



2015 - 2018

TAHOE METROPOLITAN PLANNING ORGANIZATION FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

September 24, 2014



Tahoe
Metropolitan
Planning
Organization



TAHOE
REGIONAL
PLANNING
AGENCY

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 21st 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. Berkbigler, Ms. Carmel, Mr. Sevison, Mr. Yeates



Shelly Aldean, Chair
TMPO Governing Board

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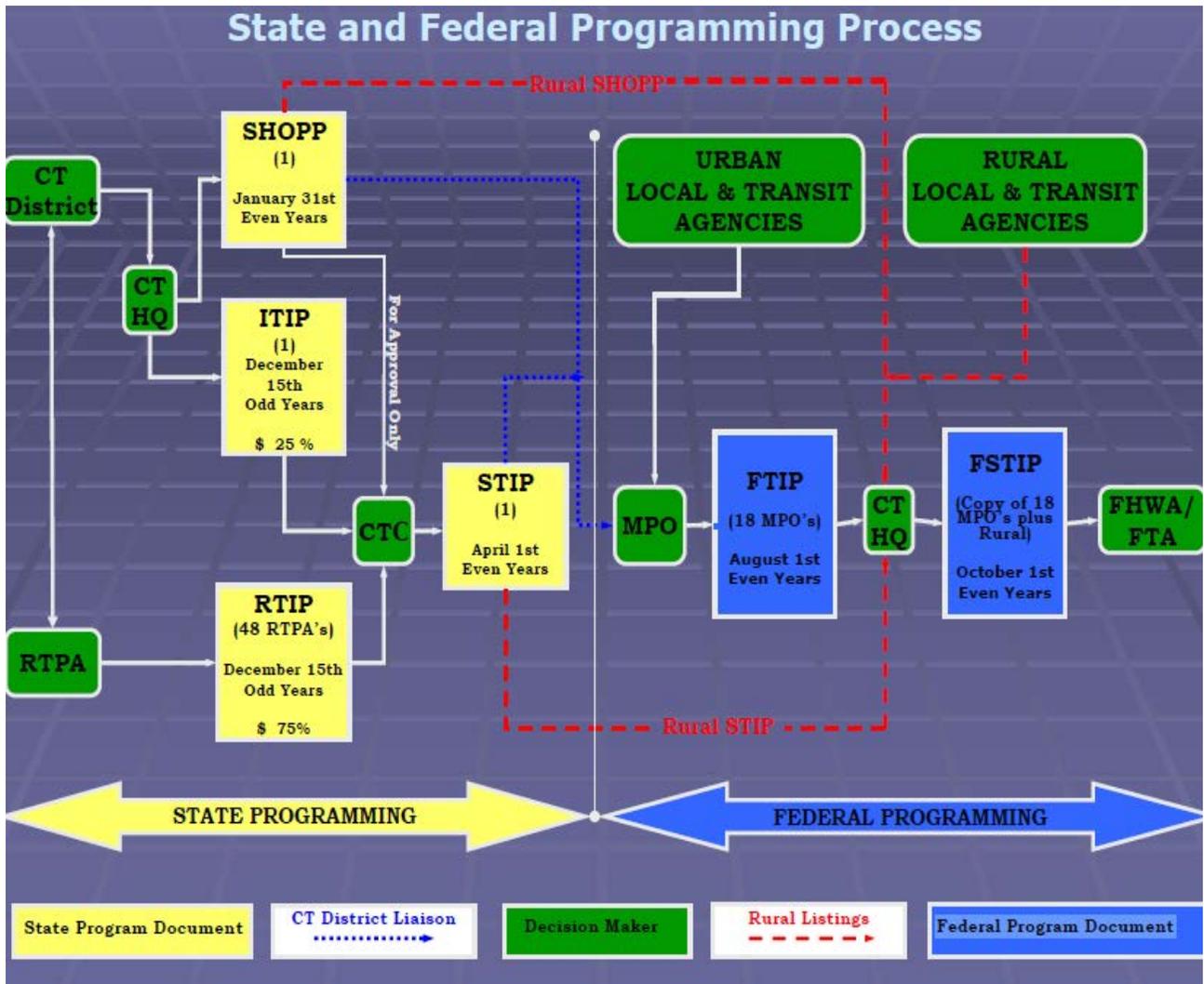
1.0 WHAT IS THE FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM?

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 21st 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.tahoemp.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.tahoempo.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.tahoempo.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.

GLOSSARY OF ACRONYMS

ACRONYMS

APC	Advisory Planning Commission
ATP	Active Transportation Program
CALTRANS	California Department of Transportation
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CTC	California Transportation Commission
EPA	Environmental Protection Agency
EPSP	Expedited Project Selection Procedures
FHWA	Federal Highway Administration
FLAP	Federal Lands Access Program
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FSTIP	Federal Statewide Transportation Improvement Program
HBP	Highway Bridge Preservation
HES	Hazard Elimination System
ITIP	Interregional Transportation Improvement Program
MAP-21	Moving Ahead for Progress in the 21 st Century
MPO	Metropolitan Planning Organization
NDOT	Nevada Department of Transportation
PPP	Public Participation Plan
RSTP	Regional Surface Transportation Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SHOPP	State Highway Operation and Protection Program
SIP	State Implementation Plan
STIP	State Transportation Improvement Program
TAP	Transportation Alternative Program
TART	Tahoe Area Regional Transit
TDA	Transportation Development Act
TMPO	Tahoe Metropolitan Planning Organization
TRPA	Tahoe Regional Planning Agency
TTC	Tahoe Transportation Commission
TTD	Tahoe Transportation District
USFS	United States Forest Service

FINANCIAL SUMMARY SPREADSHEET

TABLE 1: REVENUE

**Tahoe Metropolitan Planning Organization
2014/15-2017/18 Federal Transportation Improvement Program
(\$'s in 1,000)**

LG: 7/11/2014

	N O T E S	4 YEAR (FSTIP Cycle)						
		2014/15	2015/16	2016/17	2017/18	TOTAL		
LOCAL	Sales Tax							
	-- City							
	-- County							
	Gas Tax							
	-- Gas Tax (Subventions to Cities)							
	-- Gas Tax (Subventions to Counties)							
	Other Local Funds		\$1,228		\$3,000	\$4,228		
	-- County General Funds		\$450		\$3,000	\$3,450		
	-- City General Funds		\$778			\$778		
	-- Street Taxes and Developer Fees							
	-- RSTP Exchange funds							
	Transit							
-- Transit Fares								
Tolls (e.g. non-state owned bridges)								
Other (See Appendix 1)		\$2,555	\$2,480	\$2,480	\$2,480	\$9,995		
Local Total		\$3,783	\$2,480	\$5,480	\$2,480	\$14,223		
REGIONAL	Tolls							
	-- Bridge							
	-- Corridor							
	Regional Transit Fares/Measures							
	Regional Sales Tax							
	Regional Bond Revenue							
	Regional Gas Tax							
	Vehicle Registration Fees (CARB Fees, SAFE)							
	Other (See Appendix 2)							
	Regional Total							
STATE	State Highway Operations and Protection Program		\$38,469		\$9,060	\$47,529		
	SHOPP				\$9,060	\$9,060		
	SHOPP Prior		\$38,469			\$38,469		
	State Minor Program							
	State Transportation Improvement Program		\$1,034	\$10,184	\$1,382	\$12,600		
	STIP				\$7,600	\$7,600		
	STIP Prior		\$1,034	\$2,584	\$1,382	\$5,000		
	Transportation Enhancement Prior							
	Proposition 1 A							
	Proposition 1 B							
	GARVEE Bonds (Includes Debt Service Payments)							
	Highway Maintenance (HM)		\$1,657			\$1,657		
	Traffic Congestion Relief Program (TCRP)							
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)							
	Active Transportation Program							
Other (See Appendix 3)		\$650			\$650			
State Total		\$2,307	\$39,503	\$10,184	\$10,442	\$62,436		
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants							
	5308 - Clean Fuel Formula Program							
	5309 - Fixed Guideway Capital Investment Grants							
	5309b - New and Small Starts (Capital Investment Grants)							
	5309c - Bus and Bus Related Grants							
	5310 - Mobility of Seniors and Individuals with Disabilities		\$96	\$112	\$112	\$320		
	5311 - Formula Grants for Rural Areas	1	\$2,382	\$2,508	\$2,132	\$9,154		
	5311f - Intercity Bus							
	5316 - Job Access and Reverse Commute Program							
	5317 - New Freedom							
	5320 - Transit in the Parks							
	5324 - Emergency Relief Program							
	5329 - Public Transportation Safety Program							
	5337 - State of Good Repair Grants							
	5339 - Bus and Bus Facilities Formula Grants		\$100			\$100		
	FTA Transfer from Prior FTIP							
	Other (See Appendix 4)							
	Federal Transit Total		\$2,482	\$2,604	\$2,244	\$2,244	\$9,574	
	FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	2	\$499	\$59	\$500	\$500	\$1,558
		Construction of Ferry Boats and Ferry Terminal Facilities						
Coordinated Border Infrastructure								
Corridor Infrastructure Improvement Program								
Federal Lands Access Program			\$4,600				\$4,600	
Federal Lands Transportation Program								
High Priority Projects (HPP) and Demo								
Highway Bridge Program (HBP)								
Highway Safety Improvement Program (HSIP)								
Projects of National/Regional Significance								
Public Lands Highway			\$800				\$800	
Railway Highway Crossings								
Recreational Trails								
Safe Routes to School (SRTS)								
Surface Transportation Program (RSTP)								
Tribal High Priority Projects (THPP)								
Tribal Transportation Program								
Other (see Appendix 5)			\$2,500				\$2,500	
Federal Highway Total		\$8,399	\$59	\$500	\$500	\$9,458		
Other Federal Railroad Administration (see Appendix 6)								
Federal Railroad Administration Total								
Federal Total		\$10,881	\$2,663	\$2,744	\$2,744	\$19,032		
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)							
	Other (See Appendix 7)							
Innovative Financing Total								
REVENUE TOTAL		\$16,971	\$44,646	\$18,408	\$15,666	\$95,691		

MPO Financial Summary Notes:

1. 5311: 14/15 NV \$2184, CA \$198. 15/16 NV \$2310, CA\$198. 16/17 & 17/18 NV\$1934, CA\$198

2. SACOG repayment of \$440,000 in FY15/16. CMAQ actuals \$499,435 - rounded up to \$500,000 for 16/17 & 17/18

TABLE 1: REVENUE - APPENDICES

LG: 7/11/2014

**Tahoe Metropolitan Planning Organization
2014/15-2017/18 Federal Transportation Improvement Program
(\$'s in 1,000)**

Appendix 1 - Local Other

Local Other	4 YEAR (FSTIP Cycle)				CURRENT TOTAL
	2014/15	2015/16	2016/17	2017/18	
TRPA AQ Mitigation fees	\$50				\$50
Local transportation funds	\$2,505	\$2,480	\$2,480	\$2,480	\$9,945
Local Other Total	\$2,555	\$2,480	\$2,480	\$2,480	\$9,995

Appendix 2 - Regional Other

Regional Other	4 YEAR (FSTIP Cycle)				CURRENT TOTAL
	2014/15	2015/16	2016/17	2017/18	
Regional Other Total					

Appendix 3 - State Other

State Other	4 YEAR (FSTIP Cycle)				CURRENT TOTAL
	2014/15	2015/16	2016/17	2017/18	
Nevada State	\$150				\$150
Nevada State Gas Tax	\$500				\$500
State Other Total	\$650				\$650

Appendix 4 - Federal Transit Other

Federal Transit Other	4 YEAR (FSTIP Cycle)				CURRENT TOTAL
	2014/15	2015/16	2016/17	2017/18	
Federal Transit Other Total					

Appendix 5 - Federal Highway Other

Federal Highway Other	4 YEAR (FSTIP Cycle)				CURRENT TOTAL
	2014/15	2015/16	2016/17	2017/18	
Nevada TAP	\$500				\$500
National Scenic Byways Program	\$2,000				\$2,000
Federal Highway Other Total	\$2,500				\$2,500

Appendix 6 - Federal Railroad Administration Other

Federal Railroad Administration Other	4 YEAR (FSTIP Cycle)				CURRENT TOTAL
	2014/15	2015/16	2016/17	2017/18	
Federal Railroad Administration Other Total					

Appendix 7 - Innovative Other

Innovative Other	4 YEAR (FSTIP Cycle)				CURRENT TOTAL
	2014/15	2015/16	2016/17	2017/18	
Innovative Other Total					

TABLE 2: PROGRAMMED

**Tahoe Metropolitan Planning Organization
2014/15-2017/18 Federal Transportation Improvement Program
(\$'s in 1,000)**

LG: 7/11/2014

	N O T E S	4 YEAR (FSTIP Cycle)				
		2014/15	2015/16	2016/17	2017/18	TOTAL
LOCAL						
Local Total		\$3,783	\$2,480	\$5,480	\$2,480	\$14,223
REGIONAL						
Tolls						
-- Bridge						
-- Corridor						
Regional Transit Fares/Measures						
Regional Sales Tax						
Regional Bond Revenue						
Regional Gas Tax						
Vehicle Registration Fees (CARB Fees, SAFE)						
Other (See Appendix A)						
Regional Total						
STATE						
State Highway Operations and Protection Program			\$38,469		\$9,060	\$47,529
SHOPP					\$9,060	\$9,060
SHOPP Prior			\$38,469			\$38,469
State Minor Program						
State Transportation Improvement Program			\$1,034	\$10,184	\$1,382	\$12,600
STIP				\$7,600		\$7,600
STIP Prior			\$1,034	\$2,584	\$1,382	\$5,000
Transportation Enhancement Prior						
Proposition 1 A						
Proposition 1 B						
GARVEE Bonds (Includes Debt Service Payments)						
Highway Maintenance (HM)		\$1,657				\$1,657
Traffic Congestion Relief Program (TCRP)						
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)						
Active Transportation Program						
Other (See Appendix B)		\$650				\$650
State Total		\$2,307	\$39,503	\$10,184	\$10,442	\$62,436
FEDERAL TRANSIT						
5307 - Urbanized Area Formula Grants						
5308 - Clean Fuel Formula Program						
5309 - Fixed Guideway Capital Investment Grants						
5309b - New and Small Starts (Capital Investment Grants)						
5309c - Bus and Bus Related Grants						
5310 - Mobility of Seniors and Individuals with Disabilities			\$96	\$112	\$112	\$320
5311 - Formula Grants for Rural Areas	1	\$2,382	\$2,508	\$2,132	\$2,132	\$9,154
5311f - Intercity Bus						
5316 - Job Access and Reverse Commute Program						
5317 - New Freedom						
5320 - Transit in the Parks						
5324 - Emergency Relief Program						
5329 - Public Transportation Safety Program						
5337 - State of Good Repair Grants						
5339 - Bus and Bus Facilities Formula Grants		\$100				\$100
FTA Transfer from Prior FTIP						
Other (See Appendix C)						
Federal Transit Total		\$2,482	\$2,604	\$2,244	\$2,244	\$9,574
FEDERAL HIGHWAY						
Congestion Mitigation and Air Quality (CMAQ) Improvement Program	2	\$499	\$59	\$100	\$100	\$758
Construction of Ferry Boats and Ferry Terminal Facilities						
Coordinated Border Infrastructure						
Corridor Infrastructure Improvement Program						
Federal Lands Access Program		\$4,600				\$4,600
Federal Lands Transportation Program						
High Priority Projects (HPP) and Demo						
Highway Bridge Program (HBP)						
Highway Safety Improvement Program (HSIP)						
Projects of National/Regional Significance						
Public Lands Highway		\$800				\$800
Railway Highway Crossings						
Recreational Trails						
Safe Routes to School (SRTS)						
Surface Transportation Program (RSTP)						
Tribal High Priority Projects (THPP)						
Tribal Transportation Program						
Other (see Appendix D)		\$2,500				\$2,500
Federal Highway Total		\$8,399	\$59	\$100	\$100	\$8,658
Other Federal Railroad Administration (see Appendix E)						
Federal Railroad Administration Total						
Federal Total		\$10,881	\$2,663	\$2,344	\$2,344	\$18,232
INNOVATIVE FINANCE						
TIFIA (Transportation Infrastructure Finance and Innovation Act)						
Other (See Appendix F)						
Innovative Financing Total						
PROGRAMMED TOTAL		\$16,971	\$44,646	\$18,008	\$15,266	\$94,891

MPO Financial Summary Notes:

- 5311: 14/15 NV \$2184, CA \$198. 15/16 NV \$2310, CA\$198. 16/17 & 17/18 NV\$1934, CA\$198
- SACOG repayment of \$440,000 in FY15/16. CMAQ actuals \$499,435 - rounded up to \$500,000 for 16/17 & 17/18

TABLE 3: REVENUE-PROGRAMMED

LG: 7/11/2014

Tahoe Metropolitan Planning Organization
2014/15-2017/18 Federal Transportation Improvement Program
(\$'s in 1,000)

		4 YEAR (FSTIP Cycle)				
		2014/15	2015/16	2016/17	2017/18	TOTAL
LOCAL	Local Total					
REGIONAL	Tolls					
	-- Bridge					
	-- Corridor					
	Regional Transit Fares/Measures					
	Regional Sales Tax					
	Regional Bond Revenue					
	Regional Gas Tax					
	Vehicle Registration Fees (CARB Fees, SAFE)					
Other						
	Regional Total					
STATE	State Highway Operations and Protection Program					
	SHOPP					
	SHOPP Prior					
	State Minor Program					
	State Transportation Improvement Program					
	STIP					
	STIP Prior					
	Transportation Enhancement Prior					
	Proposition 1 A					
	Proposition 1 B					
	GARVEE Bonds (Includes Debt Service Payments)					
	Highway Maintenance (HM)					
	Traffic Congestion Relief Program (TCRP)					
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)					
	Active Transportation Program					
Other						
	State Total					
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants					
	5308 - Clean Fuel Formula Program					
	5309 - Fixed Guideway Capital Investment Grants					
	5309b - New and Small Starts (Capital Investment Grants)					
	5309c - Bus and Bus Related Grants					
	5310 - Mobility of Seniors and Individuals with Disabilities					
	5311 - Formula Grants for Rural Areas					
	5311f - Intercity Bus					
	5316 - Job Access and Reverse Commute Program					
	5317 - New Freedom					
	5320 - Transit in the Parks					
	5324 - Emergency Relief Program					
	5329 - Public Transportation Safety Program					
	5337 - State of Good Repair Grants					
	5339 - Bus and Bus Facilities Formula Grants					
	FTA Transfer from Prior FTIP					
	Other					
	Federal Transit Total					
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program			\$400	\$400	\$800
	Construction of Ferry Boats and Ferry Terminal Facilities					
	Coordinated Border Infrastructure					
	Corridor Infrastructure Improvement Program					
	Federal Lands Access Program					
	Federal Lands Transportation Program					
	High Priority Projects (HPP) and Demo					
	Highway Bridge Program (HBP)					
	Highway Safety Improvement Program (HSIP)					
	Projects of National/Regional Significance					
	Public Lands Highway					
	Railway Highway Crossings					
	Recreational Trails					
	Safe Routes to School (SRTS)					
	Surface Transportation Program (RSTP)					
	Tribal High Priority Projects (THPP)					
	Tribal Transportation Program					
	Other					
	Federal Highway Total			\$400	\$400	\$800
	Other Federal Railroad Administration					
	Federal Railroad Administration Total					
	Federal Total			\$400	\$400	\$800
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)					
	Other					
	Innovative Financing Total					
REVENUE - PROGRAM TOTAL				\$400	\$400	\$800

