



2015 - 2018

# TAHOE METROPOLITAN PLANNING ORGANIZATION FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

September 24, 2014





# **Tahoe Metropolitan Planning Organization 2015 Federal Transportation Improvement Program**

## **Prepared by**

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## **Subject**

Transportation Program of Projects  
October 2014 through September 2018

## **Approved by**

Tahoe Metropolitan Planning Organization Governing Board  
September 24, 2014

### **Abstract**

The 2015 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, the 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. 2014 - 06

ADOPTION OF THE 2015-2018 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM  
FOR THE LAKE TAHOE REGION

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

WHEREAS, the 2015 TMPO Federal Transportation Improvement Program (FTIP) has been developed in accordance with Moving Ahead for Progress in the 21st Century (MAP-21); 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 2015 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 2012 Regional Transportation Plan (RTP) for the Lake Tahoe Region describes a transportation system envisioned for the horizon years and was adopted as a financially constrained plan by the TMPO Board on December 12, 2012; and

WHEREAS, the 2015 FTIP is consistent with the transportation system and financial plan described in the 2012 RTP; and

WHEREAS, the 2015 FTIP meets Air Quality Conformity requirements; and

WHEREAS, the 2015 FTIP is financially constrained by year and includes a financial plan that demonstrates which projects can be implemented using committed funds; and

WHEREAS, the 2015 FTIP includes all regionally significant transportation projects to be funded from local, state or federal resources; and

WHEREAS, the 2015 FTIP has been developed under TMPO policies for community input and interagency consultation procedures; and

WHEREAS, the 2015 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 2015 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 2015 FTIP as outlined in the Public Input and Project Selection Procedures outlined in the 2015 FTIP.

PASSED AND ADOPTED by the Governing Board of the Tahoe Metropolitan Planning Organization at its regular meeting held on September 24, 2014, by the following vote:

Ayes: Ms. Aldean, Mr. Beyer, Mr. Bruce, Mr. Cashman, Mr. Cole, Mr. Lawrence, Ms. Moss, Mr. High, Ms. Santiago, Mr. Shute

Absent: Ms. Berkbighler, Ms. Carmel, Mr. Sevison, Mr. Yeates



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Shelly Aldean, Chair  
TMPO Governing Board

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## 1.0 WHAT IS THE FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM?

