), Federal Transit (6%), and Federal Highway (4%) funds. See table below for break down per fiscal year. (Refer to Appendix A for Financial Summary.)

2011 FTIP Revenue x1000's					
	2010/11	2011/12	2012/13	2013/14	Total
Local	\$27,945	\$2,745	\$5,860	\$716	\$37,266
State	\$50,754	\$91,022	\$140,818	\$40,432	\$323,026
Federal Transit	\$2,348	\$5,199	\$17,304	\$150	\$25,001
Federal Highway	\$7,040	\$4,627	\$3,638	\$649	\$15,954
Total	\$88,087	\$103,593	\$167,620	\$41,947	\$401,247

2.0 SETTING

The Lake Tahoe Region is located on the border of the states of California and Nevada, between the Sierra Crest and the Carson Range. Approximately two-thirds of the Region is located in California and one-third within Nevada. The Tahoe Region contains an area of about 501 square miles, of which approximately 191 square miles comprise the surface waters of Lake Tahoe. Lake Tahoe dominates the features of the Region and is the primary focus of local environmental regulations to protect its exceptional water clarity. Nearly 80 percent of the land area in the Lake Tahoe Basin is publicly owned (mostly U.S. Forest Service) and represents a major recreation attraction.

The communities of the Lake Tahoe Region span five counties, two states, and one incorporated city. Located within the California portion of the Tahoe Region is the incorporated City of South Lake Tahoe, and portions of El Dorado County and Placer County. This part of the Region is within the first and fourteenth Congressional Districts of California. The Nevada portion of the Region contains portions of Carson City, Douglas County, and Washoe County. The resident population of the Tahoe Region was approximately 54,000 in 2008 according to TMPO travel model forecasts. This is a rather significant decline from the 63,448 population estimated by the 2000 census. Of the 54,000 population, approximately 32,000 people reside within California, while the Nevada side of the Tahoe Region, portions of Washoe County, Douglas County, and the rural area of Carson City make up the remaining 22,000 in population.

Lake Tahoe and the surrounding areas provide a major recreational opportunity for residents of the surrounding states. The primary market for recreation at Lake Tahoe is from northern California—primarily the Sacramento and San Francisco Bay Area. There has been a general increase in destination visitors to the Region arriving via Reno Tahoe International and Sacramento International Airports since 2001, however recent periods of decline have occurred attributable to global economic conditions.

Public and private fixed route transit, shuttles, trolleys, demand-responsive services, air transportation via the South Lake Tahoe Airport, and a local and regional highway network serve the resident and visitor populations. There are seven access points to the Basin from outside the Region. A variety of state route segments encircle the Lake. Portions of the Region are served by bicycle facilities and waterborne excursion services. Public transit is provided on the north shore by Tahoe Area Regional Transit (TART), which is operated by Placer County. Transit on the south shore is provided by BlueGO, a service of the South Tahoe Area Transit Authority (STATA). STATA has incorporated a variety of public and private services, including fixed route and demand response transit, as well as neighborhood and ski shuttle services. North Lake Tahoe Express and the South Tahoe Express provide shuttle service to the Reno/Tahoe Airport. Both the north and south shores are additionally served by visitor trolleys, ski and rafting shuttle services, special event shuttles, and others funded by a combination of public and private funds.

3.0 TAHOE BASIN TRANSPORTATION PLANNING/PROGRAMMING STRUCTURE

The Lake Tahoe Region holds Federal, State, and Local transportation planning authorities that do not always align due to various timing, institutional, and policy limitations. The Region's planning complexity requires the utmost coordination and collaboration among transportation and land use planning partners. The following section will attempt to describe some of the transportation planning authorities that are applicable for regional transportation planning, and a brief description

of the transportation-related entities that have a role in the policy or technical decision-making process.

3.1 Tahoe Regional Planning Agency

The Tahoe Regional Planning Agency (TRPA) was created by P.L. 96-551 and is governed by a fourteen member Governing Board, with a non-voting federal representative serving as the fifteenth member. Each state has seven representatives, including one representative from each local jurisdiction. TRPA is responsible under the Lake Tahoe Planning Compact for land use planning, transportation planning, project review and approval, enforcement of TRPA ordinances, and the achievement of environmental goals.