PROJECT LOCATION MAP



appendix d

LOCAL AGENCIES PROJECTS

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: PPNO: EA:	CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
03	220-0000-0110	Grouped Projects Bicycle and Pedestrian Facilities (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized))	State Aprv:
CT PROJECT ID:	MPO ID:		Federal Aprv:
COUNTY:	ROUTE:		PM:
Various Counties			

IMPLEMENTING AGENCY: Various Agencies

PROJECT MANAGER: JUDY WEBER

PHONE: (775) 589-5203

EMAIL: jweber@trpa.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	(Dollars in whole)					PE	
							Prog RW						
1	Active	06/24/2014	JWEBER	Adoption - Carry Over		4,788,000	2,155,000					585,000	
<ul style="list-style-type: none"> • CMAQ - • Fund Source 1 of 7 • Fund Type: Congestion Mitigation • Funding Agency: 													
					<u>PRIOR</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>BEYOND</u>	<u>TOTAL</u>
					200,000								200,000
							440,000						440,000
					200,000	440,000							640,000
<ul style="list-style-type: none"> • Federal Disc. - • Fund Source 2 of 7 • Fund Type: FEDERAL LANDS HIGHWAYS PROGRAM • Funding Agency: 													
					70,000								70,000
					70,000								70,000
<ul style="list-style-type: none"> • Other State - • Fund Source 3 of 7 • Fund Type: State Cash • Funding Agency: 													
					500,000								500,000
					500,000								500,000
<ul style="list-style-type: none"> • Demo - • Fund Source 4 of 7 • Fund Type: Section 115 • Funding Agency: 													
					1,655,000								1,655,000
					1,655,000								1,655,000
<ul style="list-style-type: none"> • Local Funds - • Fund Source 5 of 7 • Fund Type: City Funds • Funding Agency: 													
					778,000								778,000
					778,000								778,000
<ul style="list-style-type: none"> • Other Fed - • Fund Source 6 of 7 • Fund Type: Federal Lands Access Program (FLAP) • Funding Agency: Caltrans 													
					3,400,000								3,400,000
					3,400,000								3,400,000
<ul style="list-style-type: none"> • Local Funds - • Fund Source 7 of 7 • Fund Type: County Funds • Funding Agency: 													
					185,000	200,000							385,000
						100,000							100,000
					185,000	300,000							485,000
Project Total					<u>PRIOR</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>BEYOND</u>	<u>TOTAL</u>
					385,000	200,000							585,000
					2,155,000								2,155,000
					70,000	4,718,000							4,788,000
					2,610,000	4,918,000							7,528,000

Comments:

***** DFTIP Version 1 - 04/15/2014 *****

Carry over from 2012. Active projects

***** Version 12 - 03/05/2014 *****

Meeks Bay project- Remove PLHD funds, add FLAP funds \$2,00,000. Replace local funds with CA State funds

New Project - Dollar Creek Shared Use Trail

***** Version 11 - 08/16/2013 *****

TAHOE METROPOLITAN PLANNING ORGANIZATION
2015 - 2018 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
DETAILED LISTING FOR GROUPED PROJECTS BICYCLES AND PEDESTRIAN FACILITIES
(\$ in 1000's)

CTIPS ID	220-0000-0110	MPO ID	GROUP1	COUNTY	El Dorado	RTP ID	24	Date	6/01/2012																																																																																																																																																																																																																																				
Project Title	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Fund Source</th> <th style="text-align: left;">Phase</th> <th style="text-align: right;">Prior</th> <th style="text-align: right;">14/15</th> <th style="text-align: right;">15/16</th> <th style="text-align: right;">16/17</th> <th style="text-align: right;">17/18</th> <th style="text-align: right;">Total</th> </tr> </thead> <tbody> <tr> <td>CMAQ</td> <td>PE</td> <td style="text-align: right;">\$200</td> <td></td> <td></td> <td></td> <td></td> <td style="text-align: right;">\$200</td> </tr> <tr> <td>Fed Lands Hwy</td> <td>CON</td> <td style="text-align: right;">\$70</td> <td></td> <td></td> <td></td> <td></td> <td style="text-align: right;">\$70</td> </tr> <tr> <td>Local funds</td> <td>CON</td> <td></td> <td style="text-align: right;">\$778</td> <td></td> <td></td> <td></td> <td style="text-align: right;">\$778</td> </tr> <tr> <td>CMAQ</td> <td>CON</td> <td></td> <td style="text-align: right;">\$440</td> <td></td> <td></td> <td></td> <td style="text-align: right;">\$440</td> </tr> <tr> <td>Project Description</td> <td colspan="9"> <table border="1" style="width: 100%; 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Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System

DIST: PPNO: EA: CTIPS ID: 03 4679 0C9301 120-0000-0021 CT PROJECT ID: MPO ID: TMC0203 COUNTY: ROUTE: PM: Placer County 28 9.2 / 10.3	TITLE (DESCRIPTION): Kings Beach Commercial Core Improvement Project (In King's Beach, along Route 28 from Route 267 to Chipmunk Avenue. Enhance pedestrian/bicycle mobility and provide storm water runoff improvements.)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY: Intersection signalization projects.
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IMPLEMENTING AGENCY: Placer County

PROJECT MANAGER: PETER KRAATZ PHONE: (530) 581-6231 EMAIL: pkraatz@placer.ca.gov

PROJECT VERSION HISTORY *(Printed Version is Shaded)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	<i>(Dollars in whole)</i>					PE	
						Prog RW	18/19	19/20	BEYOND	TOTAL			
1	Active	08/13/2014	JWEBER	Adoption - Carry Over		32,857,000	4,200,000			8,650,000			
<ul style="list-style-type: none"> • RIP - Regional Improvement Program • Fund Source 1 of 11 • Fund Type: State Cash • Funding Agency: Tahoe Regional Planning Agency 													
					<u>PRIOR</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>BEYOND</u>	<u>TOTAL</u>
					PE	3,754,000							3,754,000
					RW								
					CON								
					TOTAL	3,754,000							3,754,000
<ul style="list-style-type: none"> • Other State - • Fund Source 2 of 11 • Fund Type: State Cash • Funding Agency: Various Agencies 													
					PE	600,000							600,000
					RW								
					CON								
					TOTAL	600,000							600,000
<ul style="list-style-type: none"> • Local TEA - Local FHWA - TEA • Fund Source 3 of 11 • Fund Type: STP Enhancement - Local TEA • Funding Agency: Placer County 													
					PE	146,000							146,000
					RW								
					CON								
					TOTAL	146,000							146,000
<ul style="list-style-type: none"> • Local Funds - Locally Generated Funds • Fund Source 4 of 11 • Fund Type: Local Transportation Funds • Funding Agency: USDA Forest Service 													
					PE	600,000							600,000
					RW								
					CON								
					TOTAL	600,000							600,000
<ul style="list-style-type: none"> • Local Funds - Locally Generated Funds • Fund Source 5 of 11 • Fund Type: Local Transportation Funds • Funding Agency: Placer County 													
					PE								
					RW								
					CON	600,000							600,000
					TOTAL	600,000							600,000
<ul style="list-style-type: none"> • Nevada State - • Fund Source 6 of 11 • Fund Type: Southern Nevada Public Lands Management Act • Funding Agency: Federal Highway Administration (FHWA) 													
					PE	1,200,000							1,200,000
					RW	2,775,000							2,775,000
					CON	7,200,000							7,200,000
					TOTAL	11,175,000							11,175,000
<ul style="list-style-type: none"> • Local Funds - Locally Generated Funds • Fund Source 7 of 11 • Fund Type: Local Transportation Funds • Funding Agency: Tahoe Regional Planning Agency 													
					PE								
					RW								
					CON	215,000							215,000
					TOTAL	215,000							215,000
<ul style="list-style-type: none"> • Local Funds - Locally Generated Funds • Fund Source 8 of 11 • Fund Type: Local Measure • Funding Agency: Placer County 													
					PE								
					RW	1,425,000							1,425,000
					CON	14,842,000							14,842,000
					TOTAL	16,267,000							16,267,000
<ul style="list-style-type: none"> • Local Funds - Locally Generated Funds • Fund Source 9 of 11 • Fund Type: Private Funds • Funding Agency: 													
					PE	2,350,000							2,350,000
					RW								
					CON	4,000,000							4,000,000
					TOTAL	6,350,000							6,350,000

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)**

DIST: PPNO: EA: CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
03 4679 0C9301 120-0000-0021	Kings Beach Commercial Core Improvement Project (In King's Beach, along Route 28 from Route 267 to Chipmunk Avenue. Enhance pedestrian/bicycle mobility and provide storm water runoff improvements.)	State Aprv:
CT PROJECT ID: MPO ID: TMC0203		Federal Aprv:
COUNTY: ROUTE: PM:		EPA TABLE II or III EXEMPT CATEGORY:
Placer County 28 9.2 / 10.3		Intersection signalization projects.

IMPLEMENTING AGENCY: Placer County

PROJECT MANAGER: PETER KRAATZ

PHONE: (530) 581-6231

EMAIL: pkraatz@placer.ca.gov

		<u>PRIOR</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>BEYOND</u>	<u>TOTAL</u>
• RIP -	PE									
• Fund Source 10 of 11	RW									
• Fund Type: State Cash	CON		1,034,000	2,584,000	1,382,000					5,000,000
• Funding Agency:	TOTAL		1,034,000	2,584,000	1,382,000					5,000,000
• State Bond -	PE	<u>PRIOR</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 11 of 11	RW									
• Fund Type: State and Local Partnership Program	CON	1,000,000								1,000,000
• Funding Agency:	TOTAL	1,000,000								1,000,000
Project Total	PE	<u>PRIOR</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>BEYOND</u>	<u>TOTAL</u>
	RW	8,650,000								8,650,000
	CON	27,857,000	1,034,000	2,584,000	1,382,000					32,857,000
	TOTAL	40,707,000	1,034,000	2,584,000	1,382,000					45,707,000

Comments:

***** DFTIP Version 1 - 05/02/2014 *****

decreased \$5,168,000 RIP funds by \$168,000.

AB3090 reimbursement \$5M allocated over 14/15, 15/16, 16/17

RTP 1

***** Version 10 - 01/25/2013 *****

Moved SNPLMA funds \$7.2M from 10/11 to 12/13 CON

Added SLPP funds \$1M FY12/13 CON

***** Version 9 - 03/23/2012 *****

Carry over from 2010 STIP

RIP \$5,168 and Local funds \$15,842

Carry Over from 2008 STIP. Will advance project thru AB3090. Additional funds of 14,360

Local Funds (RIP) 2,537 FY10/11 CON

Local Funds 8,473 FY10/11 CON

Private 2,000 FY 10/11 CON, 1,350 FY09/10 PE

EIP #10060

***** Version 8 - 06/15/2010 *****

***** Version 7 - 06/30/08 *****

Esitmatd total project cost = \$50 million

Project data transfered from 2008 STIP.

RTP#2

***** Version 6 - 02/26/2008 *****

Admin Amend #6 Move SNPLMA 1.2 mil in 06/07 to 07/08

***** Version 5 - 10/25/2007 *****

Amend #5:

STIP Adjustment. Moved 1.425 in RIP from ROW to PE.

Moved 2.775 in SNPLMA from CON to ROW.

***** Version 4 - 05/21/2007 *****

Formal Amend #4

Deprogrammed 1.187 in RIP as funds lapsed in May 07. Funds to return back to KB in 08 RIP.

07/08 programmed 2,014 PSE

07/08 programmed 200k ROW

07/08 programmed 1,225 ROW

1.2 million in round 5SNPLMA moved to 06/07

SNPLMA round 6 \$2.775 million in 07/08 ROW

***** Version 3 - 07/12/06 *****

Project data transfered from 2006 STIP.

***** Version 2 - 06/23/2004 *****

***** Version 1 - 05/10/02 *****

Project data transfered from 2002 STIP 1.

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)**

TRPA FTP/RTP number - #89

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: PPNO: EA: CTIPS ID: 03 1520 220-0000-0120 CT PROJECT ID: MPO ID: TMC0204 COUNTY: ROUTE: PM: Placer County 28 9.2 / 10.3	TITLE (DESCRIPTION): Kings Beach Commerical Core Improvement - Gateway to the Core (In Kings Beach on SR 28 in the vicinity of SR 267 and Chipmunk Avenue. Construct sidewalks, Class II bike lanes, roundabouts, public transit facilities, vehicular parking facilities, bicycle locking facilities, trash receptacles, benches, and street lamps.)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY:
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IMPLEMENTING AGENCY: Placer County

PROJECT MANAGER: PETER KRAATZ

PHONE: (530) 581-6230

EMAIL: pkraatz@placer.ca.gov

PROJECT VERSION HISTORY *(Printed Version is Shaded)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	<i>(Dollars in whole)</i>					PE			
							Prog RW								
1	Active	06/24/2014	JWEBER	Adoption - New Project		10,600,000									
							<u>PRIOR</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>BEYOND</u>	<u>TOTAL</u>
• RIP -															
• Fund Source 1 of 2							PE								
• Fund Type: STIP Advance Construction							RW								
• Funding Agency:							CON			7,600,000					7,600,000
							TOTAL			7,600,000				7,600,000	
• Local Funds -															
• Fund Source 2 of 2							PE								
• Fund Type: County Funds							RW								
• Funding Agency:							CON			3,000,000				3,000,000	
							TOTAL			3,000,000				3,000,000	
Project Total															
							<u>PRIOR</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE															
RW															
CON									10,600,000					10,600,000	
TOTAL									10,600,000					10,600,000	

Comments:

***** Version 1 - 03/24/14 *****

2014 STIP New Project RTP 1

comments from STIP

Added new RIP project , Per 2014 STIP Adoption Resolution G-14-06.per PPR dated 11/12/13. It is the Gateway portions of the previously allocated PPNO 4679. -gv/ez

Updated funding Per PPR dated 1/9/14, advancing to FY 15/16 because project is read.. -ez

03/04/14 - Per Staff Recs move RIP CON \$7,600k from FY 15/16 to 16/17. -as

Delayed Local funding the same as the STIP funding. -ez***** Version 1 - 05/02/2014 *****

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: PPNO: EA: CTIPS ID: 03 220-0000-0123 CT PROJECT ID: MPO ID: TTD09 COUNTY: ROUTE: PM: Washoe County, Nev 28 2.0 / 6.0	TITLE (DESCRIPTION): Nevada Stateline to Stateline Bikeway Phase 2 - North Demonstration (Phase 2 of the NV Stateline to Stateline project. The North Demonstration is a separated shared-use path, an approximately 3-mile section that will connect Incline Village and Sand Harbor along the east side of Lake Tahoe and provide trail head parking.)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY: Bicycle and pedestrian facilities.
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IMPLEMENTING AGENCY: Tahoe Transportation District

PROJECT MANAGER: ALFRED KNOTTS

PHONE: (775) 589-5503

EMAIL: aknotts@tahoetransportation.org

PROJECT VERSION HISTORY *(Printed Version is Shaded)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	<i>(Dollars in whole)</i>					PE			
							14/15	15/16	16/17	17/18	18/19	19/20	BEYOND	TOTAL	
1	Active	06/24/2014	JWEBER	Adoption		2,500,000								150,000	
• Nevada State -							<u>PRIOR</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 1 of 3								150,000							150,000
• Fund Type: Nevada State															
• Funding Agency:															
							TOTAL	150,000							150,000
• Federal Disc. -							<u>PRIOR</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 2 of 3															
• Fund Type: National Scenic Byways Program								2,000,000							2,000,000
• Funding Agency:															
							TOTAL	2,000,000							2,000,000
• Nevada State -							<u>PRIOR</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 3 of 3															
• Fund Type: State Gas Tax								500,000							500,000
• Funding Agency:															
							TOTAL	500,000							500,000
Project Total							<u>PRIOR</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>BEYOND</u>	<u>TOTAL</u>
								150,000							150,000
								2,500,000							2,500,000
							TOTAL	2,650,000							2,650,000

Comments:

***** Version 1 - 05/28/2014 *****

New Project. Phase 2 of the NV Stateline to Stateline Bikeway. Total cost \$14,000,000

RTP 18

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: PPNO: 03 CT PROJECT ID: COUNTY: Washoe County, Nev	EA: ROUTE: 28	CTIPS ID: 220-0000-0116 MPO ID: TTD08 PM: 4.0 / 4.5	TITLE (DESCRIPTION): Rocky Point/Hidden Beach Scenic Overlook (Rocky Point/Hidden Beach Scenic Overlook relocates unsafe shoulder parking on SR 28 and provides a safe pedestrian access point by constructing an approx. 16 parking space scenic overlook access area at Rocky Point and a southbound transit stop at Hidden Beach.)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY:
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IMPLEMENTING AGENCY: Tahoe Transportation District

PROJECT MANAGER: DEREK KIRKLAND

PHONE: (775) 589-5504

EMAIL: dkirkland@tahoetransportation.org

PROJECT VERSION HISTORY *(Printed Version is Shaded)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	<i>(Dollars in whole)</i>				PE			
							Prog RW							
1	Active	06/10/2014	JWEBER	Adoption - Carry Over		550,000					145,000			
• Federal Disc. -					PRIOR		14/15	15/16	16/17	17/18	18/19	19/20	BEYOND	TOTAL
• Fund Source 1 of 3					PE	100,000								100,000
• Fund Type: FEDERAL LANDS HIGHWAYS PROGRAM					RW									
• Funding Agency:					CON									
					TOTAL	100,000								100,000
• Local Funds -					PRIOR		14/15	15/16	16/17	17/18	18/19	19/20	BEYOND	TOTAL
• Fund Source 2 of 3					PE									
• Fund Type: TRPA Air Quality Mitigation					RW									
• Funding Agency:					CON		50,000							50,000
					TOTAL		50,000							50,000
• Other Fed -					PRIOR		14/15	15/16	16/17	17/18	18/19	19/20	BEYOND	TOTAL
• Fund Source 3 of 3					PE	45,000								45,000
• Fund Type: Transportation Alternatives Program (TAP)					RW									
• Funding Agency: Nevada DOT					CON		500,000							500,000
					TOTAL	45,000	500,000							545,000
Project Total					PRIOR		14/15	15/16	16/17	17/18	18/19	19/20	BEYOND	TOTAL
					PE	145,000								145,000
					RW									
					CON		550,000							550,000
					TOTAL	145,000	550,000							695,000

Comments:

***** DFTIP Version 1 - 04/15/2014 *****

Carry over from 2012

RTP 12 & 83

***** Version 1 - 02/14/2014 *****

New Nevada Project

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: PPNO: 03	EA:	CTIPS ID: 220-0000-0107	TITLE (DESCRIPTION): State Route 89/Fanny Bridge Community Revitalization Project (Address traffic congestion and improve pedestrian and bicycle safety and access)	MPO Aprv:
CT PROJECT ID:		MPO ID:		State Aprv:
		TTD03		Federal Aprv:
COUNTY: Placer County	ROUTE: 89	PM: 7.5 / 9.4		EPA TABLE II or III EXEMPT CATEGORY: Safety Improvement Program.