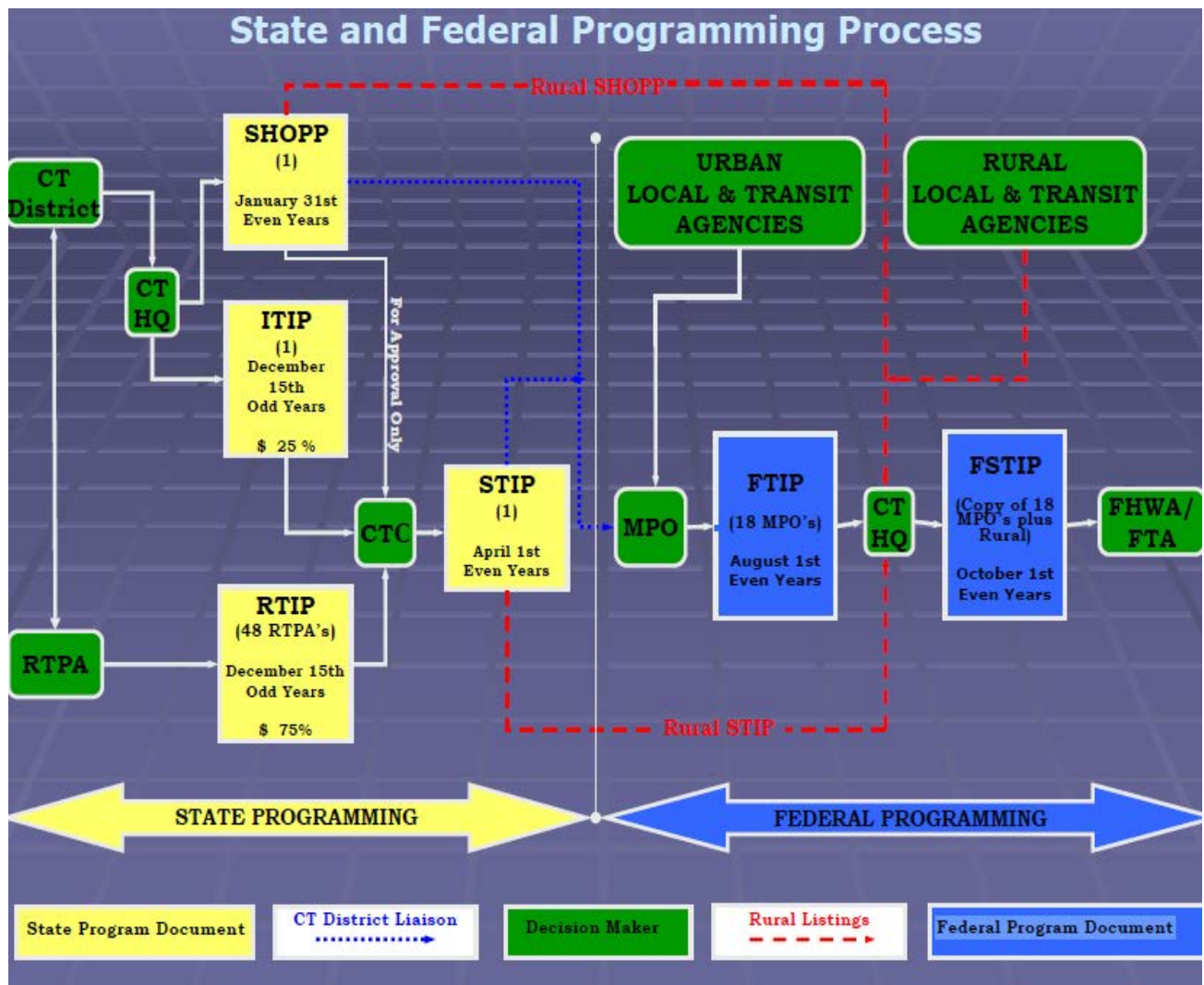
The 2015 Federal Transportation Improvement Program (FTIP) for the Lake Tahoe Region is a four-year comprehensive listing of surface transportation projects for the Tahoe Metropolitan Planning Organization (TMPO) that is consistent with the Tahoe Regional Transportation Plan (RTP) and related local, state, and federal planning processes. The TMPO is the designated Metropolitan Planning Organization for the Tahoe Region. The FTIP is prepared by the TMPO in accordance with the TMPO Public Participation Plan and through cooperation with California Department of Transportation (Caltrans), Nevada Department of Transportation (NDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), local transit operators, local agencies, and the general public. The FTIP is a primary feature of TMPO's continuing, cooperative, and comprehensive transportation planning and programming process. Input and coordination is sought and obtained at all levels.

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. MAP-21 requires all transportation projects that are regionally significant, federally funded, or requiring a federal action to be incorporated into the FTIP. According to MAP-21 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 2015-2018. 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. Also, the adoption of the FTIP must be accompanied by an evaluation and finding of air quality conformity.

The FTIP complies with the current federal transportation bill known as Moving ahead for Progress in the 21<sup>st</sup> Century (MAP-21). This bill was signed into law on July 6, 2012 as a two-year bill, commenced on October 01, 2012 and will expire on September 30, 2014.

The programming process in California portion of the Lake Tahoe Region is shown below in the State and Federal Programming Process flow chart. For the Nevada portion of the Region TMPO is currently working with the Nevada Department of Transportation and the other three MPOs in Nevada to initiate an electronic TIP that can be coordinated throughout the state and will meet federal requirements for state and MPO TIP development.





## 2.0 SETTING

The Lake Tahoe Region is located on the border of the states of California and Nevada, between the Sierra Nevada Crest and the Carson Range. Approximately two-thirds of the Region is located in California and one-third within Nevada. In total, the Region comprises about 501 square miles including the waters of Lake Tahoe which measure 191 square miles. Lake Tahoe is the dominate natural feature of the Region and is the primary focus of local environmental regulation to protect and restore its exceptional water clarity. Nearly 85 percent of the land area in the Lake Tahoe Basin is publicly owned and represents a major recreation attraction.

The Lake Tahoe Region contains the incorporated area of the City of South Lake Tahoe and portions of El Dorado County and Placer County, California and Washoe County, Douglas County and the rural area of Carson City, Nevada. The Region is within the Fourth Congressional District of California and the Second Congressional District of Nevada.