3.2 Tahoe Metropolitan Planning Organization

The Tahoe Metropolitan Planning Organization (TMPO) is responsible as the forum for taking the required actions under federal regulations regarding metropolitan planning organizations. The TMPO defined area is concurrent with that of the TRPA. The TMPO Board of Directors is comprised of the fourteen voting members of the TRPA Governing Board, and a voting representative of the United States Forest Service, Lake Tahoe Basin Management Unit (USFS). The TMPO voted to provide that the Chair and Vice-Chair of the TRPA serve as Chair and Vice-Chair of the TMPO unless the TMPO votes otherwise.

The TMPO meeting is held during the TRPA meetings, so notices and agendas are mailed at the same time. The TRPA Board must adjourn and the TMPO Board then convenes after being joined by the USFS representative. Once TMPO actions are taken, the TMPO adjourns and the TRPA reconvenes.

It is important to note that these two policy bodies, although they embody many of the same individuals, have diverse missions and responsibilities. The TRPA's overriding obligation is adherence to the Compact, including attaining and maintaining environmental thresholds. The TMPO's mission, on the other hand, is to provide policy decisions on transportation plans and programs. In many circumstances these two differences will be minor, while in some cases conflicting philosophies may develop.

3.3 Regional Transportation Planning Agency

TRPA is statutorily designated by the State of California as a Regional Transportation Planning Agency (RTPA) for the Tahoe Region. As an RTPA, TRPA must fulfill various statutory requirements, including those of the Transportation Development Act (TDA), coordination with Caltrans on the development of Regional Transportation Plans and Regional Transportation Improvement Programs, and other project related activities. The TRPA Governing Board indicates that it is sitting as the RTPA when taking a policy action, but no change to the membership of the Governing Board occurs.

3.4 Tahoe Transportation District

Article IX of the Tahoe Regional Planning Compact authorizes the creation of the Tahoe Transportation District (TTD). TTD is responsible for the implementation of transportation plans, programs, and projects. TTD may acquire, own, and operate public transportation systems and

parking facilities serving the Tahoe Region and provide access to convenient transportation terminals outside of the Region. The TTD also has the ability to receive specific tax revenue to support transit and transportation facilities. The TTD was originally governed by a Board of Directors representing the counties within the Region and the City of South Lake Tahoe. A public-private partnership is important in transportation planning, thus Article IX was amended by the states of California and Nevada in 1997 to provide for private sector representation on the Board. Board membership now includes representation from the Basin's two Transportation Management Associations, an at-large member representing transit providers, and a representative of any special transit districts formed under California law. The California Department of Transportation and the Nevada Department of Transportation each have non-voting members on the Board of Directors. The TTD is a close partner to the TMPO in implementing the RTP and increasing project implementation capacity Region wide.

3.5 Tahoe Transportation Commission

The Tahoe Transportation Commission (TTC) was established as part of the metropolitan planning process to provide TMPO and TRPA transportation planning and policy recommendations. The TTC was formalized through TRPA and TMPO resolutions passed in 2007.

The TTC is charged with providing technical input and recommendations on transportation plans and programs to TMPO, offering proactive public participation through its meeting noticing requirements, and with allowing the TMPO Board the time necessary to address the full range of complex and interrelated transportation issues facing the Lake Tahoe Basin. The TTC provides policy guidance to the full TRPA and TMPO where additional input and discussion can take place prior to final actions being taken. The TTC is comprised of the voting membership of the TTD, with representatives from the Washoe Tribe of CA and NV, USFS and the TRPA Advisory Planning Commission.

3.6 TRPA Advisory Planning Commission

The Advisory Planning Commission (APC) is established under the Compact to support the TRPA Governing Board. The 17-member body is comprised of a number of state and local representatives, and is designed to provide technical review of projects and regional planning proposals prior to review and action by the TRPA Governing Board. As a TRPA function, the APC does not review or act on TMPO or RTPA programming actions, but does have jurisdiction over planning issues related to the regional plan and therefore, the transportation plan.

4.0 CONSISTENCY WITH TRPA/TMPO, LOCAL, STATE, AND FEDERAL PLANS AND PROGRAMMING POLICIES

The following are key planning documents that combine to create the context within which the 2011 FTIP was developed:

4.1 Lake Tahoe Regional Plan (TRPA)

The TRPA adopted the Regional Plan for the Lake Tahoe Basin in 1986. This document is required by the Tahoe Regional Planning Agency's Compact and is the overarching 20-year planning document in the Basin for the Tahoe Regional Planning Agency. The Regional Plan provides a

blueprint for attaining and maintaining environmental threshold carrying capacities and balancing the environment and economy. The Regional Plan is currently undergoing an update that will look to further integrate transportation and land use to create sustainable livable communities throughout the Region.