IMPLEMENTING AGENCY: Tahoe Transportation District

PROJECT MANAGER: ALFRED KNOTTS

PHONE: (775) 589-5503

EMAIL: aknotts@tahoetransportation.org

PROJECT VERSION HISTORY *(Printed Version is Shaded)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	(Dollars in whole)					PE			
							Prog RW								
1	Active	06/24/2014	JWEBER	Adoption - Carry Over								4,615,000			
							<u>PRIOR</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Federal Disc. -							PE	2,375,000							2,375,000
• Fund Source 1 of 3							RW								
• Fund Type: FEDERAL LANDS HIGHWAYS PROGRAM							CON								
• Funding Agency:							TOTAL	2,375,000							2,375,000
• Other Fed -							PE	850,000	1,200,000						2,050,000
• Fund Source 2 of 3							RW								
• Fund Type: Federal Lands Access Program (FLAP)							CON								
• Funding Agency: Caltrans							TOTAL	850,000	1,200,000						2,050,000
• Local Funds -							PE	40,000	150,000						190,000
• Fund Source 3 of 3							RW								
• Fund Type: County Funds							CON								
• Funding Agency:							TOTAL	40,000	150,000						190,000
Project Total							PE	3,265,000	1,350,000						4,615,000
							RW								
							CON								
							TOTAL	3,265,000	1,350,000						4,615,000

Comments:

***** DFTIP Version 1 - 04/15/2014 *****

Carry over from 2012

RTP 2

***** Version 4 - 03/04/2014 *****

Add local funds \$40,000 and FLAP \$850,000 PE FY13/14

Add FLAP \$1,200,000 and Local funds \$150,000 to PE FY14/15

Add FLAP \$18,490,000 and Local funds \$2,770,000 to CON FY15/16

Remove PLHD funds \$12,800,000 CON FY 14/15

Move CA State funds \$3,200,000 from CON FY 14/15 to FY 15/16

***** Version 3 - 03/21/2012 *****

Carry over from 2010

added PLHD \$12,800 and CA State \$3,200

updated project cost \$20M and project title

Carry Over from 2008

Estimated project cost \$50 million

***** Version 2 - 06/21/2010 *****

Add FLH funds of \$1,525,000 to PE FY09/10

RTP 3, EIP#854, 855

***** Version 1 - 04/27/2010 *****

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: PPNO: EA: CTIPS ID: 03 220-0000-0049 CT PROJECT ID: MPO ID: TMC0406 COUNTY: ROUTE: PM: Various Counties	TITLE (DESCRIPTION): Transit Capital (Bus and Bus Facilities and Preventative Maintenance)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY: Purchase new buses and rail cars to replace exist.
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IMPLEMENTING AGENCY: Tahoe Transportation District

PROJECT MANAGER: JOANIE SCHMITT

PHONE: (775) 589-5227

EMAIL: jschmitt@tahoetransportation.org

PROJECT VERSION HISTORY *(Printed Version is Shaded)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	<i>(Dollars in whole)</i>					PE			
							Prog RW								
1	Active	08/12/2014	JWEBER	Adoption - Carry Over		125,000									
							<u>PRIOR</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Local Funds -															
• Fund Source 1 of 2							PE								
• Fund Type: Local Transportation Funds							RW								
• Funding Agency: Various Agencies							CON	25,000							25,000
							TOTAL	25,000							25,000
• FTA Funds -							<u>PRIOR</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 2 of 2							PE								
• Fund Type: Bus and Bus Facilities Program)							RW								
• Funding Agency:							CON	100,000							100,000
							TOTAL	100,000							100,000
Project Total							<u>PRIOR</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>BEYOND</u>	<u>TOTAL</u>
							PE								
							RW								
							CON	125,000							125,000
							TOTAL	125,000							125,000

Comments:

***** DFTIP Version 1 - 04/15/2014 *****

Carry over from 2012

Added FTA 5339 \$100k for new bus. Class C Vehicle 22 passenger
RTP 8

***** Version 13 - 03/21/2012 *****

Carry over from 2010. added annual funding

Tahoe Transportation District, Tahoe Area Regional Transit, BlueGo

Carry Over from 2008

RTP #8, EIP #800

add additional FLH \$75k to FY 10/11 PE

***** Version 12 - 06/15/2010 *****

1. Reduce NV 5311ARRA funding by \$175,000

2. Move NV 5311 ARRA funds \$1,400,000 to FY 09/10 and transfer \$169,000 to Transit Operating Assistance project FY 09/10

***** Version 11 - 01/06/2010 *****

1. Adding FTA5309 funds \$190,000 and \$475,000 to FY09/10

2. Adding ARRA FTA5311 funds \$152,903 FY 09/10

3. Deleting FTA3037(5316) \$199,000 FY09/10 and \$115,000 FY10/11 moved to Transit Ops

4. Deleting FTA5317 \$250,000 FY 09/10 moved to Transit Ops

***** Version 10 - 07/28/2009 *****

adding FTA NV 5311ARRA funds \$1,575,000 FY08/09 see summary changes for breakdown of dollars

***** Version 9 - 07/20/2009 *****

Change Project desc: Transit Capital (Bus Replacement) for TART & BLUEGO

Change project mgr: John Andoh

***** Version 8 - 05/21/2009 *****

Increase Local Transportation Funds as follows: 1) FY08/09 \$375,000; FY09/10 \$400,000; FY10/11 \$450,000

2) Increase FTA5309(c) Funds as follows: FY08/09 \$99,750; FY09/10 \$100,000; FY10/11 \$100,000

3) Increase FTA5311 Funds as follows: FY08/09 \$150,000; FY09/10 \$175,000; FY10/11 \$200,000

4) Increase FTA3037 Funds as follows: FY09/10 \$199,000; FY10/11 \$115,000

5) Add new funding source FTA5317 as follows: FY08/09 \$185,000; FY09/10 \$250,000

6) Modify project description from "BlueGo Bus Replacement" to "BlueGo Bus and Bus Equipment."

7) Add ARRA FTA5311 \$228,591

***** Version 7 - 03/24/2009 *****

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)**

Add JARC Funding 84,800 - Under 20%

***** Version 6 - 05/15/2008 *****

RTP#8

***** Version 5 - 10/24/2007 *****

Add FTA5311 \$126,743 CSLT BlueGO Bus Replacement 07/08 - Add Local Match \$98,257 CSLT 07/08.

Add FTA 5308 \$500,000 in 07/08. Local Match add 125,000.

***** Version 4 - 05/10/2007 *****

Admin #4

respread funds as follows:

07/08 from 990 to 500

08/09 from 990 to 1000

09/10 from 990 to 1000

ADD FTA 5309 Funds \$396,000

***** Version 3 - 05/25/2006 *****

***** Version 2 - 04/05/2006 *****

***** Version 1 - 11/08/2005 *****

New Project--SAFTEA-LU Federal Earmark

04052006 Advance project to begin 06/07

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: PPNO: 03	EA:	CTIPS ID: 220-0000-0098	TITLE (DESCRIPTION): Transit Operating Assistance (Transit Operating Assistance)	MPO Aprv:
CT PROJECT ID:		MPO ID: TRANS01		State Aprv:
COUNTY: Various Counties	ROUTE: N/A	PM:		Federal Aprv:
				EPA TABLE II or III EXEMPT CATEGORY:

IMPLEMENTING AGENCY: Tahoe Transportation District

PROJECT MANAGER: JOANIE SCHMITT

PHONE: (775) 589-5227

EMAIL: jschmitt@tahoetransportation.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	(Dollars in whole) Prog RW				PE		
1	Active	08/13/2014	JWEBER	Adoption - Carry Over		19,712,000							
					<u>PRIOR</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>BEYOND</u>	<u>TOTAL</u>
• FTA Funds -													
• Fund Source 1 of 5					PE								
• Fund Type: FTA 5311 - Non Urbanized					RW								
• Funding Agency: Caltrans					CON	198,000	198,000	198,000	198,000				792,000
					TOTAL	198,000	198,000	198,000	198,000				792,000
• FTA Funds -													
• Fund Source 2 of 5					PE								
• Fund Type: FTA 5311 - Non Urbanized					RW								
• Funding Agency:					CON	2,184,000	2,310,000	1,934,000	1,934,000				8,362,000
					TOTAL	2,184,000	2,310,000	1,934,000	1,934,000				8,362,000
• CMAQ -													
• Fund Source 3 of 5					PE								
• Fund Type: Congestion Mitigation					RW								
• Funding Agency:					CON	59,000	59,000	100,000	100,000				318,000
					TOTAL	59,000	59,000	100,000	100,000				318,000
• Local Funds -													
• Fund Source 4 of 5					PE								
• Fund Type: Local Transportation Funds					RW								
• Funding Agency:					CON	2,480,000	2,480,000	2,480,000	2,480,000				9,920,000
					TOTAL	2,480,000	2,480,000	2,480,000	2,480,000				9,920,000
• FTA Funds -													
• Fund Source 5 of 5					PE								
• Fund Type: FTA 5310 Elderly & Disabilities					RW								
• Funding Agency:					CON		96,000	112,000	112,000				320,000
					TOTAL		96,000	112,000	112,000				320,000
Project Total													
					PE								
					RW								
					CON	4,921,000	5,143,000	4,824,000	4,824,000				19,712,000
					TOTAL	4,921,000	5,143,000	4,824,000	4,824,000				19,712,000

Comments:

***** DFTIP Version 1 - 04/15/2014 *****

Carry over from 2012

Deleted FTA 5317, added FTA 5310, added NV/CA 5311 funding, TTD & TART local match

RTP 7 & 9

***** Version 8 - 03/04/2014 *****

FY13/14 FTA 5311 (CA) funds increased from \$192,000 to \$197,820

***** Version 7 - 04/23/2012 *****

Carry over from 2010. Added annual funding

Tahoe Transportation District, Tahoe Area Regional Transit, BlueGo

Add CMAQ funds of \$200k to FY 12/13

***** Version 6 - 04/04/2012 *****

Carry Over from 2008 RTP #7

Fund Source 1: add'l funds for CA Bluego & TART

Fund Source 2: add'l funds for Bluego from NV STIP 2011 - 2013

Fund Source 7: local match

***** Version 5 - 07/15/2010 *****

Adding CMAQ \$300,000 to FY 09/10 (CMAQ transfers to 5311)

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)**

***** Version 4 - 07/14/2010 *****

Adding NV ARRA 5311 Funds \$169,000 FY 09/10

***** Version 3 - 01/22/2010 *****

Add FTA 5311 \$1,197,000 to FY09/10

Add FTA 5311 \$689,000 to FY08/09

Add FTA 5317 \$205,000 to FY08/09

Add FTA 5317 \$370,000 to FY09/10

Add FTA 5316 \$178,000 to FY08/09

Add FTA 5316 \$115,000 to FY09/10

Add CMAQ \$100,000 to FY08/09

***** Version 2 - 08/18/2009 *****

***** Version 1 - 05/07/2009 *****

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: PPNO: EA: CTIPS ID: 03 220-0000-0047 CT PROJECT ID: MPO ID: TMC0403 COUNTY: ROUTE: PM: Various Counties 50	TITLE (DESCRIPTION): US 50 South Shore Community Revitalization Project (US 50/SR207 intersection South to Pioneer Trail intersection - realign roadway, reduce lanes and transit-bike-pedestrian lane.)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY: Intersection channelization projects.
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IMPLEMENTING AGENCY: Tahoe Transportation District

PROJECT MANAGER: ALFRED KNOTTS

PHONE: (775) 589-5503

EMAIL: aknotts@tahoetransportation.org

PROJECT VERSION HISTORY *(Printed Version is Shaded)*

<u>Version</u>	<u>Status</u>	<u>Official Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<i>(Dollars in whole)</i>					<u>PE</u>
					<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>BEYOND</u>	<u>TOTAL</u>
1	Active	06/24/2014	JWEBER	Adoption - Carry Over								4,020,000
• Nevada State -					PRIOR							TOTAL
• Fund Source 1 of 3					PE	1,020,000						1,020,000
• Fund Type: Southern Nevada Public Lands Management Act					RW							
					CON							
• Funding Agency: USDA Forest Service					TOTAL	1,020,000						1,020,000
• Federal Disc. -					PRIOR							TOTAL
• Fund Source 2 of 3					PE	2,000,000						2,000,000
• Fund Type: FEDERAL LANDS HIGHWAYS PROGRAM					RW							
• Funding Agency: Federal Highway Administration (FHWA)					CON							
					TOTAL	2,000,000						2,000,000
• Federal Disc. -					PRIOR							TOTAL
• Fund Source 3 of 3					PE	200,000	800,000					1,000,000
• Fund Type: Public Land Hwys					RW							
• Funding Agency: Federal Highway Administration (FHWA)					CON							
					TOTAL	200,000	800,000					1,000,000
Project Total					PRIOR							TOTAL
					PE	3,220,000	800,000					4,020,000
					RW							
					CON							
					TOTAL	3,220,000	800,000					4,020,000

Comments:

***** DFTIP Version 1 - 05/28/2014 *****

Carry Over from 2012. Move PLH \$800k to 14/15
total project \$75M

RTP 3

***** Version 7 - 05/02/2013 *****

Add \$1M FHWA PLH funds from NDOT, PE FY 12/13

***** Version 6 - 03/22/2012 *****

Carry over from 2010

added NDOT \$3,600, CA State \$11,000, PLH \$50,400, private \$7,000, FLH \$1,000

updated project cost \$75M and project title

Carry Over from 2008

EIP# 777, 791

***** Version 5 - 06/17/2010 *****

***** Version 4 - 05/15/2008 *****

Estimated Total Project Cost = \$65 million

RTP#5

Public lands Highway funding is substitute for Federal Lands Highway 1/2%

***** Version 3 - 10/25/2007 *****

Move SNPLMA funds from 2004 to 2007/08. PSR to begin early 2008.

***** Version 2 - 05/25/2006 *****

***** Version 1 - 10/12/2004 *****

Total project cost \$70,208,000

EIS \$1,500,000 (SNPLMA \$1,200,000)

PE/Design \$1,189,175

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: PPNO: EA: CTIPS ID: 03 220-0000-0047 CT PROJECT ID: MPO ID: TMC0403 COUNTY: ROUTE: PM: Various Counties 50	TITLE (DESCRIPTION): US 50 South Shore Community Revitalization Project (US 50/SR207 intersection South to Pioneer Trail intersection - realign roadway, reduce lanes and transit-bike-pedestrian lane.)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY: Intersection channelization projects.
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IMPLEMENTING AGENCY: Tahoe Transportation District

PROJECT MANAGER: ALFRED KNOTTS

PHONE: (775) 589-5503

EMAIL: aknotts@tahoetransportation.org

PROJECT VERSION HISTORY *(Printed Version is Shaded)*

<u>Version</u>	<u>Status</u>	<u>Official Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<i>(Dollars in whole)</i>					<u>PE</u>	
							<u>Prog RW</u>						
1	Active	06/24/2014	JWEBER	Adoption - Carry Over									4,020,000
					<u>PRIOR</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Nevada State -					PE	1,020,000							1,020,000
• Fund Source 1 of 3					RW								
• Fund Type: Southern Nevada Public Lands Management Act					CON								
• Funding Agency: USDA Forest Service					TOTAL	1,020,000							1,020,000
• Federal Disc. -					PE	2,000,000							2,000,000
• Fund Source 2 of 3					RW								
• Fund Type: FEDERAL LANDS HIGHWAYS PROGRAM					CON								
• Funding Agency: Federal Highway Administration (FHWA)					TOTAL	2,000,000							2,000,000
• Federal Disc. -					PE	200,000	800,000						1,000,000
• Fund Source 3 of 3					RW								
• Fund Type: Public Land Hwys					CON								
• Funding Agency: Federal Highway Administration (FHWA)					TOTAL	200,000	800,000						1,000,000
Project Total					PE	3,220,000	800,000						4,020,000
					RW								
					CON								
					TOTAL	3,220,000	800,000						4,020,000

Comments:

***** DFTIP Version 1 - 05/28/2014 *****
 Carry Over from 2012. Move PLH \$800k to 14/15
 total project \$75M
 RTP 3

***** Version 7 - 05/02/2013 *****
 Add \$1M FHWA PLH funds from NDOT, PE FY 12/13
 ***** Version 6 - 03/22/2012 *****
 Carry over from 2010
 added NDOT \$3,600, CA State \$11,000, PLH \$50,400, private \$7,000, FLH \$1,000
 updated project cost \$75M and project title

Carry Over from 2008
 EIP# 777, 791
 ***** Version 5 - 06/17/2010 *****
 ***** Version 4 - 05/15/2008 *****
 Estimated Total Project Cost = \$65 million
 RTP#5
 Public lands Highway funding is substitute for Federal Lands Highway 1/2%

***** Version 3 - 10/25/2007 *****
 Move SNPLMA funds from 2004 to 2007/08. PSR to begin early 2008.
 ***** Version 2 - 05/25/2006 *****
 ***** Version 1 - 10/12/2004 *****
 Total project cost \$70,208,000
 EIS \$1,500,000 (SNPLMA \$1,200,000)
 PE/Design \$1,189,175

CALTRANS GROUPED PROJECTS AND BACKUP LIST

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: PPNO: EA: CTIPS ID: 03 220-0000-0087 CT PROJECT ID: MPO ID: SHOPP1 COUNTY: ROUTE: PM: Various Counties	TITLE (DESCRIPTION): Grouped Projects for Safety Improvements - SHOPP Mandates Program (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories-Railroad/highway crossing, safer non-federal-aid systems roads. Shoulder improvements, traffic control devices, operating assistance other than signalization projects. Intersection signalization projects at individual intersections. Pavement marking demonstration, climbing lanes outside urbanized area, lighting improvements, emergency truck pullovers, stormwater quality improvements.)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY: Shoulder Improvements.
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IMPLEMENTING AGENCY: Caltrans

PROJECT MANAGER: JUDY WEBER

PHONE: (775) 589-5203

EMAIL: jweber@trpa.org

PROJECT VERSION HISTORY *(Printed Version is Shaded)*

<u>Version</u>	<u>Status</u>	<u>Official Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<i>(Dollars in whole)</i>					<u>PE</u>		
							<u>Prog RW</u>							
1	Active	06/24/2014	JWEBER	Adoption - Carry Over		38,469,000								
					<u>PRIOR</u>		<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>BEYOND</u>	<u>TOTAL</u>
	• SHOPP - Mandates -													
	• Fund Source 1 of 1													PE
	• Fund Type: SHOPP Advance Construction (AC)													RW
	• Funding Agency:						38,469,000							CON
							38,469,000							TOTAL

Comments:

***** DFTIP Version 1 - 04/15/2014 *****

Carry over from 2012

RTP 54

***** Version 11 - 03/14/2013 *****

Moved \$38,469 from FY13/14 to 15/16. Correction- increased FY12/13 by \$360

***** Version 10 - 08/21/2012 *****

Carry over from 2010 - deleted prior projects

New project 03-3F440 \$4M FY13/14 CON

***** Version 9 - 08/20/2012 *****

project 03-1F110 decrease State \$611,000 increase SHOPP AC \$22,000 FY 11/12

***** Version 8 - 03/04/2011 *****

Carry Over from 2008

deleted prior funds - project completed

***** Version 7 - 08/16/2010 *****

Reduce project 03-3C390 cost to \$836 (net decrease \$382) and replace \$800 with ARRA funding. Remaining dollars split Fed/State. FY 10/11 CON Sept 2010 vote

***** Version 6 - 08/10/2010 *****

Adding projects 1A843 & 1A845 \$4,229,000 to PE FY11/12 (88.53% SHOPP AC & 11.47% State Cash)

***** Version 5 - 04/15/2010 *****

Adjust State Cash fund source 1 to reflect 88.53% SHOPP AC fund and 11.47% State Cash fund

***** Version 4 - 09/08/2009 *****

Per Caltrans decrease ARRA funds to \$16,708,842 FY08/09

***** Version 3 - 07/28/2009 *****

***** Version 2 - 03/13/2009 *****

Per Caltrans request change to ARRA funds

***** Version 1 - 05/23/2008 *****

TAHOE METROPOLITAN PLANNING ORGANIZATION
2015- 2018 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
DETAILED LISTING FOR STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP) MANDATES