Based on the 2010 Census, the resident population of the Tahoe Region was approximately 55,000. This is a rather significant decline from the 63,000 population estimated by the 2000 census. This population decline has occurred more or less evenly in the North Shore and the South Shore, with a decreasing in population by about 14 percent. Of the approximately 55,000 population, 41,000 people reside within

the California portion, 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 14,000 in population. This decline is due to several factors, including a declining economy and a dramatic increase in residential home prices.

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. Overnight and day visitors can more than triple the Region's population during peak periods. Growth industries for the Tahoe Region include health services, green building, environment education, and recycling and stormwater management. Lake Tahoe is investing in walkable, mixed-use town centers served by reliable and convenient public transit, with streets that encourage biking and walking as much as driving. The Tahoe Region has established performance measures to monitor its transportation system's performance in meeting set goals. The measures include system usage, accessibility by non-auto modes of transportation, environmental impacts, and safety. TMPO is working with NDOT and Caltrans closely to respond to MAP-21 federal performance measures currently under development by FHWA.

Serving the resident and visitor populations are 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. There are seven access points to the Basin from outside the Region. A variety of state route segments encircle the Lake. The most important of these are the three major roads that ring Lake Tahoe: US Highway 50; Nevada State Route 28; and California State Route 89. These three roads connect community centers around Lake Tahoe to each other, and serve as the principal links to outside regions in both states. In addition to their important role as regional connectors, these roads serve as the 'main streets' of the region's largest community areas. Intersecting and supplementing these regional roadways are 619 miles of local streets. These local routes include a range of facility types from urban-style arterial streets and roadways in South Lake Tahoe, California and Stateline, Nevada, many with sidewalks and bicycle facilities, to rural county roads outside of urban centers.

Public transit is provided on the North shore by Tahoe Area Regional Transit, which is operated by Placer County. Transit on the South shore is provided by the Tahoe Transportation District, which 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 International 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 REGION 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 in 1969 by a Compact between the states of Nevada and California, and then ratified by the U.S. Congress to protect and restore the environment of Lake Tahoe. TRPA is governed by a body of seven voting delegates from California and seven voting delegates from Nevada. There is also a non-voting federal representative to the Governing Board. TRPA is unique because of its regional bi-state responsibilities 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), created in 1999, 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.

TMPO meetings are 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 without the USFS representative.

It is important to note that these two policy bodies, although they embody many of the same individuals, have diverse 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 (California Only)**

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, coordination with Caltrans on the development of Regional Transportation Plan and Regional Transportation Improvement Program, 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 TRPA Governing Board occurs.

### **3.4 Tahoe Transportation District**

Established under Article IX of the TRPA Bi-State Compact (Public Law-96-551), the Tahoe Transportation District (TTD) has the authority to own and operate public transportation systems and to issue transportation bonds to pay for transit services in the Basin. The TTD is responsible for the implementation of transportation plans, programs and projects. The TTD Board of Directors is comprised of representatives from the counties within the Region and the City of South Lake Tahoe, the private sector, South Shore and Truckee – North Tahoe Transportation Management Associations, transit providers and special transit districts formed under California law. The California Department of Transportation and the Nevada Department of Transportation each have a non-voting member on the Board of Directors. TTD and TMPO work together closely to plan investments in transportation infrastructure and transit service.

### **3.5 Tahoe Transportation Commission**

To ensure a collaborative venue for transportation planning, the TMPO established the Tahoe Transportation Commission (TTC) to review and discuss transportation plans, programs, and projects prior to making its recommendations to the policy board. The TTC provides an opportunity for coordinated technical review and public involvement with transportation related issues. The TTC is comprised of the voting membership of the TTD, with additional 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 21-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 TRPA programming actions, but does have jurisdiction over planning issues related to the TRPA regional plan. The TTD has a voting representative on the APC.

## **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 2015 FTIP was developed:

### **4.1 Lake Tahoe Regional Plan**

The TRPA adopted the original Regional Plan for the Lake Tahoe Basin in 1986. The Regional Plan Update was recently adopted by the Governing Board on December 12, 2012. 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 Plan looks to further integrate transportation and land use to create sustainable livable communities throughout the Region.

### **4.2 Regional Transportation Plan**

The Regional Transportation Plan (RTP), Mobility 2035 is the conforming long-range transportation plan that meets federal, state, and TRPA requirements. The RTP sets forth goals, policies, and objectives to maintain, preserve, and enhance the existing transportation system and to guide future development of the transportation system. The current RTP was adopted on December 12, 2012. The 2015 FTIP includes projects from the RTP.