4.2 Regional Transportation Plan (TRPA, TMPO, and RTPA)

The current 2008 Regional Transportation Plan (RTP) Mobility 2030 is the TMPO/RTPA long-range transportation plan. This document sets forth goals, policies, and objectives to maintain, preserve, and enhance the existing transportation system and to guide future development of the transportation system. Mobility 2030 will be updated by August 2012 as required by federal and state planning requirements. The 2011 FTIP is consistent with the 2008 RTP, and will be updated as necessary to be consistent with the subsequent update in 2012.

4.3 Public Participation Plan (TMPO)

The needs of the public are one of the most important foundations for transportation planning and programming. Seeking comprehensive public participation is critical for developing meaningful transportation plans and programs. The TMPO proactively strives to involve the public in identifying and addressing transportation issues, with the goal of creating a strong working relationship between the TMPO and its constituents. The TMPO Public Participation Plan (PPP) was adopted by the agency in May 2008. This plan is intended to ensure that public participation is an integral and effective part of the TMPO's activities and decisions are made with the benefit and consideration of important public perspectives. A copy of the TMPO Public Participation Plan can be found at www.tahoempo.org or downloaded at <http://www.tahoempo.org/planning.aspx?SelectedIndex=0>.

4.4 California Programming

California Regional Transportation Planning Agencies (RTPAs) are the recipients of various transportation funds and bonds, primarily the State Transportation Improvement Program (STIP), as well as other federal funding sources that are distributed statewide. The TRPA/TMPO receive STIP funds each even numbered year, as well as federal funding sources such as Federal Transit Administration (FTA) programs, Congestion Mitigation and Air Quality (CMAQ), Regional Surface Transportation Program (RSTP), and other annual and discretionary grants that are allocated on an annual basis.

Projects are approved of and included in the STIP by the California Transportation Commission (CTC) directly from the TRPA Regional Transportation Improvement Program (RTIP). Projects selected for the RTIP are selected based on a number of criteria including safety, congestion, operational improvements, pedestrian, bicycle, and transit.

Caltrans is the recipient of transportation funds known as the State Highway Operations and Protection Program (SHOPP). The SHOPP includes projects designed to maintain the safety and integrity of the State Highway System. These include storm water quality improvements, pavement and bridge rehabilitation projects, traffic operational improvements, and seismic safety projects.

4.5 Nevada Programming

In Nevada, all state projects are programmed through the Nevada State Transportation Improvement Program (STIP). The STIP includes one and three year elements as well as a long-range element. Projects selected for the Nevada STIP are included based on similar criteria as in California, including safety, transit, air, and water quality improvements.

5.0 2008 FTIP ACCOMPLISHMENTS

The previous FTIP has been successful in moving projects forward. However due to the high cost of developing transportation projects in the Tahoe Basin and the Federal and State funding reductions it has been difficult to make vast improvements to the transportation system over the short life of a TIP cycle.

Notable achievements include:

1. Tahoe City Transit Center – under construction
2. Sawmill 1B Trail - completed
3. Various American Recovery and Reinvestment Act (ARRA) Projects – funding programmed
4. Fanny Bridge/SR 89 Realignment Road Improvement Project – funding programmed
5. US Highway 50 Phase I Improvement Project – fully funded, construction in 2011

6.0 2011 FTIP DEVELOPMENT

The 2011 FTIP development has spanned six months. In January of 2010 the TMPO initiated the FTIP development process at the regularly scheduled monthly Tahoe Transportation Commission meeting. The following dates outline significant milestones in this document's development:

January 8	TTC Board meeting–2011 FTIP development announcement
January 26	FTIP communication with local transportation partners
February 11	Call for Projects letter sent to local transportation partners
March-June	Development of Draft FTIP
July 9	TTC Board review Draft FTIP for public comment
August 2	Commence 30-day public participation of Draft FTIP
August 31	End 30-day public participation of Draft FTIP
September 10	TTC endorsement on Final Draft FTIP – TTC Board meeting cancelled
September 22	TMPO Governing Board approval of Final Draft FTIP
October 1	Final FTIP to Caltrans

6.1 Agency Consultation

Details of the draft FTIP have been circulated for intergovernmental review. A goal of the FTIP process is to promote stakeholder relationships that foster cooperative efforts to achieve common transportation goals. Agencies responsible for activities that may be affected by the proposed

transportation projects have been consulted for their perspectives on planning issues, needs, and priorities.