Grouped Projects for Safety Improvements – SHOPP Mandates Program

MPO ID	County	District	EA	Route	DESCRIPTION	PE	RW	CON	FY
SHOPP1	El Dorado	03	3C380	50	In South Lake Tahoe, north of Route 89 to Trout Creek Bridge. Water Quality improvements.	5,041,000	5,650,000	27,778,000	15/16
SHOPP - Mandates Totals						\$5,041,000	\$5,650,000	\$27,778,000	

TOTAL **\$38,469,000**

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 03 PPNO: 03 CT PROJECT ID:	EA:	CTIPS ID: 220-0000-0119 MPO ID: SHOPP2	TITLE (DESCRIPTION): Grouped Projects for Bridge Rehabilitation and Reconstruction - SHOPP Program (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges. no additional travel lanes.)	MPO Aprv: State Aprv: Federal Aprv:
COUNTY: El Dorado County	ROUTE: 50	PM:		EPA TABLE II or III EXEMPT CATEGORY:

IMPLEMENTING AGENCY: Caltrans

PROJECT MANAGER: JUDY WEBER

PHONE: (775) 589-5203

EMAIL: jweber@trpa.org

PROJECT VERSION HISTORY *(Printed Version is Shaded)*

<u>Version</u>	<u>Status</u>	<u>Official Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<i>(Dollars in whole)</i>					<u>PE</u>	
							<u>Prog RW</u>						
1	Active	06/24/2014	JWEBER	Adoption - New Project			9,060,000						
					<u>PRIOR</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>BEYOND</u>	<u>TOTAL</u>
	• SHOPP - Bridge Preservation -												
	• Fund Source 1 of 1												
	• Fund Type: SHOPP Advance Construction (AC)						9,060,000						9,060,000
	• Funding Agency:												
					TOTAL		9,060,000						9,060,000

Comments:

***** Version 1 - 05/05/2014 *****
New SHOPP Bridge Preservation project.
RTP 87

TAHOE METROPOLITAN PLANNING ORGANIZATION
 2015- 2018 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
 DETAILED LISTING FOR STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP) BRIDGE

Grouped Projects for Bridge Rehabilitation and Reconstruction – SHOPP Bridge Preservation Program

MPO ID	County	District	EA	Route	DESCRIPTION	PE	RW	CON	FY
SHOPP2	El Dorado	03	3F530	50	SHOPP Bridge Preservation project near South Lake Tahoe, west of South Lake Tahoe at Echo Summit Sidehill Viaduct Bridge No. 25-0044. Rehabilitate or replace bridge.	1,693,000	43,000	7,324,000	17/18
SHOPP - Bridge Preservation Totals						\$1,693,000	\$43,000	\$7,324,000	

TOTAL **\$9,060,000**

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 03 PPNO: 03 CT PROJECT ID:	EA: 0G1701	CTIPS ID: 220-0000-0124	MPO ID: HM001	TITLE (DESCRIPTION): Grouped Projects for Pavement Resurfacing and/or Rehabilitation on the State Highway System- Highway Maintenance (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Exempt Tables 3 categories- Pavement resurfacing and/or rehabilitation)	MPO Aprv: State Aprv: Federal Aprv:
COUNTY: Placer County	ROUTE: 28	PM: 0.0 / 11.0			EPA TABLE II or III EXEMPT CATEGORY:

IMPLEMENTING AGENCY: Caltrans

PROJECT MANAGER: JUDY WEBER

PHONE: (775) 589-5203

EMAIL: jweber@trpa.org

PROJECT VERSION HISTORY *(Printed Version is Shaded)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	(Dollars in whole) Prog RW					PE		
1	Active	06/30/2014	JWEBER	Adoption		1,657,000								
					<u>PRIOR</u>		<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>BEYOND</u>	<u>TOTAL</u>
	• Highway Maintenance -													
	• Fund Source 1 of 1													
	• Fund Type: Surface Transportation Program													1,657,000
	• Funding Agency:													1,657,000
														1,657,000

Comments:

***** Version 1 - 06/30/2014 *****

New State Highway Maintenance (HM) Project

RTP 87

TAHOE METROPOLITAN PLANNING ORGANIZATION
 2015- 2018 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM
 DETAILED LISTING FOR STATE HIGHWAY MAINTENANCE (HM) PROJECT

Grouped Projects for Pavement Resurfacing and/or Rehabilitation on the State Highway System - Highway Maintenance

MPO ID	County	District	EA	Route	DESCRIPTION	PE	RW	CON	FY
HM001	Placer	03	OG1701	28	In Placer County from Route 89 junction to California/Nevada State line	70,000	1,500	1,585,000	14/15
Highway Maintenance Totals						\$70,000	\$1,500	\$1,585,000	

TOTAL **\$1,656,500**

appendix f

NEVADA DEPARTMENT OF TRANSPORTATION PROJECTS

Intentionally Blank

There are no NDOT projects currently required to be included in the FTIP.

AMENDING THE FTIP

CASE SCENARIO No.1

Processing a TMPO FTIP or FTIP Amendment that Adds or Modifies FSTIP Programming in Both California and Nevada and is Subject to the AQ Conformity Determination Requirements

I.

Once a FTIP or Amendment and any necessary AQ Conformity determination is approved by the TMPO Board, the TMPO submits the approved FTIP or Amendment with any required AQ Conformity analysis and determination documentation to:

NDOT and Caltrans requesting approval of the TMPO FTIP by the Governor (or the Governor's designee) in each state,

-And-

FHWA's CA Division office and the FTA's Region IX office requesting the required joint FHWA/FTA Conformity Determination (with informational copy to: U.S. EPA & FHWA's NV Division office)

II.

NDOT submits the State (Nevada) approved TMPO FTIP or Amendment and any required AQ conformity documentation to the FHWA's NV Division office and the FTA's Region IX office (with courtesy copy to FHWA's CA Division) documenting NDOT approval of the TMPO FTIP and requesting inclusion of the Nevada projects from the TMPO FTIP or Amendment into Nevada's STIP.

-And-

Caltrans submits the State (California) approved TMPO FTIP or FTIP Amendment and any required AQ conformity documentation to FHWA's CA Division office and the FTA's Region IX office (with courtesy copy to FHWA's NV Division) documenting Caltrans approval of the TMPO TIP and requesting inclusion of the California projects from the TMPO FTIP or Amendment into California's FSTIP.

III.

In consultation with the U.S. EPA, the FHWA CA Division office and the FTA Region IX office make the required AQ conformity determination on the TMPO FTIP or Amendment (with a courtesy copy to FHWA's NV Division).

IV.

On receipt of the California Governor's approval and completion of FHWA/FTA action on the AQ conformity determination for the TMPO's FTIP or Amendment, the FHWA NV Division office and the FTA Region IX office act jointly in responding to the Nevada DOT FSTIP programming request (with courtesy copy to FHWA CA Division).

-And-

On receipt of the Nevada Governor's approval and completion of FHWA/FTA action on the AQ conformity determination for the TMPO's TIP or Amendment, the FHWA CA Division office and the FTA Region IX offices act jointly in responding to the Caltrans FSTIP programming request (with courtesy copy to FHWA NV Division).

CASE SCENARIO No.2

Processing a TMPO FTIP or FTIP Amendment that Adds or Modifies FSTIP Programming in Nevada Only and is Subject to the AQ Conformity Determination Requirements

I.

Once a FTIP or Amendment and any necessary AQ Conformity determination is approved by the TMPO Board, the TMPO submits the approved FTIP or Amendment with any required AQ Conformity analysis and determination documentation to:

NDOT and Caltrans requesting approval of the TMPO TIP by the Governor (or his designee) in each State,

-And-

FHWA's NV Division office and the FTA's Region IX office requesting the required FHWA/FTA Conformity Determination (with informational copies to the U.S. EPA and FHWA CA Division offices)

II.

NDOT submits the State (Nevada) approved TMPO FTIP or Amendment and any required AQ conformity documentation to the FHWA's NV Division office and the FTA's Region IX office (with courtesy copy to FHWA's CA Division) requesting inclusion of the projects from the TMPO FTIP or Amendment into Nevada's FSTIP.

III.

In consultation with the U.S. EPA, the FHWA NV Division office and the FTA Region IX office make the required AQ conformity determination on TMPO's FTIP or Amendment (with courtesy copy to FHWA's CA Division).

IV.

On receipt of the Nevada Governor's approval of the TMPO FTIP or Amendment and completion of the FHWA/FTA action on the AQ conformity determination for the FTIP or Amendment, the FHWA's NV Division office and the FTA's Region IX office act jointly in responding to the Nevada DOT STIP programming request (with courtesy copy to FHWA's CA Division office).

CASE SCENARIO No.3

Processing a TMPO FTIP or FTIP Amendment that Adds or Modifies FSTIP Programming in California Only and is Subject to the AQ Conformity Determination Requirements

I.

Once a FTIP or Amendment and any necessary AQ Conformity determination is approved by the TMPO Board, TMPO submits the approved FTIP or Amendment with any required AQ Conformity analysis and determination documentation to:

NDOT and Caltrans requesting approval of the TMPO FTIP by the Governor (or his designee) in each State,

-And-

FHWA's CA Division office and the FTA's Region IX office requesting the required FHWA/FTA Conformity Determination (with informational copies to the U.S. EPA and FHWA NV division offices)

II.

Caltrans submits the State approved TMPO FTIP or Amendment and any required AQ conformity documentation to the FHWA's CA Division office and the FTA's Region IX office (with courtesy copy to FHWA's NV Division) requesting inclusion of the projects from the TMPO FTIP or Amendment into California's FSTIP.

III.

In consultation with the U.S. EPA, the FHWA CA Division office and the FTA Region IX office make the required AQ conformity determination on TMPO's FTIP or Amendment (with courtesy copy to FHWA's NV Division).

IV.

On receipt of the California Governor's approval of the TMPO FTIP and completion of the FHWA/FTA action on the AQ conformity determination for the FTIP or Amendment, the FHWA's CA Division office and the FTA's Region IX office act jointly in responding to the Caltrans FSTIP programming request (with courtesy copy to FHWA's NV Division office).

CASE SCENARIO No.4

Processing a TMPO FTIP or Amendment that Adds and/or Modifies FSTIP programming in Both California and Nevada and is Exempt from the Requirement to Determine AQ Conformity

I.

Once the TMPO Board approves the FTIP or Amendment, the TMPO submits the approved FTIP or Amendment to the NDOT and Caltrans for approval by the Governor (or Governor's designee) in each State.

II.

NDOT submits the TMPO FTIP or Amendment (as approved by the TMPO and Nevada's Governor) to the FHWA's NV Division office and the FTA's Region IX office (with courtesy copy to FHWA CA Division) requesting inclusion of the TMPO FTIP or Amendment into Nevada's STIP.

-And-

Caltrans submits the TMPO FTIP or Amendment (as approved by the TMPO and California's Governor) to FHWA's CA Division office and the FTA's Region IX office (with courtesy copy to FHWA NV Division) requesting inclusion of the TMPO FTIP or Amendment into California's FSTIP.

III.

On receipt of the California Governor's approval of the TMPO's TIP or Amendment the NV Division office and the FTA's Region IX offices act jointly in responding to the Nevada DOT FSTIP programming request (with courtesy copy to FHWA's CA Division).

-And-

On receipt of the Nevada Governor's approval of the TMPO's FTIP or Amendment the FHWA's CA Division office and the FTA's Region IX offices act jointly in responding to the Caltrans programming request (with courtesy copy to FHWA NV Division).

CASE SCENARIO No.5

Processing a TMPO FTIP or Amendment that Adds and/or Modifies FSTIP Programming in Nevada Only and is Exempt from the Requirement to Determine AQ Conformity

I.

Once the TMPO Board approves a FTIP or Amendment, the TMPO submits the approved FTIP or Amendment to the NDOT and Caltrans for approval by the Governor (or Governor's designee) in each State.

II.

Caltrans notifies the TMPO (with courtesy copy to FHWA's NV and CA Divisions) of the California Governor's approval of the FTIP or Amendment

III.

NDOT submits the TMPO FTIP or Amendment (as approved by the TMPO and Nevada's Governor) to FHWA's NV Division office and the FTA's Region IX office requesting inclusion of the TMPO TIP or Amendment into Nevada's STIP.

IV.

On receipt of the Nevada Governor's approval of the TMPO's FTIP or Amendment, the FHWA's NV Division office and the FTA's Region IX office act jointly in responding to the Nevada DOT FSTIP Programming request (with courtesy notification to FHWA CA Division).

CASE SCENARIO No.6

Processing a TMPO FTIP or Amendment that Adds and/or Modifies FSTIP Programming in California Only and is Exempt from the Requirement to Determine AQ Conformity

I.

Once the TMPO Board approves a FTIP or Amendment, the TMPO submits the approved FTIP or Amendment to Caltrans and NDOT for approval by the Governor (or Governor's designee) in each State.

II.

NDOT notifies the TMPO (with courtesy copy to FHWA's NV and CA Division offices and FTA's Region IX office) of the NV Governor's approval of the FTIP or Amendment

III.

Caltrans submits the TMPO TIP or Amendment (as approved by the TMPO and California's Governor) to FHWA's CA Division office and the FTA's Region IX office requesting inclusion of the TMPO FTIP or Amendment into California's FSTIP.

IV.

On receipt of the California Governor's approval of the TMPO's FTIP or Amendment, the FHWA's CA Division office and the FTA's Region IX office act jointly in responding to the Caltrans FSTIP Programming request (with courtesy notification to FHWA NV Division).

2012 AIR QUALITY CONFORMITY ANALYSIS



U.S. Department
of Transportation

**Federal Highway
Administration**

**Federal Highway Administration
California Division**

January 28, 2013

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (fax)

In Reply Refer To:
HDA-CA

Ms. Joanne S. Marchetta
Executive Director
Tahoe Metropolitan Planning Organization
P.O. Box 5310
128 Market Street
Stateline, NV 89449

SUBJECT: Tahoe Metropolitan Planning Organization's (TMPO) 2012 RTP (Mobility 2035)
Conformity Determination

Dear Ms. Marchetta:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the conformity determination for the Tahoe Metropolitan Planning Organization's (TMPO) 2012 RTP. A FHWA/FTA air quality conformity determination is required pursuant to the Environmental Protection Agency's (EPA) *Transportation Conformity Rule*, 40 CFR Parts 51 and 93, and the United States Department of Transportation's *Metropolitan Planning Rule*, 23 CFR Part 450.

On December 12, 2012, TMPO adopted the 2012 RTP and made the corresponding conformity determination. The conformity analysis submitted by TMPO indicates that all air quality conformity requirements have been met. Based on our review, we find that the 2012 RTP and conformity determination conform to the applicable state implementation plan in accordance with the provisions of 40 CFR Parts 51 and 93. In accordance with the July 15, 2004, *Memorandum of Understanding (MOU) between the Federal Highway Administration, California Division and the Federal Transit Administration, Region IX*, the FTA has concurred with this conformity determination. Additionally, this conformity determination was made after consultation with the EPA, Region 9 office.

If you have questions or need additional information concerning this approval, please contact Joseph Vaughn (Joseph.Vaughn@dot.gov) of the FHWA California Division office at (916) 498-5346.

Sincerely,

For: Vincent P. Mammano
Division Administrator

APPENDIX E

2012 Conformity

Purpose

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). As the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA) for Tahoe Region, the Tahoe Metropolitan Planning Organization (TMPO) has prepared this analysis pursuant to the 1990 federal Clean Air Act Amendments (CAAA) and the State Implementation Plan (SIP) for California and Nevada.

The Transportation Conformity Rule requires all jurisdictions 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. 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

The TMPO is responsible for conducting conformity determinations for both the California and Nevada portions of the Basin where conformity requirements apply. 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 2014. Please refer to Table A for the current conformity designations by County.

Pursuant to the conformity regulation, a regional emission analysis which incorporates all conformity non-exempt projects must meet the established emission tests before *Mobility 2035* can be determined to conform with the State Implementation Plans (SIP). 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). In Nevada, conformity is determined by applying a build/no build assessment for those areas that are either classified as non-attainment or are under a Maintenance Plan. Both Douglas and Washoe Counties have been designated as Limited Maintenance Areas, where the emissions test only applies for to non-attainment areas.

Table A 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

Modeling and Analytical Assumptions (California)

Pursuant to the conformity regulation, a regional emissions analysis which incorporates all conformity non-exempt projects must meet the emissions budget test before *Mobility 2035* 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.

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) provides a 10-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) was developed for the LTAB.

		Emission Budget	
CO Maintenance Area	Area Included	2010	2018
Lake Tahoe North Shore	Eastern Placer	11	11
Lake Tahoe South Shore	Eastern El Dorado	19	10

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

The conformity regulations 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 10 years. Based on these requirements, the conformity analysis years selected for this analysis are: 2010, 2020, and 2035. A description of the conformity modeling planning assumptions is provided in Table B.

Table B

Modeling Assumptions	2012 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 (2010, 2020, 2035)
VMT by Speed Class Distributions (LDA, LDT, MDT, HDDT, HDGT, SBUS, MCY)	ARB Default Activity (2010, 2020, 2030)
Transportation Model Networks	TMPO Travel Model (2035 -Build-No Build)
Infrastructure Improvements & Schedules	Programmed Projects: 2012 FTIP: Planned Projects: 2012 RTP
Emission Model	EMFAC2007 v. 2.3 (ARB) and EMFAC2011 v. 1.0
Vehicle Type/Technology & Demographic Distributions	EMFAC2007 v. 2.3 (ARB) and EMFAC2011 v. 1.0
Vehicle Population	ARB Default Activity (2010, 2020, 2030)
Vehicle Starts	EMFAC2007v.2.3 and EMFAC2011 v. 1.0 ARB Default Activity (2010,2020, 2030)
Emission Budgets	2005 40 CFR (2010, 2018)

Mobility 2035 TransCAD Modeling and Network Analysis

The *Mobility 2035* impact on travel behavior is assessed at the regional scale using the TMPO TransCAD Tour-Based Travel Demand Model. The TransCAD model identifies the impact on region-wide circulation patterns and vehicle miles of travel (VMT). The socio-economic data inputs for the regional network travel demand model were derived from the most recent growth allocations (2020 and 2035) identified through the TRPA Regional Plan Growth Alternatives (Table C). Both Non-Exempt projects required modifications to the 2020 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.

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. Additional information concerning the TRPA Growth Assumptions can be found in the *TRPA Regional Plan Update Draft Environmental Impact Statement*; TRPA, April 25, 2012.

Non-Exempt Projects - The Lake Tahoe Basin 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 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.

US50 South Shore Community Revitalization Project - Scheduled for completion in 2017 this project will realign U.S. Highway 50 near the casino corridor to improve bicycle, pedestrian and transit opportunities. The project straddles the California/Nevada Stateline area in El Dorado County and Douglas County and is proposed to reduce the existing U.S. Highway 50 to two eastbound lanes with westbound traffic redirected on Lake Parkway.

State Route 89/Fanny Bridge Community Revitalization Project – Scheduled for completion in 2018 this project addresses seasonal traffic congestion at the Tahoe City Wye in Placer County and the structural and seismic deficiencies of Fanny Bridge on the Truckee River. Fanny Bridge will be upgraded to provide improved pedestrian and bicycle safety with a new SR 89 alignment through the 64-acre United States Forest Service parcel located west of the existing State Route 89.