### **4.3 Public Participation Plan**

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 was adopted by the agency in May 2008 and amended July 2010 (Refer to Appendix I.) 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.

#### **4.4 California Programming**

California Regional Transportation Planning Agencies 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 STIP is a biennial document adopted no later than April 1 of each even numbered year. Each STIP will cover a five year period and add two new years of programming capacity. Each new STIP will include projects carried forward from the previous STIP plus new projects and reserves from among those proposed by regional agencies in their Regional Transportation Improvement Programs (RTIPs) and by Caltrans in its interregional transportation improvement program (ITIP).

The TRPA/TMPO receives STIP funds each even numbered year. For STIP funding, projects are approved and included in the STIP by the California Transportation Commission (CTC) directly from the TRPA Regional Transportation Improvement Program (RTIP). The RTIP is a list of proposed transportation projects submitted to the CTC for STIP funding. The RTIP includes regionally significant projects in the Tahoe Region. Projects selected for the RTIP are chosen based on a number of criteria including safety, congestion, operational improvements, pedestrian and bicycle connectivity, and transit.

Caltrans is the recipient of transportation funds known as the State Highway Operation 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, congestion, pedestrian, bicycle, transit, and water quality improvements.

#### **4.6 Federal Programming**

The TRPA/TMPO receives a variety of federal funding sources such as Federal Transit Administration (FTA) programs, Congestion Mitigation and Air Quality (CMAQ), and other annual and discretionary grants that are allocated on an annual basis. All of the federal fund sources have eligibility criteria that a project must meet in order to be considered for the fund source. Federal legislation requires projects to be included in the RTP and the FTIP in order to be eligible for federal transportation funding.

### **5.0 FINANCIAL PLAN AND SUMMARY**

By Federal law, the FTIP must be a financially constrained document. It shall include a financial plan that demonstrates how the projects can be funded while the existing transportation system is being adequately operated and maintained. 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 Code of Federal Regulations, Title 23: Highways Part 450-Planning Assistance and Standards 450.104 define "available" and "committed" as below:

*Available funds* means funds derived from an existing source dedicated to or historically used for transportation purposes. For Federal funds, authorized and/or appropriated funds and the extrapolation of formula and discretionary funds at historic rates of increase are considered



“available.” A similar approach may be used for State and local funds that are dedicated to or historically used for transportation purposes.

*Committed funds* means funds that have been dedicated or obligated for transportation purposes. For State funds that are not dedicated to transportation purposes, only those funds over which the Governor has control may be considered “committed.” Approval of a TIP by the Governor is considered a commitment of those funds over which the Governor has control. For local or private sources of funds not dedicated to or historically used for transportation purposes (including donations of property), a commitment in writing (e.g., letter of intent) by the responsible official or body having control of the funds may be considered a commitment. For projects involving 49 U.S.C. 5309 funding, execution of a Full Funding Grant Agreement (or equivalent) or a Project Construction Grant Agreement with the USDOT shall be considered a multi-year commitment of Federal funds.

Transportation funding is provided through many different avenues. Local funds include a variety of sources such as; county or city funds, transient occupancy tax, developer impact fees, mitigation fees, local bond measures, and other private funds. The federal and state revenue projections are based on the available data provided through the California Department of Transportation (Caltrans) and Nevada Department of Transportation (NDOT). Key state and federal programs include:

#### **California Funds**

- State Transportation Improvement Program (STIP)
- Active Transportation Program (ATP) through TAP
- State Highway Operation and Protection Program (SHOPP)
- Proposition 1B
- Transportation Development Act (TDA)

#### **Nevada Funds**

- Nevada State Funds
- Nevada Gas Tax

#### **Federal Highway Administration Funds**

- Transportation Alternative Program (TAP)
- Congestion Mitigation and Air Quality (CMAQ)
- Regional Surface Transportation Program (RSTP)
- Federal Lands Access Program (FLAP)
- Other Discretionary Programs

#### **Federal Transit Administration (FTA) Funds**

- FTA 5310\*
- FTA 5311
- FTA 5339

\* The California Transportation Commission is responsible for awarding the 5310 program funds on an annual basis. In order to be eligible for 5310 funding, local agencies are required to develop a Coordinated Human Services Transportation Plan and RTPAs and MPOs must certify in the application that all 5310 projects are included in the coordinated plan, and that cost is one of the primary factors considered during the coordinated planning process.