6.2 Preliminary Financial Estimates, Project Selection, and Project Priorities

The first step in developing a financially constrained plan is to determine how much money is reasonably expected to be available to maintain, operate, and improve the Basin's transportation system. During the development of the FTIP, projects that were already financially constrained were examined to explore if additional funding sources existed to incorporate new projects. The previous 2008 FTIP included projects that were financially constrained and it was determined that minimum local financial programming existed to incorporate any new significant projects into the 2011 FTIP. Project priorities were selected based on availability of additional funding. This outcome suggested that new projects that did not have additional funding sources associated to it could not be included in this FTIP. The priority projects in this document are projects that will continue to advance from the 2008 FTIP.

6.3 Visualization

In addition to the electronic availability of the FTIP and project related information at www.tahoempower.org, the TMPO has produced Project Location Maps for the Tahoe Basin (see Appendix B). TMPO is partnering with the TTD to develop a visual "TIP tool" that will allow for the mapping and provision of project information, including GIS maps, financial, and scope of project data. Updates on the TIP tool can be accessed at www.tahoempower.org.

7.0 AMENDING THE FTIP

Since the TMPO is a bi-state MPO, complexities exist for amending the TIP that do not occur for other MPOs solely located in California or Nevada. (Refer to Appendix G for recommended procedures to follow when amending the FTIP.)

When making changes to the FTIP there are three basic categories that a change will be classified as, (defined below):

7.1 Amendments

An amendment is a revision to the FTIP that involves a major change to a project. This includes the addition or deletion of a project or a project group or major change in project cost, project phase initiation dates, or a major change in project scope or design. An amendment also requires public review and comment, re-demonstration of financial constraint, and an air quality analysis. There are three types of amendments based on air quality conformity. The TMPO processes amendments on a quarterly basis. If there is an FTIP issue that needs addressing immediately, an amendment can be processed outside of the regular schedule to accommodate the situation. Also note, changes to projects that are included only for financial illustrative purposes outside of the four-year FTIP period do not require an amendment.

Amendment Types:

- Amendments with **New** Air Quality Conformity Analysis: 30-day public review and comment period
- Amendments that rely on the **Existing** Air Quality Conformity Analysis: seven-day public review and comment period
- Amendments containing only **Exempt** projects requiring no additional Air Quality Conformity Determination: seven-day public review and comment period.

7.2 Administrative Modifications

An administrative modification is a minor revision to the FTIP that includes:

- minor changes to a project phase or cost (the cost change has to be lesser of 25 percent of the total project cost or \$5 million)
- minor changes to funding sources or previously included projects
- minor changes to a project phase or initiation date.

An administrative modification is approved by the TMPO Executive Director and does not require public review and comment, re-demonstration of financial constraint, or a conformity determination.

7.3 Expedited Project Selection Process

The Tahoe Metropolitan Planning Organizations has a formal process in place for selecting projects for delivery in accordance with 23 Code of Federal Regulations (CFR) Part 450.332. Project programming allows for the advancement or delay of projects within the four-year Federal Transportation Improvement Program and Statewide Federal Transportation Improvement Program that is here referred to as the Expedited Project Selection Process (EPSP) 23 CFR 450.220 and 450.330. TMPO as the Metropolitan Planning Organization for the Tahoe Basin has entered into an EPSP with Caltrans' Office of Federal Programs and the Nevada Department of Transportation. These procedures have been agreed to by partnering agencies, including the State(s) and transit operators within the Region. The projects listed within the FTIP have all been selected based on the regulations of 23 CFR Part 450. The EPSP procedures are outlined below.

- TMPO agrees that projects in the four-year TIP period funded through Congestion Mitigation Air Quality, Regional Surface Transportation Program, Federal Transit Administration (FTA5308, FTA5309, FTA5311) programs, Southern Nevada Public Lands Management Act, Federal Lands Highway Program in accordance with 23 U.S.C. 204, the Federal Emergency Relief Program, and all other programs must be programmed through a project selection procedure. This procedure includes consultation with member agencies, transit operators, State Department(s) of Transportation. These programmed projects may be advanced or delayed within the four-year FTIP period by TMPO staff consistent with TMPO's adopted EPSP.
- TMPO agrees that projects funded within the State Transportation Improvement Program may be advanced or delayed within the FTIP subsequent to the approval by the California Transportation Commission. TMPO and Caltrans agree that Caltrans may move projects in the State Highway Operation Protection Program document within the four-year FTIP period without amending the FTIP, with notification to the TMPO.