Table C TRPA Regional Plan Alternative Growth Allocation and Development Rights Accounting

Allocations/ Development Rights	Additional Allocations Proposed In The Regional Plan				
	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5
Residential Allocations	0	2600	2600	4000	5200
Residential Bonus Units	0	0	600	0	0
Tourist Bonus Units	0	0	0	200	400
Commercial Floor Area (Total)	0	200,000	200,000	400,000	600,000
<i>Placer County</i>					
<i>Washoe County</i>					
<i>Douglas County</i>					
<i>El Dorado County</i>					
<i>City of South Lake Tahoe</i>					
<i>TRPA Special Project and CEP Pool</i>					

On-Road Motor Vehicle Emissions Analysis

The on-road mobile source emissions estimates for *Mobility 2035* were produced with the EPA approved EMFAC2007 (v. 2.30 November 6, 2006) emission inventory model developed by the California Air Resources Board (ARB) for use in California. EMFAC calculates emission factors that are used as input to the activity module to produce an on-road mobile source emissions inventory. Additional analysis was completed with the updated EMFAC2011 which ARB has updated with the latest information on vehicle populations and miles traveled in California. Both models were used because EMFAC2007 is the current model accepted by EPA for purposes of conformity analysis, but it is anticipated that EPA will accept EMFAC2011 in the fall of 2012 and will use the model for conformity analysis thereafter. Both models use 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 models based on the distribution of these trips by vehicle classification, vehicle technology class, operating mode and activity by time of day. ARB default distributions were used for this purpose. The Emission Budget Results and On-Road Activity Data can also be found in Table D.

California Conformity Determination

As a result of the emission results identified in Table D, 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. As mentioned previously, Carson City and Douglas Counties are working under a limited maintenance plan for CO (*NDEP's Carbon Monoxide Redesignation Request and Limited Maintenance Plan* which was adopted by the EPA February 2004). Areas with Limited Maintenance Plans do not need to conduct a regional emissions analysis, however the limited maintenance plans for these areas 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 *Mobility 2035* is working under a Limited Maintenance Plan in Nevada, it is not required to satisfy the regional emissions analysis for a given pollutant.

In March 2012, NDEP drafted another revision to Nevada SIP for Carbon Monoxide titled *2012 Revision to the Nevada State Implementation Plan for Carbon Monoxide; Updated Maintenance Plan for the Nevada side of the Lake Tahoe Basin*, NDEP 2012. Under the transportation conformity rule, EPA guidance asserts that in limited maintenance plan areas, emissions budgets may be treated as not constraining because the area is unlikely to grow enough that a violation of the NAAQS would occur and that emissions need not be capped for the maintenance period.

Table D Mobile Source Emissions Modeling Results

Alternative 1		El Dorado County		Placer County	
Vehicle Activity Data	VMT	Daily Trips	VMT	Daily Trips	
2010	760,129	131,050	428,545	46,864	
2018 (interpolated)	804,354	132,617	452,395	49,038	
2020	815,410	133,009	458,357	49,582	
2026 (interpolated)	819,544	134,857	464,484	50,792	
2035	825,745	137,629	473,675	52,606	

EMFAC 2011	El Dorado County Total CO (TPD)	Emissions Budget	Placer County Total CO (TPD)	Emissions Budget
2010	7.95	19	4.35	11
2018	3.32	10	1.86	11
2026	1.76	-	1.05	-

EMFAC 2007	El Dorado County Total CO (TPD)	Emissions Budget	Placer County Total CO (TPD)	Emissions Budget
2010	6.84	19	3.25	11
2018	3.15	10	1.48	11
2026	1.62	-	0.82	-

Alternative 2		El Dorado County		Placer County	
Vehicle Activity Data	VMT	Daily Trips	VMT	Daily Trips	
2010	760,129	131,050	428,545	46,864	
2018 (interpolated)	784,549	134,868	443,752	50,638	
2020	790,654	135,823	447,554	51,581	
2026 (interpolated)	812,462	138,813	458,837	53,502	
2035	845,175	143,298	475,762	56,384	

EMFAC 2011	El Dorado County Total CO (TPD)	Emissions Budget	Placer County Total CO (TPD)	Emissions Budget
2010	7.95	19	4.35	11
2018	3.23	10	1.82	11
2026	1.75	-	1.04	-

EMFAC 2007	El Dorado County Total CO (TPD)	Emissions Budget	Placer County Total CO (TPD)	Emissions Budget
2010	6.84	19	3.25	11
2018	3.11	10	1.46	11
2026	1.62	-	0.82	-

Alternative 3	El Dorado County		Placer County		
	Vehicle Activity Data	VMT	Daily Trips	VMT	Daily Trips
2010		760,129	131,050	428,545	46,864
2018 (interpolated)		793,012	136,891	447,963	48,114
2020		801,233	138,351	452,818	48,427
2026 (interpolated)		818,631	141,077	464,386	52,473
2035		844,728	145,167	481,739	58,542

EMFAC 2011	El Dorado County Total CO (TPD)	Emissions Budget	Placer County Total CO (TPD)	Emissions Budget
2010	7.95	19	4.35	11
2018	3.27	10	1.84	11
2026	1.76	-	1.05	-

EMFAC 2007	El Dorado County Total CO (TPD)	Emissions Budget	Placer County Total CO (TPD)	Emissions Budget
2010	6.84	19	3.25	11
2018	3.15	10	1.46	11
2026	1.63	-	0.82	-

Alternative 4	El Dorado County		Placer County		
	Vehicle Activity Data	VMT	Daily Trips	VMT	Daily Trips
2010		760,129	131,050	428,545	46,864
2018 (interpolated)		804,354	136,939	452,395	49,707
2020		815,410	138,411	458,357	50,418
2026 (interpolated)		841,554	142,531	476,448	54,046
2035		880,770	148,710	503,585	59,487

EMFAC 2011	El Dorado County Total CO (TPD)	Emissions Budget	Placer County Total CO (TPD)	Emissions Budget
2010	7.95	19	4.35	11
2018	3.32	10	1.86	11
2026	1.81	-	1.08	-

EMFAC 2007	El Dorado County Total CO (TPD)	Emissions Budget	Placer County Total CO (TPD)	Emissions Budget
2010	6.84	19	3.25	11
2018	3.18	10	1.48	11
2026	1.67	-	0.84	-

Alternative 5 Vehicle Activity Data	El Dorado County		Placer County	
	VMT	Daily Trips	VMT	Daily Trips
2010	760,129	131,050	428,545	46,864
2018 (interpolated)	812,027	138,223	456,019	49,762
2020	825,001	140,016	462,887	50,487
2026 (interpolated)	853,383	143,469	482,494	54,499
2035	895,956	148,648	511,904	60,516

EMFAC 2011	El Dorado County Total CO (TPD)	Emissions Budget	Placer County Total CO (TPD)	Emissions Budget
2010	7.95	19	4.35	11
2018	3.35	10	1.87	11
2026	1.84	-	1.09	-

EMFAC 2007	El Dorado County Total CO (TPD)	Emissions Budget	Placer County Total CO (TPD)	Emissions Budget
2010	6.84	19	3.25	11
2018	3.21	10	1.49	11
2026	1.69	-	0.85	-

PUBLIC PARTICIPATION PLAN



Tahoe
Metropolitan
Planning
Organization



TAHOE
REGIONAL
PLANNING
AGENCY



Public Participation Plan

Amended July 2010



The needs of the public are one of the most important foundations for transportation planning. Seeking comprehensive public participation is critical for developing meaningful transportation plans. The Tahoe Metropolitan Planning Organization (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. This plan is intended to ensure that public participation is an integral and effective part of the TMPO's activities and that decisions are made with the benefit and consideration of important public perspectives.

Public Meetings

Websites

surveys

Newletters

Workshops

Roundtables

Emails

Interactivity

Mapping

Community

Presentations



Tahoe Metropolitan Planning Organization

Final Public Participation Plan

May 9, 2008
Amended July 28, 2010

Tahoe Metropolitan Planning Organization
PO Box 5310
Stateline, NV 89449
Ph. 775-588-4547
Fax. 775-588-4527

Copies of the Public Participation Plan may also be viewed at the Tahoe Regional Planning Agency offices, or on the TMPO website:
<http://www.tahoempo.org>.

Public Participation Plan

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Acronyms

ADA	Americans with Disabilities Act
APC	Advisory Planning Commission
CAAA	Clean Air Act Amendments
CALTRANS	California Department of Transportation
CAMPO	Carson Area Metropolitan Planning Organization
CHSP	Coordinated Human Services Plan
CTS-MCO	Coordinated Transit System Management Company (BlueGO)
EPA	United States Environmental Protection Agency
ESL	English as a Second Language
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
LTCC	Lake Tahoe Community College
MPO	Metropolitan Planning Organization
NDOT	Nevada Department of Transportation
NEPA	National Environmental Policy Act
NTPUD	North Tahoe Public Utility District
OWP	Overall Work Program
PPP	Public Participation Plan
RTP	Regional Transportation Plan
RTTPC	Resort Triangle Transportation Planning Coalition
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCS	Sustainable Communities Strategy
SSTMA	South Shore Transportation Management Association
STPUD	South Tahoe Public Utility District
TACCD	Tahoe Area Coordinating Council for the Disabled

TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
TMPO	Tahoe Metropolitan Planning Organization
TNT-TMA	Truckee North Tahoe Transportation Management Association
TRPA	Tahoe Regional Planning Agency
TTC	Tahoe Transportation Commission
TTD	Tahoe Transportation District

Introduction

This document is the Public Participation Plan for the Tahoe Metropolitan Planning Organization (TMPO). The TMPO is the transportation planning agency for the Tahoe Basin, as designated by the federal government, and its goal is to provide for regional mobility. The TMPO is required to have a Continuing, Comprehensive, and Coordinated transportation planning process that considers all transportation modes, provides a forum for public input, and supports social and economic goals. The 3C process brings together transportation projects set forth by local agencies into one regional plan, prioritizes these projects and helps provide and locate funding for these projects.

Since the purpose of regional planning is to meet public mobility needs, a vital part of this planning effort is involvement of the public. Effectively involving different stakeholder groups in the regional transportation planning process is crucial for determining whether planned projects meet public needs, and for ensuring that public funds are directed to the areas of highest need. A clear planning process that facilitates a high level of public participation ensures well-prepared planning documents, which can then line the region up for funding and other opportunities.

Important considerations affecting participation of different groups are:

- Time, location, and accessibility of meetings
- Reaching people within their own communities and during existing meeting schedules
- Provision of food, childcare, and translation at meetings
- Presentations focused to specific interests of group
- Placement of announcements and flyers using different types of media

The TMPO aims to create a plan that outlines effective methods for reaching the many different groups of people and stakeholders in the Lake Tahoe Basin. The draft plan outlines feedback received from the public, and incorporates this feedback into the public outreach process for TMPO documents. Readers of this document should be able to learn of the many opportunities for public input, and how and when these opportunities occur. The goal of this plan is to invite greater public input into transportation planning, to make members of the public aware of all opportunities for input, to make clearer the sometimes complex planning process, and to cultivate interest in transportation planning in the Lake Tahoe Basin.

Tahoe Metropolitan Planning Organization (TMPO)

Under the federal Transportation Equity Act for the 21st Century (TEA-21), the Tahoe Region was designated as a Metropolitan Planning Organization (MPO). The jurisdiction of the TMPO covers all areas within the watershed that drains into Lake Tahoe. This includes parts of two California counties, El Dorado and Placer, and three Nevada counties, Douglas, Washoe, and Carson. The TMPO board is made up of 16 members. Fifteen of these members are the same members that make up the board of the Tahoe Regional Planning Agency (TRPA), which cooperatively leads the effort to preserve, restore and enhance the unique natural and human environment of the Lake Tahoe region. Seven of the TMPO members are from California and seven are from Nevada. There is one representative of the US Forest Service, in recognition of the major role this agency plays in transportation provision in the Basin, and one non-voting Presidential Appointee. Six members, who are locally elected officials or their designees, represent the units of local government.

The Tahoe Transportation Commission (TTC) serves as an advisory body to the TMPO. The core membership of the TTC is the board of the Tahoe Transportation District, created by the Tahoe Regional Planning Compact (Public Law 96-551) to own and operate intra-regional and inter-regional transportation services and facilities. The TTD and TTC boards share a membership that includes local jurisdictions, California and Nevada Departments of Transportation (non-voting), the US Forest Service, Transportation Management Associations, and an at-large position. In addition, the TTC includes a representative of the TRPA Advisory Planning Commission and a member of the Washoe Tribe.

The TMPO is charged with implementing a “continuing, comprehensive and cooperative transportation planning process among states and local communities.” By federal law, the TMPO is required to produce several documents, including a Regional Transportation Plan (RTP), a Transportation Improvement Program (TIP), an Overall Work Program (OWP), a Coordinated Human Services Transportation Plan (CHSP) and a Public Participation Plan (PPP). With the passing of California Senate Bill 375, California MPOs are now required to produce a “Sustainable Communities Strategy” (SCS) for reduction of greenhouse gasses as part of the Regional Transportation Plan.

Planning Factors

Federal regulations require that the MPO planning process provide for the consideration of projects and strategies that will:

- Support economic vitality of the area, especially enabling global competitiveness, productivity and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and freight;
- Protect and enhance the environment, promote energy conservation and improve quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

In addition, in accordance with both federal and state regulations, the MPO planning process shall:

- Include a proactive public involvement process;
- Be consistent with Title VI of the Civil Rights Act of 1964;
- Identify actions necessary to comply with the Americans with Disabilities Act of 1990;
- Provide for the involvement of traffic, ridesharing, parking, transportation safety and enforcement agencies, commuter rail operators, airport and port authorities, appropriate private transportation providers, congestion management agencies, other transportation agencies and commissions, and, where appropriate, city officials;
- Provide for the involvement of local, state and federal environmental, resource and permit agencies as appropriate.

- Provide for the involvement of affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations;

Federal Requirements for Public Participation

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. Several Federal laws and regulations guide the TMPO in involving the public in its activities. They include:

- **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**

SAFETEA-LU states that the Metropolitan Planning Organization (MPO), in consultation with interested parties, shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

SAFETEA-LU also requires that a minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO.

- **Title VI of the Civil Rights Act of 1964**

Title VI states that, “No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefit of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” Title VI serves as the legal foundation for what is today referred to as environmental justice.

- **Americans with Disabilities Act (ADA)**

The American with Disabilities Act (ADA) of 1990 encourages the participation of people with disabilities in the development and improvement of transportation and paratransit plans and services. In accordance with ADA guidelines, all meetings conducted by the MPO will take place at locations which are accessible to persons with mobility limitations.

- **Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations**
 Executive Order 12898 requires that disproportionately high and adverse human health or environmental effects on minority and low-income populations be identified and addressed in order to achieve environmental justice.
- **Executive Order 13175 - Consultation and Coordination with Indian Tribal Governments**
 Executive Order 13175 was passed in order to establish regular and meaningful consultation and collaboration with tribal officials in the development of federal policies that have tribal implications, to strengthen the United States government-to-government relationships with Indian tribes, and to reduce the imposition of unfunded mandates upon Indian Tribes.
- **Clean Air Act Amendments (CAAA)**
 The Clean Air Act Amendments (CAAA) of 1990 require the transportation community to improve air quality while sustaining adequate mobility for transportation users. CAAA and the transportation planning provisions of SAFETEA-LU (Section 6011 – Transportation Conformity) are intended to ensure that integrated transportation and air quality planning occurs among representatives of the MPOs, state and local air quality planning agencies, state and local transportation agencies, and other organizations in the areas designated by the U.S. Environmental Protection Agency (EPA) as non-attainment or maintenance areas.
- **National Environmental Policy Act (NEPA)**
 The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) regulations implementing the National Environmental Policy Act (NEPA) of 1969 (as amended) outline requirements to carry out an environmental review process for implementing projects from a Transportation Improvement Program (TIP). NEPA has its own set of public participation requirements for review period and notification of interested parties on a project basis.

State Requirements for Public Participation

The State of California is taking a pro-active approach to reducing greenhouse gas emissions. California has its own public participation requirements for MPOs in relation to legislation on greenhouse gas reductions.

- **Senate Bill 375 (SB-375),**
Senate Bill 375 requires MPOs to adopt a Sustainable Communities Strategy (SCS) and/or Alternative Planning Strategy (APS) as part of the regional transportation plan. Senate Bill 575 further clarified the role of the TRPA Regional Plan as the Lake Tahoe Region's SCS. The SCS sets forth a forecasted development pattern for the region, which, when integrated with the transportation network will reduce greenhouse gas emissions from automobiles and light trucks to achieve greenhouse gas emission reduction targets approved by the state board. If greenhouse gas emission targets cannot be reached, then an APS shall be prepared. Each MPO shall adopt a public participation plan for development of the SCS or APS that includes:
 - Outreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, including, but not limited to, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interest, and homeowner associations;
 - Consultation with congestion management agencies, transportation agencies, and transportation commissions;
 - Workshops throughout the region to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices;
 - Preparation and circulation of a draft SCS not less than 55 days before adoption of a final regional transportation plan;
 - Public hearings on the draft SCS;
 - A process for enabling members of the public to provide a single request to receive notices, information and updates

TMPO Documents

The TMPO produces two major documents, the Regional Transportation Plan and the Transportation Improvement Program, that directly lead to the implementation of projects in the Lake Tahoe Basin. Smaller documents, such as the Public Participation Plan, Overall Work Program, and Coordinated Human Services Plan direct TMPO staff on how to create the RTP and TIP and identify priorities for work tasks and study areas. Public input is a vital component of each of these documents, and ultimately results in needed improvements to Lake Tahoe's transportation system.

Regional Transportation Plan (23 CFR 450.322)

The major document that the TMPO produces is called the Regional Transportation Plan (RTP). The RTP addresses a 20-year planning horizon. Through this document, the TMPO brings together transportation projects set forth by different local agencies into one plan, prioritizes these projects and provides funding for them. The RTP includes both long-range and short-range strategies that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods. By federal law, this Regional Transportation Plan is required to be fiscally constrained and meet air quality conformity standards and other state and federal requirements. The RTP is revised every four years as the Tahoe Region is in an air quality maintenance area. Regions that are not in air quality maintenance or non-attainment revise their RTPs every five years. In accordance with California Senate Bill 375, passed in September, 2008, RTPs must also include a Sustainable Communities Strategy (SCS) that outlines how the region will meet greenhouse gas reduction targets.

Transportation Improvement Program (23 CFR 450.324)

The Transportation Improvement Program (TIP) is a four-year document that includes all capital and non-capital surface transportation projects within the boundaries of the Tahoe Metropolitan Planning Organization that are either federally funded, regionally significant, or require a federal action. For a project to be included in the TIP, it must be in the RTP. High priority projects from the RTP are selected for inclusion into the TIP through the public process and a final decision by the TMPO board. For each project or project phase, the TIP includes a project description, estimated total project cost, amount of federal funds to be obligated, agencies responsible for carrying out the project or phase, and other project details. The TIP also includes a financial plan that demonstrates how the approved TIP can be implemented and recommends additional financing strategies for needed projects and programs. Only projects with assured or reasonably expected funding may be included in the TIP.

Overall Work Program (23 CFR 450.308)

The Overall Work Program (OWP) is a statement of work produced annually by the TMPO that identifies the planning priorities and activities to be carried out within the metropolitan planning area. The OWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, and the source of funds.

Public Participation Plan (23 CFR 450.316)

The Public Participation Plan (PPP) is a document that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

Coordinated Human Services Transit Plan

The Coordinated Public Transit Human Services Transportation Plan (CHSP) is a strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited income. The plan lays out strategies for meeting these needs and prioritizing services. All transit planning processes in the Basin should refer to the CHSP.

Special Planning Studies

The TMPO undertakes special planning studies that are listed in the OWP, for specific, large-scale projects such as a new transportation system or re-configuration of a downtown street layout. The studies identify feasibility of the project, impacts and benefits, and different alternatives. The public is asked to comment and be involved in the planning process for these studies.

Development of the Public Participation Plan

The development of this Public Participation Plan consisted of four major outreach components, intended to give the public a variety of mediums for providing input. These included a series of public workshops, a survey, targeted outreach to specific stakeholder groups, and follow-up phone calls to cooperating agencies that did not participate in any of the first three activities.