The 2015 FTIP identifies a total of \$94,891 in programmed revenue that supports new and existing transportation projects along with the operation and maintenance of the current transportation system

in the Tahoe Region. The revenue is provided through local (15%), state (66%), federal transit (10%), and federal highway (9%) funds. See table below for programmed revenue break down per fiscal year.

2015 FTIP Programmed Revenue (x1000's)					
	2014/15	2015/16	2016/17	2017/18	Total
Local	\$3,783	\$2,480	\$5,480	\$2,480	\$14,223
State	\$2,307	\$39,503	\$10,184	\$10,442	\$62,436
Federal Transit (FTA)	\$2,482	\$2,604	\$2,244	\$2,244	\$9,574
Federal Highway (FHWA)	\$8,399	\$59	\$100	\$100	\$8,658
Total	\$16,971	\$44,646	\$18,008	\$15,266	\$94,891

The Financial Summary identifies the transportation funding revenues that are programmed in this document. (Refer to Appendix B.) 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.

## 6.0 2013 FTIP ACCOMPLISHMENTS

The previous FTIP has been successful in moving projects forward. The cost of developing transportation projects in the Tahoe Region and the reduction of federal and state funding it has been difficult to make vast improvements to the transportation system over the short life of a FTIP cycle; however, there have been notable achievements within the Region. The table below shows the 2013 FTIP notable achievements.

2013 FTIP ACCOMPLISHMENTS			
Project Name	Location	Year Completed	Implementing Agency
Sawmill Bike Path 2A	El Dorado County	2012	El Dorado County
Pioneer Trail Pedestrian Upgrades	El Dorado County	2013	City of South Lake Tahoe
Hwy US 50, Phase 1	El Dorado County	2013	CALTRANS
Nevada Stateline to Stateline Bikeway, Rabe Meadow Trail	Douglas County	2012	Tahoe Transportation District
Nevada Stateline to Stateline Bikeway, Round Hill Pines Trail	Douglas County	2013	Tahoe Transportation District
Lake Parkway Sidewalk and Bicycle Lane	Douglas County	2013	NDOT
Kings Beach Commercial Core Improvement Project "Core of the Core"	Placer County	2013 100% funded In-Progress	Placer County

## 7.0 2015-2018 FTIP DEVELOPMENT

The 2015 FTIP development and approval process spans a total of 12 months. In January of 2014, TMPO staff initiated the FTIP development process. The following dates outline significant milestones in the document's development:

January 14 & 15	FTIP development workshop
January 17	FTIP development timeline sent to jurisdictions

February 03	2015 FTIP Project Data Request posted to websites/sent to jurisdictions
February 14	TTC Board meeting – Information Only
March-June	Development of Draft FTIP
July 11	TTC Board meeting - Initiate 30 day public comment period for Draft 2015 FTIP
July 11	Commence 30-day public comment period for Draft 2015 FTIP
August 08	TTC Board meeting - FTIP public hearing
August 08	End 30-day public comment period for Draft 2015 FTIP
September 12	TTC endorsement of 2015 FTIP
September 24	TMPO Governing Board approval of 2015 FTIP
October 1	2015 FTIP to Caltrans and NDOT
December 17	FTIP/FSTIP Federal approval

### **7.1 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.

### **7.2 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 Region's transportation system. During the development of the FTIP, additional funding sources besides the non-discretionary funds apportioned to Tahoe, were explored to see if funds existed to incorporate new projects in the 2015 FTIP. The 2013 FTIP included projects that were financially constrained and based on the limited federal, state, and local funding available for the new FTIP cycle the incorporation of new projects into the 2015 FTIP is limited.

Project selection and priorities were based on the availability and eligibility of funding, project readiness, and project consistency with local and regional plans, conformity to federal and state standards, and if listed in the Regional Transportation Plan, Mobility 2035. New projects that did not have funding sources associated to it could not be included in this FTIP. The majority of priority projects in this document are projects that will continue to advance from the 2013 FTIP.

### **7.3 Visualization**

In addition to the electronic availability of the FTIP and project related information at [www.tahoempower.org](http://www.tahoempower.org), the TMPO has produced a Project Location Map for the FTIP projects (Refer to Appendix C.)