- TMPO agrees that projects funded within NDOT's STIP may be advanced or delayed within the four-year FTIP period without amending the FTIP, with notification to the TMPO.
- TMPO agrees that if any projects were to be funded through the Hazard Elimination and Safety (HES) program and/or the Highway Bridge Program (HBP) that have been programmed through a selection process by Caltrans Division of Local Assistance in cooperation with the Federal Highway Administration, that these projects may be advanced or delayed within the four-year FTIP period by the appropriate HES and HBP program managers with notification to the TMPO.
- All advancing or delaying of funds through the EPSP process must not negatively impact the deliverability of other projects in the regional program, and must not affect the financial constraint of the FTIP.

8.0 PROJECT MONITORING AND ANNUAL LISTING OF OBLIGATED PROJECTS

Projects are continuously monitored by TMPO staff. Additionally, projects that are subject to the California Assembly Bill 1012 "Use it or Lose It" are monitored to ensure that all available funding sources are expended in the Tahoe Basin. Project implementation is an important objective in the Tahoe Region and if any uncertainties arise then these issues are brought forth to the Tahoe Transportation Commission.

Every year the TMPO, in cooperation with the state department of transportation, develop an Annual Listing of Obligated Projects for which federal funds were obligated as well as when certain federal funds will be obligated. Investments in pedestrian and bicycle facilities as well as highway operational improvements have typically been included in this list. The Annual Listing of Obligated Projects is available on the TMPO website, www.tahoempo.org.

9.0 AIR QUALITY CONFORMITY ANALYSIS

The 2011 FTIP's air quality analysis is largely based on the existing 2008 air quality conformity analysis conducted for the 2008 RTP. The 2011 FTIP does not add any non-exempt projects in comparison to the previous FTIP. In air quality non-attainment and maintenance areas, all projects must be in conformance with the California and Nevada State Implementation Plans (SIP) for air quality standards before they can be included in the FTIP. The Tahoe Basin contains one air quality maintenance area in El Dorado County, CA and two limited maintenance areas in Carson and Douglas Counties, NV. There are no Transportation Control Measures that are applicable to the Tahoe Region. (Refer to Appendix H for 2008 Air Quality Conformity Analysis.)

10.0 FINANCIAL SUMMARY

The financial summary identifies the transportation funding revenues that are programmed in this document. The projects within this document are considered financially constrained and financial information will be adjusted accordingly with the most current information as it becomes available.

Accompanying the financial summary are individual project tracking sheets that are produced in the California Transportation Improvement Program Systems (CTIPS) program. Both California and Nevada projects are tracked within this database.

11.0 OPERATIONS AND MAINTENANCE OF THE EXISTING SYSTEM

The operations and maintenance of the existing transportation system is a priority investment in the Lake Tahoe Region. Local Jurisdictions are responsible for maintaining the 619 miles of local streets and roads, which includes bicycle and pedestrian facilities. Typical projects include pavement maintenance, operational improvements, and snow removal of the local streets and roads.

The transit systems are operated and maintained by the two transit operators in the Lake Tahoe Region. The transit operators utilize federal (FTA 5311) and state (PTA and STA) transit funds as well as local/private (fare box and private contributions) funds to maintain the transit operations in the Lake Tahoe Region.

The 110 miles of state highways located in the Lake Tahoe Basin are the responsibility of Caltrans and NDOT. Typical projects include pavement maintenance, water quality treatment and operational improvements of these roadways. Caltrans utilizes, primarily, the State Highway Operation and Protection Program (SHOPP), while NDOT utilizes state funding and federal highway funding for its maintenance activities.

The expenditures for operations and maintenance in the FTIP (as the first four years of the RTP) are consistent with the explanation of expenditures in Mobility 2030 accessed at http://www.trpa.org/documents/docdwnlds/rtp_final.pdf (pages 54 &55). Estimates for expenditures represent Caltrans, Nevada DOT, and local jurisdiction figures. With the recent reduction of funding from the state of California for local governments, roadway O&M expenditures have been reduced dramatically for local governments in the California portion of the Lake Tahoe Basin. An O&M tracking and performance system is under development for the 2012 Regional Transportation Plan update that will look to reward co-investment in O&M activities and monitor completion and effectiveness.