The goals of these outreach activities were:

- To learn from the public how they wish to be contacted and how they want to participate in the planning process;
- To generate interest in the transportation planning process;
- To educate the public on planning activities.

To generate interest and attract more participation, the public participation discussion and outreach was combined with initial outreach for the Regional Transportation Plan. Two “Transportation Roundtables” were conducted and an on-line survey was advertised along with the Roundtable announcements. A letter and a copy of the survey were sent to a list of approximately 500 individuals and agencies. The list included representatives from local, state, and federal government, natural and environmental resource agencies, churches, lodging associations, representatives of different transportation user groups, and participants in the Place-Based planning process. Notices were sent primarily through e-mail; however those without e-mails or those who were considered more effectively reached through mail were sent paper letters and surveys, along with pre-paid return envelopes. For a complete list of all groups contacted, see Appendix A. Additional outreach was carried out through newspaper ads in English and Spanish newspapers, press releases, flyers in English and in Spanish, and web advertisements.

Transportation Roundtables

Two transportation roundtables, one on the North Shore of Lake Tahoe and one on the South Shore of Lake Tahoe, were conducted in March 2008. Spanish translation and food were provided and advertised.

Roundtable agendas included:

- Demographic and traffic information
- Summary of proposed major RTP projects and policies
- Interactive activities on walkable communities
- Discussion on the best ways to reach the public and stakeholder groups

Surveys

A total of 273 surveys were completed between February 14 and March 19, 2008. This includes both paper and electronic responses. Near the end of the survey, respondents were asked to choose the transportation topics in which they were interested, and to provide their address if they wished to receive more information. In addition, at the close of the survey, respondents were directed to the TMPO website where there is a link for signing up for the TMPO mailing list.

Outreach to specific groups

There are several stakeholder groups that have unique input into the transportation planning process, but may be harder to reach than other groups. These include minority and low-income communities, second homeowners, and disabled and special needs. Minority, low-income, and special needs users in particular have high rates of transit ridership, walking and bicycling. Second homeowners are not always as frequent users of the transportation system, but they often have concerns that their voice is not heard in the planning process since they are frequently absent from the Basin during public meeting times.

In addition to the Roundtable and survey mailing, these groups were reached through phone calls to representatives, and announcements and/or discussion at regularly scheduled meetings. For a detailed account of these communications, please see Appendix B.

Results

The surveys and Roundtable discussions showed that e-mail was the preferred method for receiving information about public input opportunities, followed by community meetings and presentations to community groups. Newspaper and Website were also popular ways of learning of opportunities.

Other methods mentioned at the Roundtables and on the surveys were:

- Flyers at transit shelters and in the buses, with tear-off tags to take home
- School newsletters, which are often translated into Spanish
- MySpace, Facebook, and other on-line communities
- Newspaper “What’s Happening” calendar

Suggestions from specific groups were:

Latino community:

- Provide information at existing classes, meetings, and congregations such as churches
- Have representatives of the Latino community give the presentations themselves
- Provide food, childcare, translation at meetings
- Go door-to-door with flyers announcing meetings
- Announce meetings on “Radio Azteca”
- Print announcements in local Spanish newspapers
- Distribute notices in Spanish through the school district

Disabled and Special Needs:

- Ensure that meetings are held at times and locations that are accessible by paratransit
- Mail surveys to social service representatives

Second Homeowners:

- Create mailing list from County Assessor Parcel database
- Post web banners on websites with weather and ski report information
- Request that local organizations such as non-profits and homeowner associations include information in newsletters and e-mail broadcasts to their membership
- Consult with Fire Safe Councils--they have been successful in reaching the second homeowners

For complete set of survey results, see Appendix D.

Follow-Up Contact

Calls and/or personal e-mails were placed to several public agencies with whom the TMPO collaborates and who did not respond to the survey or attend the Transportation Roundtables:

- U.S. Fish and Wildlife Service
- Nevada Division of Environmental Protection
- Washoe Tribe
- Tahoe City Public Utility District
- South Tahoe Public Utility District
- North Tahoe Public Utility District

A summary of the input received from these calls and e-mails is included in Appendix B.

Implementation of Public Participation Input

There were many new suggestions that came out of the Public Participation process. The TMPO selected those that staff feels can garner the most input from a diverse set of stakeholder groups, taking into consideration staff and resource limitations. The process itself, and future processes like it, will help to build the TMPO's mailing list, so that over time it may reach an ever wider audience during transportation planning activities.

At a minimum, public meetings and opportunities for public comment for all TMPO documents will be advertised and carried out in the following ways:

- E-mail and mailing to those on the mailing list.
- Announcements will be targeted based on interests indicated when signing up.
- Summaries of documents will be translated into Spanish where appropriate.
- Legal notices of comment periods will be printed in newspapers of local circulation, and mailed to U.S. post offices and libraries, and transit operators for posting on buses and shelters.
- Public notice of workshops will be provided at least 7 days in advance.
- Depending on the scale and focus of the document, specific stakeholder groups may be addressed at their regularly scheduled meetings, or specialized meetings to gain their input may be held.
- Input will be sought at regularly scheduled meetings of transportation entities around the Basin as appropriate, as listed in the "Ongoing Public Participation Forums" section of this document.
- Public meetings will be held at locations and times accessible by transit and paratransit, to the extent feasible.
- Public meetings for document input will set aside time specifically for hearing from the public, and will offer comment cards for those who do not wish to speak.
- Draft documents for review will be posted on the TMPO website, made available at the TMPO/TRPA front counter and available by e-mail or hard copy upon request. A small fee may be assessed for provision of hard copies.
- Techniques that help the public to better conceptualize and understand information will be used. This includes the use of large-format graphs, pictures and diagrams and maps in both documents and public workshops, and brainstorming techniques at public workshops.
- Through the Tahoe Transportation District (TTD) and Tahoe Transportation Commission (TTD), the TMPO will consult with agencies and officials responsible for other planning activities within the Tahoe area that are

affected by transportation. Interactive workshops at TTC meetings will provide for due consideration of other related planning activities in the area.

Other methods that may be used:

- Flyers posted at restaurants, cafes, ski resorts, Laundromats and other community locations
- Hold brief workshops or comment sessions on transit
- Providing food, childcare and translation at meetings

For public input plans specific to each document, see Appendix C.

Evaluation and Update of the Public Participation Plan

Constituents and technology are constantly changing, so the Public Participation Plan must be updated periodically to reflect those needs. The Public Participation Plan will be updated every five years. An outreach effort based on the feedback from the previous plan will be implemented and could include surveys, public meetings, announcements at existing venues, and other outreach methods cited in this plan. At a minimum, the TMPO should seek to obtain feedback from at least two representatives of each stakeholder group, and in some cases many more. Additional feedback should be solicited through brief evaluation forms handed out at the end of public workshops and attached to surveys.

Ongoing Public Participation Forums

While each TMPO document has its own specific public participation process, there are also ongoing public forums that TMPO staff participates in and through which the TMPO has frequent opportunity to hear from and interact with the public. These opportunities provide timely information about transportation issues and decision-making processes to citizens and other affected and interested parties. Each group or board that meets is listed in the table below.

Also, from 2003 to 2008, a series of intensive workshops related to the update of 20-year planning documents in the region has been taking place. These workshops are called the *Regional Planning Process* and the *Place-Based Planning Process*. The process solicits information from stakeholder groups on what environmental, social, and economic standards should be set, and how these standards should be attained. The Place-Based Process invites the members of the public from different locations around the Lake to share their vision of the community. Both of these processes have identified major considerations related to transportation that will be incorporated into the TMPO Regional Transportation Plan.

Public Forum	Description	Included Parties
Coordinated Transit System Management Company (CTS-MCO), also known as the BlueGO Board	The CTS-MCO board combines the existing transportation resources of public and private entities to provide more effective and cost-efficient services to both residents and visitors. The board meets the first Friday of every month.	<u>Board members</u> -TTD -TRPA -South Shore jurisdictions -South Shore casinos -Heavenly Ski Resort <u>Invited parties</u> -Public transportation employees
Resort Triangle Transportation Planning Coalition (RTTPC)	A multi-agency coalition whose function is to coordinate, plan, program, monitor and implement capital and operational projects in the North Lake Tahoe-Truckee "Resort Triangle".	<u>Member (MOU) Organizations</u> -Placer County -Placer County Transportation Planning Organization -Town of Truckee -Nevada County Transportation Commission -Tahoe Regional Planning Agency <u>Technical Advisory Group</u> -Includes jurisdictions, North Lake Tahoe Resort Association, TNT-TMA, Northstar Community Services District, and Caltrans
South Shore Transportation Management Association (SSTMA)	The SSTMA is a non-profit community forum advocating transportation and mobility solutions. It meets the first Friday of every month.	-Community organizations, businesses and public agencies
Tahoe Area Coordinating Council for the Disabled (TACCD)	The TACCD addresses the needs of disabled persons through promoting advocacy, accessibility, senior housing, transportation, including bike paths, and other programs. Meets every fourth Monday.	<u>Member Organizations</u> -State and local social service agencies -Local transit providers -Local jurisdictions -Employment agencies

		<ul style="list-style-type: none"> -Local non-profit organizations -Local educational institutions -Local planning agencies
Tahoe Metropolitan Planning Organization (TMPO)	The TMPO is the regional transportation planning entity for the Lake Tahoe Basin. The TMPO meets the fourth Wednesday of each month.	<u>Board members</u> <ul style="list-style-type: none"> -Elected officials of local jurisdictions; -State appointees; -Federal appointees; -US Forest Service <u>Invited parties</u> <ul style="list-style-type: none"> -General public
Tahoe Transportation Commission (TTC)	The TTC serves as a planning advisory body to the TMPO. The goal of the TTC is to link land-use planning issues with transportation. The TTC meets the second Friday of every month, after the TTD meeting.	<u>Board members</u> <ul style="list-style-type: none"> -Local jurisdictions, including the Washoe Tribe -California Dept. of Transportation -Nevada Dept. of Transportation -US Forest Service -Transportation Management Associations -At-large position -Representative from TRPA APC <u>Invited parties</u> <ul style="list-style-type: none"> -General public
Tahoe Transportation District (TTD)	The TTD was created through Article IX of the Tahoe Regional Planning Compact, Public Law 96-551. The TTD may own and operate public transportation systems and facilities, generate revenue, and provide inter- and intra-regional transportation service. The TTD meets the second Friday of every month.	<u>Board members</u> <ul style="list-style-type: none"> -Local jurisdictions -California Dept. of Transportation -Nevada Dept. of Transportation -At-large position <u>Invited parties</u> <ul style="list-style-type: none"> -Public transportation providers -General public

Truckee North Tahoe Transportation Management Association (TNT-TMA)	The Truckee North Tahoe Transportation Management Association is dedicated to fostering public-private partnerships and resources for the advocacy and promotion of innovative solutions to the unique transportation challenges of the Truckee-North Lake Tahoe Resort Triangle. It meets the first Thursday of every month.	<u>Board members</u> -North Lake Tahoe Resort Association -Town of Truckee -Ski Resorts -Other elected & appointed members
Unmet Transit Needs	Annual meeting held by the Tahoe Regional Planning Agency to determine unmet transit needs. This is a California state requirement only, but unmet transit needs are ascertained for both the California and Nevada sides of the Lake.	<u>Invited parties</u> Users of public transportation
Update of Bike and Pedestrian Master Plan project list	Occurs every five years with the update of the Regional Transportation Plan.	<u>Invited parties</u> -Local jurisdictions and planning entities -Bicycle advocacy groups -Users of pedestrian walkways and bicycle transportation facilities
E-mail list	Individuals can sign up by going to: www.trpa.org under "Transportation Planning"	The TMPO keeps an e-mail address list of all interested parties to notify them of opportunities for public input on TMPO documents.
Mail, phone, fax	Comments may be directed at any time to the transportation staff at the TMPO by contacting: Tahoe Metropolitan Planning Organization PO Box 5310 Stateline, NV 89449 Ph. 775-588-4547 Fax 775-588-4527	

Requesting Notice and Information

Members of the public may provide a single request to receive notices, information, and updates, by calling the Transportation offices of the Tahoe Metropolitan Planning Organization at 775-588-4547, or by visiting the TMPO website, at <http://www.tahoempo.org> and clicking on the “sign-up” button.

Integration with other Planning Agencies

In developing the RTP and the TIP, the TMPO works very closely with other agencies responsible for planning activities within the Tahoe Area. Since the TMPO shares its board and staff with the Tahoe Regional Planning Agency, there is a close linkage between local planning, environmental protection, and the transportation planning that goes into the RTP. In fact, much of the background planning that forms the basis of the 2008 RTP was gathered through the Basin-wide planning process called PATHWAY. This process combined the long-term planning efforts of four Basin agencies, including the Tahoe Regional Planning Agency, the US Forest Service-Lake Tahoe Basin Management Unit, the Lahontan Regional Water Quality Control Board, and the Nevada Division of Environmental Protection.

SAFETEA-LU also specifies that the planning process for both the RTP and the TIP shall include several specific groups.

- I. Recipients of assistance under Title 49 USC Chapter 53 (Public Transit Capital and Operating Assistance). The groups that receive assistance under this Chapter are the same as those entities that serve on the Tahoe Transportation Commission (TTC) and Tahoe Metropolitan Planning Organization board, who are already involved in the public planning process.

- II. Governmental agencies and non-profits that receive Federal assistance from a source other than the US Department of Transportation to provide non-emergency transportation services. The groups that receive Federal assistance for non-emergency transportation services from sources other than the US Department of Transportation are the same as those entities that serve on the Tahoe Transportation Commission (TTC) and Tahoe Metropolitan Planning Organization board, and are involved in the TMPO public planning process.

III. Recipients of assistance under 23 USC 204 (Federal Public Lands Highways grants). Recipients of Federal Public Lands Highways are the same as those entities that serve on the Tahoe Transportation Commission (TTC) and Tahoe Metropolitan Planning Organization board, and are involved in the TMPO public planning process.

IV. Indian Tribal governments. The Tahoe Metropolitan Area includes one Indian Tribal Government, the Washoe Tribe of Nevada and California. The Washoe Tribe is integral in major planning activities, and was active in the PATHWAY process which set the stage for the transportation strategies to be proposed in the 2008 RTP. During the public workshops and comment period for the RTP and TIP, special care will be taken to contact the Washoe Tribe and invite them to workshops and to comment on the documents.

V. Federal land management agencies. Federal public lands in the Tahoe Metropolitan Planning area include US Forest Service lands. The Forest Service is a member of both the TMPO and the TTD, and so will be directly engaged in the development of the RTP and TIP. As mentioned above, the Forest Service was also a major participant in the PATHWAY process.

Timeline

The timeline for development and approval of the Public Participation Plan is as follows:

Announcement of Transportation Roundtables and Survey Released	February 14, 2008
Transportation Roundtables	March 11 – 12, 2008
Latino Community Outreach	March and April, 2008
Opening of Public Comment Period	March 24, 2008
Closing of Public Comment Period	May 7, 2008
TTC Recommendation to TMPO for Adoption of PPP	May 9, 2008
Approval of PPP at Tahoe Metropolitan Planning Organization Meeting	May 21, 2008

Appendix A -- Stakeholder Groups Contacted

Local Government
State Government
Federal Government
Natural and Environmental Resource Agencies
Economic Development Organizations
Churches
Lodging Associations
Homeowner Associations
Neighboring Region MPOs and COGs
Representatives of the Disabled
Social Service Agencies
The Washoe Tribe of California and Nevada
Representatives of Users of Public Transportation
Representatives of Public Transportation Employees
Representatives of Users of Pedestrian Walkways and Bicycle Transportation Facilities
Providers of Freight Transportation
Freight Shippers
Private Providers of Transportation
Transportation Management Associations
Chambers of Commerce and other local business organizations
Tourism Organizations
Citizens
Non-Governmental Organizations
Participants in the Place-Based Planning Process

Appendix B -- Outcomes of Outreach Activities

Each public forum or individual contact yielded specific suggestions for effective public participation.

North Shore Transportation Roundtable

- Distribute info to schools, and they will translate into Spanish and distribute in their newsletters.
- Papers—list the event more often than just once. One way to do this is to get the activity listed in the calendar of events.
- Advertise in transit shelters, and on buses. Make tear-off tabs on the flyers so people can take info home.
- Advertise that we will have Spanish translation at events.
- Send to the Parasol Foundation, who can forward to their list of non-profits.
- Send to ski areas, which have lots of bus users.
- Need to get the Latino community to the meetings.
- E-mail to the Place-Based list.

South Shore Transportation Roundtable

- High School kids at the workshop suggested MySpace, Facebook, and other on-line communities. They suggested that a kid design the page.
- Flyers at schools and colleges, music stores (Mad About Music), restaurants and cafes (Sprouts).

Latino Affairs Commission of City of South Lake Tahoe

- Contact churches: Iglesia de Cristo Verbo de DIOS, St. Theresa's Catholic Church, Lake Tahoe Christian Fellowship. Flyers, make announcements there.
- Flyers, talk to people in person.
- Flyers at the two Mexican grocery stores and Mexican restaurants in South Lake Tahoe.
- Put a notice in Hispano de Tahoe (free newspaper delivered to all Latino households).
- Radio—AM, Radio Azteca. Hector Vazques—Sundays 4 – 12 (pm?).
- Notices through the School District.

Delicia Spees, South Tahoe Family Resource Center:

The main concern of the Latino community in South Lake Tahoe is sidewalks right on Pioneer Trail.

From Place-Based Meetings:

- Better web interface for reviewing documents. TRPA web is hard to use.

Tahoe Area Coordinating Council for the Disabled

- Mail them announcements
- Hold meetings in locations that are accessible for the disabled by transit. Be especially sensitive that flex routes end at 7 pm.

Jill Sarick Santos (former community member--South Shore; e-mail interview regarding outreach to Latino Community)

- Outreach to: Casinos, Ski Resorts, Family Resource Center, Churches, and the ESL program through LTCC (Specific contacts provided)
- Host a workshop with a native speaker or at least, someone fluent in Spanish to present the ideas for transportation.
- HAVE FOOD.
- Talk with them face to face.
- Child care for that meeting.
- Pay translators and facilitators.

Emilio Vaca (translator—North Shore; e-mailed regarding outreach to Latino Community)

- Go door to door with flyers.
- Hold specific, separate meeting with Latino Community

Kim Carr (second homeowner)

- Pull addresses out of Assessor Parcel database
- Announce through existing membership groups
- Connect with Fire Safe Councils—they have done successful outreach to second homeowners

U.S. Fish and Wildlife Service

E-mailed twice and called, did not respond.

Nevada Division of Environmental Protection

Preferred method of receiving and giving information is e-mail.

Washoe Tribe

Preferred methods for learning about public input opportunities are phone, e-mail, presentations to community groups and community meetings. Preferred methods for providing input are e-mail, mail and community meetings. They suggested a community meeting format that was a small group with community leaders and experts. Requested that the Washoe Tribe is treated like any other government (state or county) and is at the table.

South Tahoe Public Utility District

E-mail works fine. Make sure to include General Manager and Assistant General Manager in all e-mails with opportunities for commenting on transportation-related documents.

Tahoe City Public Utility District

E-mail is the preferred method for learning about opportunities and providing public input. Suggested holding open house workshops spanning workdays into evenings.

North Tahoe Public Utility District

E-mail, website, and structured presentations to community groups are the best ways to convey information.

Carson Area Metropolitan Planning Organization

E-mail is a fine way to distribute information to them.

The Tahoe Foundation™

The Tahoe Foundation provided extensive comments on the PPP draft, and offered to host community Planning Forums at the Sierra Nevada College specific to transportation and its relationship to architecture and planning.