## **8.0 AMENDING THE FTIP**

Since the TMPO is a bi-state MPO, complexities exist for amending the TIP that does not occur for other MPOs solely located in California or Nevada. (Refer to Appendix G for Amending the FTIP Procedures.) When making changes to the FTIP there are three basic categories that a change will be classified as (defined below):

### **8.1 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, a 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:

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

### 8.2 Administrative Modifications

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

- Revise description of a project or a grouped project without changing the project scope or without conflicting with the approved environmental
- Revise the funding amount listed for a project or a project phase; additional funding is limited to the lesser of 40 percent of the total project cost or \$10 million for California projects or 20 percent of the total project cost or \$5 million for Nevada projects.
- Minor changes to a project phase or initiation date

The TMPO Executive Director has delegated authority from Caltrans for approving administrative modifications for the Federal Statewide Transportation Improvement Program (FSTIP). All administrative modifications and amendments are listed online at <http://www.tahoemp.org/ftip.aspx?SelectedIndex=2>.

### 8.3 Expedited Project Selection Process

The Tahoe Metropolitan Planning Organization 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 referred to as the Expedited Project Selection Process (EPSP) found in 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. Projects from the first four years of the 2015 FTIP have been selected using the approved project selection procedures. The EPSP procedures are outlined below.

TMPO agrees that projects in the four-year FTIP period funded through Congestion Mitigation and Air Quality Program, Regional Surface Transportation Program, Federal Transit Administration, Federal Highway Administration, 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 Expedited Project Selection Process.

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 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 projects from all Caltrans' state managed programs may be moved within the four-year FSTIP period by the program managers with notification to 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. Projects from the first four years of the 2015 FTIP have been selected using the approved project selection procedures.

## **9.0 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 through funding recommendations to the Tahoe Transportation Commission for action.

Annually the TMPO, in cooperation with California and Nevada state departments of transportation, develop a listing of projects for which federal funds were obligated in the preceding year. The annual list includes investments in pedestrian and bicycle facilities as well as highway operational improvements. The Annual Federal Obligation Report is available on the TMPO website at [www.tahoemp.org](http://www.tahoemp.org).

## **10.0 AIR QUALITY CONFORMITY ANALYSIS**

The 2015 FTIP's air quality analysis is based on the air quality conformity analysis conducted for the 2012 RTP, Mobility 2035. The 2015 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 TMPO is responsible for conducting conformity determinations for both the California and Nevada portions of the Tahoe Region where conformity requirements apply. In California, Environmental Protection Agency (EPA) requires two 10-year CO Maintenance Plans for El Dorado and Placer Counties. In Nevada, where Douglas and Washoe counties are classified as Limited Maintenance Areas EPA includes provisions for interagency consultation procedures should Carbon Monoxide concentrations exceed pre-determined triggers. (Refer to Appendix H for 2012 Conformity Analysis.)



## 11.0 OPERATIONS AND MAINTENANCE OF THE EXISTING SYSTEM

The Operations and Maintenance (O&M) of the existing transportation system is a priority investment in the Lake Tahoe Region. Keeping the region's transportation system in a state of good repair is a major challenge for all transportation agencies in the Region. TRPA, Caltrans, NDOT and the Region's localities share this responsibility. There are 110 miles of state and federal highways in the Tahoe Region. These routes, managed by Caltrans and NDOT, form the backbone of the Region's transportation system. 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 local jurisdictions are responsible for maintaining the 619 miles of local streets and roads. These local routes include a range of facility types from urban-style arterial streets and roadways in South Lake Tahoe, California and Stateline, Nevada with sidewalks and bicycle facilities, to rural county roads outside of urban centers. 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 (TDA) transit funds as well as local/private (fare box and private contributions) funds to maintain the transit operations in the Lake Tahoe Region.

The expenditures for O&M in the FTIP are consistent with the expenditures listed in the RTP accessed at <http://www.tahoempo.org/Mobility2035/Default.aspx?SelectedIndex=1> - Chapter 6, Funding and Implementation Strategy. 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.

The TRPA tracks miles of roadway treated for stormwater runoff, however neither the TRPA nor the TMPO formally report on other road maintenance indicators. Individual jurisdictions have a variety of methods for monitoring maintenance needs over time. Many jurisdictions have developed a performance measure for road maintenance. These measures use varying factors, including the amount of money spent on maintenance (as a percent of budget, an absolute amount, or a cost per capita); or the percentage of road miles needing rehabilitation. Road maintenance remains an important component of how well a transportation system functions.