Appendix C -- Public Involvement Procedures Specific to TMPO Documents

Each TMPO document has a public participation process associated with it. In addition to those public input methods outlined in the “Implementation of Public Participation Input” section, the following sections give specific details on public noticing procedures, information dissemination, use of the World Wide Web, and other ways that the public is involved in the development of each document.

Regional Transportation Plan (including SCS/APS development)

Public Input Opportunities

- Public workshops. At least one workshop shall be held in each county in the region for development of the SCS and RTP. The workshops will be held in central locations that are ADA accessible and accessible by transit and paratransit to the extent feasible. Workshops targeted to the Latino community will be held separately. Each workshop, to the extent practicable, shall include urban simulation computer modeling to create visual representations of the sustainable communities strategy.
- Public review of Draft RTP. There will be a minimum 30-day public comment period on the draft RTP. The Draft RTP, including the SCS, shall be circulated not less than 55 days before adoption of a final RTP. Public comment will be accepted through e-mail, written mail, and fax. If the final RTP differs significantly from the draft made available for public comment, an additional 10-day public comment period will be added for review. There will be a minimum of two public hearings on the draft sustainable communities strategy in the regional transportation plan. To the maximum extent feasible, the hearings shall be in different parts of the region.
- Amendments and Administrative Modifications. RTP amendments that trigger a conformity analysis will require a 30-day public review period. Amendments or modifications which do not trigger a conformity analysis will require a 7-day public review period.

Incorporation of Public Comments

The TMPO will incorporate public comments into the RTP during a two-month period following the close of public comment. Comments and an explanation of how they were addressed will be summarized and posted in a separate document on the TMPO website. If the final RTP differs significantly from the draft made available for public comment, an additional 10-day public comment period will be added for review.

Transportation Improvement Program

Public Input Opportunities

- Public input for the development of the TIP will be held through TTC meetings. All interested parties will be provided with a reasonable opportunity to comment on the TIP and the TMPO will provide at least one formal public meeting during the TIP development process to solicit public input. The meetings will be held in central locations that are ADA accessible, during the regularly scheduled Friday morning meetings of the TTD and TTC.
- Public review of Draft TIP. There will be a minimum 30-day public comment period on the draft TIP. Public comment will be accepted at regularly scheduled TTC meetings and through e-mail, written mail, and fax. If the final TIP differs significantly from the draft made available for public comment, an additional 10-day public comment period will be added for review. The Final TIP will be presented to the TMPO Governing Board for formal adoption.
- Approved Administrative Modifications to the TIP will be available to the public via the TMPO website. Hard copies of the amendment will be available upon request.
- TIP Amendments will be presented at the TTC for review and comment. There will be a minimum 7-day or maximum 30-day public review period depending on the type of amendment. All comments will be assessed and documented. Amendments will be presented to the TMPO Governing Board for final adoption. Amendments will be noticed and available on the TMPO website.

Amendment Types:

- Amendments requiring a **New** Air Quality Conformity Analysis: 30-day public review and comment period
- Amendments that rely on the **Existing** Air Quality Conformity Analysis: 7-day public review and comment period
- Amendment containing only **Exempt** projects requiring no additional Air Quality Conformity Determination: 7-day public review and comment period

Incorporation of Public Comments

The TMPO will incorporate public comments into the TIP during a two-month period following the close of public comment. All comments and an explanation of how they were addressed will be listed as an appendix to the TIP, which may be posted separately on the TMPO website. If the final TIP differs significantly from the draft made available for public comment, an additional 10-day public comment period will be added for review.

Overall Work Program

Public Input Opportunities

- Public input on the development of the OWP will be accepted at regularly scheduled TTC meetings. The meetings will be held in central locations that are ADA accessible, at the regular Friday morning TTD/TTC meeting time.
- Public review of Draft OWP. There will be a minimum 30-day public comment period on the draft OWP. Public comment will be accepted at a TMPO meeting and through e-mail, written mail, and fax.

Incorporation of Public Comments

The TMPO will incorporate public comments into the OWP during a two-week period following the close of public comment.

Public Participation Plan (PPP)

Public Input Opportunities

- Public workshops. Public workshops will be held in combination with other transportation planning workshops. The workshops will be held in central locations that are ADA accessible and accessible by transit and paratransit to the extent feasible.
- Public review of Draft PPP. There will be a 45-day public comment period on the draft PPP. Public comment will be accepted through e-mail, written mail, and fax.

Incorporation of Public Comments

The TMPO will incorporate public comments into the PPP during a two-week period following the close of public comment. An appendix will summarize public comments and how they were addressed.

Periodic Review of Public Participation Plan

Every five years, with adoption of the RTP, the TTC and TMPO will conduct a review of the Public Participation Plan to ensure effectiveness of procedures and to ensure a full and open participation process.

Coordinated Human Services Plan (CHSP)

Public Input Opportunities

- Public workshops. Public workshops for development of the Coordinated Plan will be held through TTD/TTC meetings. The workshops will be held in central locations that are ADA accessible, during the regularly scheduled Friday morning meetings of the TTD/TTC.

- Public review of Draft Coordinated Human Services Plan (CHSP). There will be a minimum 30-day public comment period on the draft CHSP. Public comment will be accepted at a TTD meeting, Tahoe Area Coordinated Council for the Disabled meeting and through e-mail, written mail, and fax.
- Unmet Transit Needs Hearings are held bi-annually. One will be held on the North Shore of Lake Tahoe and held in conjunction with Placer County and the other on South Shore. The hearings will be held in central locations that are ADA accessible and at times accessible by transit and paratransit.

Special Planning Studies

Public Input Opportunities

- Depending upon the scale of the project, public workshops are often held to inform the public and receive feedback on project alternatives. The workshops are held in central locations that are ADA accessible, usually in the evening or at a time convenient for affected groups.
- Public review of draft studies. There is a minimum 30-day public comment period on draft studies. Public comment is accepted orally at workshops, through e-mail, written mail, and fax.

Incorporation of Public Comments

The TMPO incorporates public comments into the study drafts following the close of public comment. Summaries of comments received and how they were addressed are posted on the TMPO website.

Appendix D – Summary of Public Comment

<u>Date</u>	<u>Provided by</u>	<u>Comment received</u>	<u>Page number or section in final version</u>	<u>How this comment was addressed</u>
<i>First Draft</i>				
9/7/2007	David Kelly, TAACD	Add that the TACCD promotes senior housing and bike paths	p 17	Incorporated
9/19/2007	John Greenhut, City of South Lake Tahoe	I would suggest that you provide a definition section for the funding sources so that the casual reader knows what the acronyms mean, where the funds are derived, and how they can be spent.	p 20	Funding source references were expanded slightly to explain what they can be used for. Decided not to devote more of the PPP to funding guidelines--this is not the purpose of this document.
<i>Second Draft</i>				
4/28/2008	Steve Teshara, At-Large Member, Board of Directors, Tahoe Transportation District/Tahoe Transportation Commission; Chair, Truckee-North Tahoe Transportation Management Association; Chair, South Shore Transportation Management Association	Please note that the correct name for the Truckee North Tahoe TMA is: Truckee-North Tahoe Transportation Management Association (not Transit)	p 4	Incorporated

4/28/2008	Steve Teshara	<p>The core membership of the Tahoe Transportation Commission is the Board of the Tahoe Transportation District. You may wish to note this fact in paragraph two. Also note that the membership of the TTC includes the At-Large position (also on the TTD Board) and a representative of the TRPA Advisory Planning Commission (APC). The reference to the TMA's should be that they are transportation management associations (not transit). Note that the California and Nevada DOT members of the TTD and TTC are ex-officio (non-voting).</p>	p 6	Incorporated
4/28/2008	Steve Teshara	<p>It is my understanding that (as of FY-2007), development of a Coordinated Human Services Transportation Plan is also a requirement of SAFETEA-LU. Accordingly, the CHSTP should be included in the list of documents required in paragraph three.</p>	p 6	Incorporated

4/28/2008	Steve Teshara	<p>In reviewing the draft CHSTP (March 2008), the purpose appears broader than the current description on page 11. On page 4 of the draft CHSTP is the statement: "Transportation developed under a coordinated human public transportation plan could eventually unify all transportation services offered by public transit, private companies, non-profit and human services agencies." I am not clear if the CHSTP planning process must, by definition, be incorporated into the planning process for all other public transit services. It would be helpful if both the Public Participation Plan and the Coordinated Human Services Transportation Plan were clear on this issue.</p>	p 11	Added that all public transit planning processes should refer to the CHSP.
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4/28/2008	Steve Teshara	Resort Triangle Transportation Planning Coalition (RTTPC). Please change the RTTPC description to read as shown below, and adjust the list of "Included Parties" (taken from the executed RTTPC MOU): A multi-agency coalition whose function is to coordinate, plan, program, monitor and implement capital and operational projects in the North Lake Tahoe-Truckee "Resort Triangle." Included Parties: Member (MOU) Organizations: Placer County, Placer County Transportation Planning Organization, Town of Truckee, Nevada County Transportation Commission, Tahoe Regional Planning Agency. Note: RTTPC has a Technical Advisory Group (TAG) (listed members of TAG).	p 17	Incorporated
4/28/2008	Steve Teshara	Tahoe Transportation District. The description of this "public forum" should note that the TTD was specifically created in Article IX of the Compact (PL-96-551).	p 18	Incorporated

4/28/2008	Steve Teshara	You may also wish to note that Article IX was amended in 1997 by "substantively identical enactments" approved by California (Senate Bill 815) and Nevada (Senate Bill 24). The primary purposes of the amendments was to: 1) include private sector representation on the TTD Board; and 2) to expand TTD1s capabilities to include the authority to "own and operate support facilities for public and private systems of transportation or facility owned by a county, city or special purpose district or any privately owned transportation system or facility within the region."	p 18	Not incorporated--PPP is not designed to provide this level of detail
4/28/2008	Steve Teshara	Adjustments to the summary list of Board members should be made, consistent with previous notations in this letter.	p 18	Incorporated
4/28/2008	Steve Teshara	On this and several other pages, reference is made to the PATHWAY 2007 planning process. I believe the correct current reference to this planning process is PATHWAY. The name no longer includes a reference to the year 2007.	p 19	Incorporated

4/28/2008	Steve Teshara	For purposes of clarity, please reference the specific type of assistance provided under Title 49, USC Chapter 53 (page 19, # I); also, please reference the specific type of assistance provided under Title 23, USC Chapter 204 (page 20, # III). Note, these are the transit and highway titles, respectively.	p 20	Incorporated
4/28/2008	Steve Teshara	Please add the following Stakeholder Groups to the list of those contacted: Chambers of Commerce and other local business organizations, Tourism organizations, Transportation Management Associations	p 22--Appendix A	Incorporated
5/7/2008	Wade Hobbs, FHWA CADO Planning Team	Concerning the discussion of the Federal Requirements for Public Participation on Page 8 of the PPP Document. In the first sentence of the first paragraph under the first bullet titled Safe, Accountable, Flexible... I recommend that the sentence be revised to read: "SAFETEA-LU states that the Metropolitan Planning Organization (MPO), <i>in consultation with interested parties</i> , shall develop..."	p 8	Incorporated

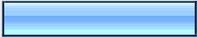
5/7/2008	Wade Hobbs	Appendix C – The appendix title in the TOC and the title in the appendix are different, You may want to consider removing the word 'plan' from the title in the actual appendix to be consistent with the title in the TOC.	p 2	Added the word "Plan" to the Appendix C line of the Table of Contents.
5/7/2008	Art George, Tahoe Transportation Commission Board Representative to the Washoe	Please extend the comment period for both drafts of the Public Participation Plan as well as the Coordinated Human Services Transportation Plan. There is not adequate time to get these drafts to the number of Washoe Tribal Members who are impacted by these issues. We would greatly appreciate your serious consideration of this request.		The 45-day comment period is longer than most comment periods on planning documents.
5/7/2008	Alexandra Profant, Founder/Director, The Tahoe Foundation™	The name, "Public Participation Plan" is vague. Suggest changing to "Public Opportunities to Participate in Transportation Planning in the Tahoe Basin MPO"		While we agree that the name does not convey the full scope of the document, we feel that it is concise, and follows federal guidelines. We do refer to the plan as the "Transportation Public Participation Plan" whenever possible to clarify that this document relates to transportation planning.

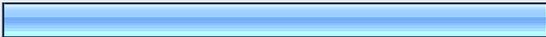
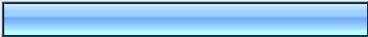
5/7/2008	Alexandra Profant	In the Introduction paragraph it would be helpful to outline how Public Opportunities to Participate in Transportation Planning in the Tahoe Basin MPO effects such things as land use/zoning, building allocations, and the ability to compete with other areas for money to fine tune or enhance existing service and/or change/add different service opportunities.	p 5	Added to Introduction, second paragraph: "A clear planning process that facilitates a high level of public participation ensures well-prepared planning documents, which can then line the region up for funding and other opportunities."
5/7/2008	Alexandra Profant	Also, to acknowledge the complexity in the unique planning process.	p 5	Added to Introduction, fourth paragraph, that one of the goals of this document is "to make clearer the sometimes complex planning process".
5/7/2008	Alexandra Profant	There is no mention of the TTD in the Introduction.		It is not appropriate to mention the Tahoe Transportation District (TTD) here.
5/7/2008	Alexandra Profant	There is no definition section...to define the terms "Planning", "Transportation Planning", "Implementation", "Plans". It would be helpful to laypeople to define these concepts and how each apply to which certain outcomes. For instance RTP Plan---> participation---> Outcomes	p 10	Added to introductory paragraph on this page: "Public input is a vital component of each of these documents, and ultimately results in needed improvements to Lake Tahoe's transportation system."
5/7/2008	Alexandra Profant	There is no organizational chart.		The TMPO will consider adding an organizational chart to its website, which will undergo an overhaul in the next year.

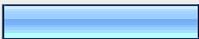
5/7/2008	Alexandra Profant	ADA. It would be helpful to point out that in Nevada a disabled person who can utilize paratransit has to be designated disabled by an MD.		This is not within the scope of this plan.
5/7/2008	Alexandra Profant	Appendix A: Stakeholders. I would like the Tahoe Foundation™ to be mentioned, if not specifically, then in a separate APPENDIX with others who contact you.	p 22, p 25	Added "Non-Governmental Organizations" to Appendix A, added The Tahoe Foundation™ to Appendix B and noted some of the communication from the comment letter.
5/7/2008	Alexandra Profant	To include the names, addresses, and phone numbers to the offices we as constituents need to contact to further our participatory efforts is paramount to include in this plan.	p 1, p 19	Included TMPO address, phone, and fax
5/7/2008	Alexandra Profant	The public comment period to respond to this draft needs to be extended.		The 45-day comment period is longer than most comment periods on planning documents. Also, extensive solicitation of input into the public planning process began in mid-February.

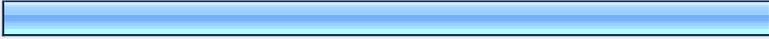
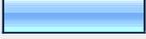
Appendix E -- Survey Results

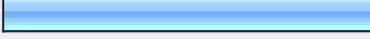
Public Participation

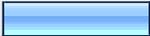
1. What group/groups do you consider yourself to represent?			Response Percent	Response Count
Public agency			21.1%	57
Public Transportation Employee			4.4%	12
Freight shipper			1.1%	3
Provider of Freight Transportation Services			1.1%	3
Private Providers of Transportation			3.7%	10
User of Public Transportation			24.8%	67
Bicyclists and Pedestrians			43.0%	116
Disabled			4.1%	11
Citizen/s (please skip to question #4)			50.0%	135
Other (please specify)			13.0%	35
			<i>answered question</i>	270
			<i>skipped question</i>	3

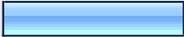
2. Have you heard of the RTP?			Response Percent	Response Count
Yes			60.0%	141
No			40.0%	94
			<i>answered question</i>	235
			<i>skipped question</i>	38

3. If yes, have you ever commented on this in a meeting, on a website, or some other way?			
		Response Percent	Response Count
Yes		21.2%	41
No		78.8%	152
answered question			193
skipped question			80

4. Would you be interested in learning about this plan and providing comments on it?			
		Response Percent	Response Count
Yes		84.5%	197
No		15.5%	36
answered question			233
skipped question			40

5. Have you ever heard of the FTIP?			
		Response Percent	Response Count
Yes		40.5%	87
No		59.5%	128
answered question			215
skipped question			58

6. If yes, have you ever commented on this in a meeting, on a website, or some other way?			
		Response Percent	Response Count
Yes		16.0%	25
No		84.0%	131
		<i>answered question</i>	156
		<i>skipped question</i>	117

7. Would you be interested in learning more about the FTIP and providing comments?			
		Response Percent	Response Count
Yes		80.4%	164
No		19.6%	40
		<i>answered question</i>	204
		<i>skipped question</i>	69

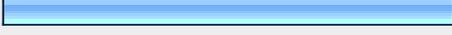
**8. Through which methods would you be interested in learning about public participation opportunities for the RTP and/or FTIP?
(check all that apply)**

		Response Percent	Response Count
Phone	<input type="checkbox"/>	2.5%	5
Email	<input checked="" type="checkbox"/>	73.4%	149
Website	<input checked="" type="checkbox"/>	43.3%	88
Newspaper	<input checked="" type="checkbox"/>	43.8%	89
Blog	<input type="checkbox"/>	4.4%	9
Mail	<input checked="" type="checkbox"/>	22.7%	46
Presentations to Service/Community Groups	<input checked="" type="checkbox"/>	24.6%	50
Community Meetings	<input checked="" type="checkbox"/>	37.9%	77
Other (please specify)	<input type="checkbox"/>	4.9%	10
		<i>answered question</i>	203
		<i>skipped question</i>	70

9. In what format would you prefer to provide comments on the RTP and FTIP?			Response Percent	Response Count
Phone			2.5%	5
Email			79.2%	160
Website			31.2%	63
Blog			3.5%	7
Mail			18.8%	38
Presentations to Service/Community Groups			15.8%	32
Community Meetings			31.2%	63
Other (please specify)			4.0%	8
			answered question	202
			skipped question	71

10. What is the best time for you to attend a public meeting? (check all that apply)			Response Percent	Response Count
Weekdays			41.8%	79
Weeknights			70.9%	134
Weekends			11.1%	21
			answered question	189
			skipped question	84

11. If you were to attend a community meeting, would you like to see any of the following features or formats?			
	Yes	No	Response Count
Open House	85.5% (118)	14.5% (20)	138
Structured Presentation with Community Discussion	97.3% (180)	2.7% (5)	185
Small Group Discussion	81.5% (106)	18.5% (24)	130
Other	33.3% (7)	66.7% (14)	21
		please specify.	12
	answered question		198
	skipped question		75

12. What topics are you most interested in receiving information about? (check all that apply)			
		Response Percent	Response Count
Regional and Local Transportation		81.9%	68
Public Transit		68.7%	57
Bike and Pedestrian Paths and/or Facilities		84.3%	70
Methods to reduce driving, including rideshare programs		49.4%	41
Environmental Issues - Air Quality and Global Warming		48.2%	40
Transportation Funding and Programming		55.4%	46
Connection between Transportation and Land Use		49.4%	41
		Other (please specify)	7
	answered question		83
	skipped question		190

13. What is your primary method of travel to work, school, etc.?

		Response Percent	Response Count
Drive Alone		81.6%	155
Carpool		8.4%	16
Bike		21.1%	40
Bus		4.7%	9
Walk		12.6%	24
Combo of 2 or more		12.6%	24
Other, please specify		6.8%	13
		<i>answered question</i>	190
		<i>skipped question</i>	83

PUBLIC PARTICIPATION SURVEY – OPEN ENDED RESPONSES

What group/groups do you consider yourself to represent?

AAA
Action Watersports of Tahoe
Alta Alpina Cycling Club
Alta Alpina Cycling Club
Alta Regional Center
bijou school, barton hospital
CA State Parks
California Department of Rehabilitation
California Tahoe Conservancy
Capitol Corridor Joint Powers Authority
Chart House
Choices for Children
Choices Transitional Servicers
City of South Lake Tahoe -- Fire Department
City of South Lake Tahoe Ice Arena
Consolidated Municipality of Carson City
Design Workshop
DLF GLOBAL
Douglas County
El Camino Trailways
El Dorado County
El Dorado County Air Quality Management District
El Dorado County Development Services Dept.
Embassy Suites Hotel
Fehr & Peers
Fireside lodge
Granlibakken
Great American Stage
h2d communications
Heavenly Resort
Horizon Casino-Resort - MontBleu Resort Casino & Spa
Lake Tahoe Bicycle Coalition
Incline Village General Improvement District
Incline Village GID
Lahontan Water Board
Lake Tahoe Bicycle Coalition
Lake Tahoe bicycle coalition
Lake Tahoe Horizon Casino-Resort & MontBleu Casino Resort & Spa
Lake Tahoe Unified School District
LSC Transportation Consultants, Inc.
LTSS Chamber of Commerce
ltusd
ltusd
LTUSD
NDOT
Nevada Division of Environmental Protection
Nevada State Office of Energy
Nevada State Parks
North Lake Tahoe Fire Protection District
Northstar Property Owners Association (NPOA)
Pearl Izumi
Placer County Transportation Planning Agency
Quality Technoloty
Self Employed Business Owner
Sierra at Tahoe Snowsports Resort
Sierra Community Church
South Tahoe Lodging, South Tahoe Tourism District
STHS
STHS
TACCD and NAMI S.L. Tahoe
Tahoe Area Regional Transit
Tahoe City Downtown Association
Tahoe City Public Utility District
Tahoe Mountain Sports
Tahoe Regional Planning Agency
Tahoe Regional Planning Agency
Tahoe Tallac Association
Tahoe Valley Campground
TahoeRimTrailAssn/SierraFrontRecreationCoalition
tax payer and citizen
The Workforce Housing Association of Truckee-Tahoe
TKPOA
Town of Truckee
TTC
TTD & PCTPA
USDA Forest Service
USDA Forest Service
user of public transportation
W.R.A.P. (Walk, Ride and Pedal) Incline Village/Crystal Bay
Washoe County
Washoe County
Washoe County Regional Parks & Open Space
Washoe Tribe of Nevada and California

Through which methods would you be interested in learning about public participation opportunities/providing comments for the RTP and/or FTIP? (check all that apply)

- TACCD
- Flyers posted in key locations around town and at bus stops
- Pathway 2007 and LTFAC meetings
- Need easy access in an interactive way so I don't get too bored.
- Video Conference
- REQUIRE VALID ID FOR BLOG AND EMAIL, NAMES!
- Memorandum
- Surveys like this

Do you have any other suggestions for involving the public in local and regional transportation planning and programming?

AREAS FOR PARKING
Ask people to make suggestions as to what they think should be done to improve transportation. I found that pathway 2007 meetings often didn't provide a place for people to make suggestions. I would go to meetings wanting to suggest something and found no place or time to do that.
Better public transport up and down Hwy 50. More regular routes, MODERN, natural gas buses with open space inside, and clean so guest will use. Much more frequency (every 15 minutes at standard stops) to get more ridership. Perhaps FREE service??? This is the method in Park City UT, Breckenridge, CO and others. Why cant we make our services free with govt subsidies for public transport?
Community Meetings are most effectual. Advanced noticing of at least 2 weeks and holding them in the evenings
Community meetings seem to be the best forum for obtaining community input, but varied times would be nice for people that work so that more people could attend. Also, providing transportation solutions for those who have difficulty getting to the meetings.
Continue to involve public and private sectors to plan and operate high quality, service oriented, and cost efficient public transit, that is sufficiently convenient and nice enough to compete with the private automobile --- and that reduces road congestion and is more healthy for the environment.
COOPERATION -- Less talk, more action
Educate the public on Dual-Mode Guideway System Capacity and State Evacuation Systems
Get the kids involved, they are going to need to make these changes
Hold specific meetings about cycling in-around the Tahoe Basin
Hold workshops/or brief comment sessions on transit (of all types) so you reach the transit user community. This has been good PR for us, and insight.
Interactive website
More bike and ped paths and connections
More publicity via the local media. If locals don't know about the meetings, they won't show up with their opinions and input. Surely, that's not a good idea.
Need to find ways to capture those who don't live in urban core areas. For example, Meyers residents. Most transit related focus has been on the more developed areas, so people in less developed areas may be less apt to pay attention.
need to involve/engage second home owners by creating more options for them to "leave car at home" when they visit Lake... think bus, van, train, smart carpool/ridesharing... and then providing incentives for such behavior (think parking fees, free bus passes, free drink vouchers

at bars, dollar off coupons from merchants...let's reward those sacrifice the convenience of the car
Need to serve late hour employees and area visitors
Notices/questionnaires (English/Spanish) on buses and posted in bus stop shelters.
Please make sure the Washoe Tribe is treated like any other government (state or county) and is at the table.
Posters in stores, restaurants, ski resorts
Postings of meetings at public locations (such as the post office). Attach a loudspeaker to a car and visit the neighborhoods in the evening.
Provide food
Public education such as newspaper articles
Reach our visitor markets (Sacramento and Bay Area, Northern Nevada) in addition to local needs/concerns.
Sidewalks and bike paths/lanes have long been the facilities most requested by the community.
Some of the money TRPA is paid needs to go to the locals.
Study of Light Rail
survey tourists seasonally survey residents and tourists about parking needs
use local groups to help educate and increase involvement in planning
We need to get the community excited about its design and meet their needs so it becomes something for them, not only for those who live outside the community (visitors, service workers, etc). We must make it fun, fast, frequent, friendly and for us all! It needs to be part of what we are most proud of here in the Basin and each community must have local transport that really works if we expect regional and intraregional transportation to be successful. Let's be remembered for our outstanding transportation system which is designed for and by those who want to use it, will use it and also those who don't know at this time how proud they will be of it and WILL want to use it because it works!

What needs or gaps in service do you recognize for elderly, disabled or low income transit riders?

1) Curb to curb public transit is sometimes impacted so heavily that our developmentally disabled consumers are unable to use it reliably for work. 2) Access to county is limited.
All gaps. Not enough frequency, terrible buses. Bad service overall.
BLUE GO is a horrible name for our bus service. It should be called something like "Public Bus". People don't even know that it's a public bus. Bus routes should be posted at bus stops. Bus stops should have shelter from the weather. Sidewalks to the bus stops should be plowed in winter. DUH!! Bus stops should have a place where the bus can pull out of the traffic lane so that the bus doesn't cause traffic jams when it stops to load or unload people.
Blue Go is simply not user friendly enough. Even getting to bus stops is very difficult in the winter.
Distance to bus stop. Snow removal. No sidewalks in winter. Pedestrians forced to battle the cars walking in the road. Get splashed with road slush. No service to Stateline/Meyers.
For low income workers, the housing to job distance, and lack of service external to Tahoe. For other user groups, there are probably unmet needs. Our service is minimal to Tahoe and unable to become any sort of gap to such needs.
Getting to Site locations and their accessibility
Increase in service hours would be helpful, as well as improvement of service connections in the Truckee area.
Irregular transportation hours. Needs to be more routine so the bus can be used at all hours.
Lack of regular public transit in South Lake Tahoe. Dangerous for cyclists and walkers on Hwy 50

lack of service after dark, especially in winter lack of service that goes all the way around the Lake Lack of service to Reno and Carson City
Lack of timely transportation to and from work. It currently takes too long to make connections between routes to easily get to work.
lack of walkable community in the North Shore for able or disabled pedestrians
late hour employee transit
Limited hours of service for Blue Go Door to Door outside the city limits.
limited routes in the community and limited after hour service and horrendous maintenance of current transit busses
need later door to door service for disabled public riders. now the cut off time is 6PM for Blue Go.
Night time service in El Dorado County. West slope links to Tahoe. Reduced headways on fixed route service
Nights year round; Lighting.
NO WALKWAYS -- do the Hwy 50 project, PLEASE.
PARKING
poor or no sidewalks for walking, sierra house school gets very upset about walkers interfering with car traffic
Possibly need more options for those outside of urban core areas. I don't know enough about services to really identify gaps for these groups.
public transit for the region
Return to Door-to-Door service and extend hours of operations.
services are not equal to what these people receive in the other parts of Washoe County.
sidewalks. snow removal. visually attractive transit vehicles. alternative fuels transit vehicles.
TART provides absolutely no services in our community for senior, disabled or low income transit riders.
TART stops in the winter are not cleared well and streets in Kings Beach do not have sidewalks and are unsafe to walk to the TART stops.
The best option for elderly or disabled is often special paratransit or taxi
The overall services could be improved. Clients have had many complaints over the years.
There are many needs for tribal members, especially because so many are low income and can not afford to have a car. There are many tribal members who work in Dresslerville but have trouble getting back to their homes in Carson City or Woodfords. Public transit to provide transportation to down-town areas may help more people enter the workforce.
Too costly, lack of area coverage, no security and lack of cargo and wait times!
Twice daily transport to Reno for employment and/or shopping.
Very poor transportation here at the Lake
We are a private sector charter company. We get many calls for service from Sacramento to Lake Tahoe. Since Greyhound canceled its service there are no transit or schedule buses to the region. We offer only day trips in to a casino. Karen: I can only help with knowledge we have that people wanted public transportation to Lake Tahoe have no options. If they can't drive a car, they can't get there. If the agency had a pick-up from Placerville in the AM and return in the PM, it might meet this need.
We could do the Tahoe Loop easy enough, we need an effective branch to our lesser covered routes
We need local transportation to be free to the riders and work out some other manner of funding to support it!
We need to get pedestrians and wheelchair-bound people off of highway 50 and onto sidewalks or busses.

What types of transportation would residents be likely or very likely to use that is not provided?

1) sidewalks with street lights, maintained year round for pedestrian use, 2) park and ride lots for users of Amtrak and South Tahoe Express bus services, 3) park and pool lot in Meyers for outdoor enthusiasts
1/2 hour buses
A boat transportation system to get people around the lake.
a bus or two that circle the lake in a clockwise direction.
A Bus to and from Meyers
A light rail system
a more reliable bus system for locals and tourists
a variety of local choices that are frequent, free, and access according to need
Air transportation into and out of the Lake Tahoe area.
Better bike lanes, an efficient bus or van system
Better bus stops and sidewalks
bicycle lanes would facilitate greatly
bicycle trail on West Shore (Homewood to South Lake Tahoe) and in Crystal Bay
Bicycle, if safe bike routes available
Bike if better paths/sidewalks are provided. I live 5 miles from work but won't ride because of winter-caused narrow roads and lack of paths.
Bike if the bike lanes were better.
Bike if there was a separate bike path.
bike path around lake public transit around the lake public transit to Reno and Carson City
Bike path network
Bike paths
bike paths
Bike Paths and Bike Lanes
Bike Routes, if there were more bike routes, residents would choose them over driving.
bike trails
Bikes
Bikes, bikes bikes
Bikes, on a safe, well-planned, and integrated bicycle path system. Walking on snow-plowed pedestrian paths. Buses or light rail if it was convenient, timely, and inexpensive. Since this is my chance to comment, I would like to see the TMPO enforce that bicycle paths that are part of the Tahoe Regional Bicycle and Pedestrian Plan, be built out when NDOT and Caltrans do road improvement and water quality projects in the Tahoe Basin.
Bikes, walking
Bikes, with safe bike paths interconnecting all points; comprehensive coverage of public transportation
boat shuttle
boat transit. bus transit that is more frequent, on time and reliable
Bus
bus - nearest bus stop is 2/3 mile from my house
bus line to Meyers...
Bus services that run later in the evening
Bus, bike,
Connections from Kingsbury Express. Tahoe Youth and Family Services clients are users of public transportation regularly. The transportation barriers create barriers to receiving services and being consistent. Please come to the Lake Tahoe Collaborative, a meeting of human

services agencies each 2nd Monday at 1 pm at Al Tahoe.
consistent free or reduced cost shuttle services between visitor opportunities such as from Tahoe City to Squaw valley etc
Door-to-Door, Destination-to Destination
Dual-Mode Guideway Vehicles and Guideway Systems, because a six foot wide Guideway replaces twelve lanes of highway traffic! You save \$110 Million dollars for every mile you implement!
efficient economic bus service to and from the reno airport from incline; current taxis and shuttles are too expensive
expand bus service/public trans to meyers and xmas valley
expanded bus service (more frequent service going later in the day). year-round clear bike paths for walking/biking
Expanded public transit -- higher frequency (in particular) and longer hours of service Cleared sidewalks and multiuse paths in winter
Free bus service on modern, natural gas buses.
Free or low cost buses
Free, consistent (timing) transit service
Free, frequent jitney or bus service to key points of interest.
Frequent dependable service.
frequent, free, and far reaching public transit, like buses or small vans
Getting people out of their cars is going to be extremely difficult in Lake Tahoe. This area is not built for public transportation.
home/destination pick-up (seniors/disabled), casino workers bus service, elevated light rail hybrid buses
If sidewalks and bike lanes were kept clear in winter, more people would bike for longer portions of the year.
I'm not sure you want to exclude visitors
inexpensive bus scheduled for 8AM 5 PM an Casino shift change times
Just more frequent and organized service to places like Meyers.
late night employee transportation
Light rail down the center lane of Hwy 50
light rail?
modern buses that run on time and have more scheduled routes that INCLUDE the county...Tahoe Paradise, Myers, Christmas Valley
mono rail system along hwy 50
Monorail
Monorail
more bike paths all over the city, using bike paths for walking on east end of pioneer
More bike paths and bike lanes - if Truckee is included, especially along Glenshire Dr
More bus stop routes throughout the City
more busing, more bike lanes, more pedestrian access throughout Truckee
More complete bus service
More convenient, inexpensive local, small transit.
more fingers into the neighborhoods rather than just main roads. Also regular year round transportation over 267 between North Shore and Truckee
more frequent
More frequent bus schedule would help what is already in place
More frequent schedule of bus services. The span between the bus time schedule is not user friendly.
More frequent service, wider use of routes, more efficient buses, some network of continuous

service completely around the lake connecting on one route all communities and major recreation areas.
More frequent service; also, focus on providing more options to/from less urbanized areas. Need to provide more options during late night hours, perhaps with a focus on weekends, for those staying out late, including tourists. Many options I've heard of tend to end well before midnight. Bike lanes (Class 1) should be provided along every highway as possible. For example, when Caltrans did work along hwy 50 between Meyers to the Y, they could have added a bike lane off to the side, providing a safer option for bicycle travel than what currently exists. This would likely be used by many Meyers/Xmas Valley residents. This is just one example of where highway projects are done without using the opportunity to add bike lanes. Need emphasis on clearing paths for bikes/peds in the winter months.
more frequent shuttles
MORE MORE MORE. that's what is needed, more bus routes, availability, access etc. Cable cars, something cute
More regular bus service that goes into the evenings. Late night bus between N Shore/Truckee and vice versa. We need to get the ferry to happen. Transit has to be "cool" for visitors to use it and if it's regular enough for visitors then it will be more than sufficient for workers.
More ski shuttle stops along pioneer trail between ski run and highway 50
motorcycle,running,taxi
North Lake Tahoe - South Lake Tahoe North Lake Tahoe - Reno
North shore to Carson Valley or Reno
north to south and vice versa shuttles
Off Road Bike Trails Buses on more frequent schedule
On occasion, I would use a bus or some coordinated carpooling from Stateline to Incline Village.
Open-Ended Response
Overhead Gondola from one end of town to the other
Programs similar to Citi Lift provided by the RTC in Reno and Sparks
public transit from Meyers to South Lake Tahoe scheduled to run on 15 or 30 minute intervals...
recreation based transit - buses equipped with bike racks, kayak carriers, etc. that circulate and stop at key beaches
regional public transit
regular cost effective services that provide easy access
Regular transport from North Shore to South Shore. Regular, clean, and cheap Hwy 50 transport. Regular transport from outside the basin to inside the basin to reduce traffic, emissions, and NPS pollution. Regular public transport to the Bay Area in a dreamworld.
Relative to other towns/cities/regions, there are no major new transportation options that residents are not being offered. The land use pattern of Tahoe does not provide cost effective options for residents, especially given changing demographics, and job to work locations.
Safe contiguous sidewalks of standard width with benches for resting and free of snow in the winter.
Safer means of walking and biking to work. Sidewalks and bike trails that are clear of snow and connect our communities more strategically. It is a crime that our most financially challenged members of our communities have to take their lives in to their hands every time they walk to work or walk to get groceries. Priorities should be identified for our neighborhoods that have the greatest need for pedestrian amenities based on income,proximity to transit stops, businesses and schools.
service off pioneer blvd. Car pooling
Shuttle to work and back. I'd use a train if one was available, but that seems like just a dream.

Side Walks
Side walks for walking, bike lanes, short loop consistent and reliable small buses for residents and tourists, mass transportation from Reno and Sac for tourists etc.
sidewalks sidewalks sidewalks!
SIDEWALKS
Sidewalks and cohesive and connected bike path system and bike lanes
Sidewalks for walking on. Better bike trails. Better bus transportation to the neighborhoods.
sidewalks in entire city area....cleared in winter... and safe bike lane...with NO bikers on highway!
sidewalks, bike paths/lanes, low cost, efficient public transit
Since my home is located in the county not the city, it would be helpful for blue go to have home pick up in the county
ski lifts from parking in tahoe city to ski areas!!!
Some form of bus or train from Sacramento to Truckee, with wi-fi, safe, costing maybe 15 or 20 bucks and with free shuttle to Tahoe City plus positive incentives in form of coupons, vouchers, etc. or negative incentives in form of toll on private car (eg at Squaw Valley along river road)once they arrive at Lake.
Sr. Vans to Doc. Visits Door to door vans in County area Keep Blue Go expand to County area where there is no service out beyond Meyers
summer: electric open air cable/bus, similar to what is offered, additional routes and equipment
There is no transportation provided in the Keys. bus service from the business park at Venice and Keys Blvd or 15th street and 89 for instance might be frequently used.
there is only bus transit provided so there is not much of a choice. My clients would use bike lanes, sidewalks, crosswalks, pretty much anything that will SAFELY get them from point A to point B and none of those options exist in Kings Beach.
Train, Vanpool
transportation to work or school outside of regular business hours.
Ultimately, people will be using cars to get around. Developing bike trails, carpooling, buses, boat travel, etc., will not solve any of the issues because of the way people travel and recreate. I would be curious to know how many of the people involved with this effort actually utilize alternative transportation methods - I suspect a few do, but the vast majority do not, which says something.
Unless the Counties are willing to commit endless streams of dollars to public transit it will remain unreliable and unuseable.
water shuttle
water taxi more and better bike trails public transit focused on specific events
waterborne
Waterborne
Waterborne around the lake
We need an infrastructure that reflects our values as an environmentally aware community of outdoor enthusiasts. This means improved bicycle and pedestrian paths.
Well demarcated bike lines and sidewalks seem like a good place to start. It's incredible that we have folks walking down Hwy 50 or Pioneer with no sidewalks in the year 2008. It is very unsafe and arguably racist/classist for the working people in our community.
What types of transportation would residents be likely or very likely to use that is not provided?
year-round transportation that serves the entire basin

TMPO PUBLIC NOTICE



NOTICE OF 30-DAY PUBLIC COMMENT PERIOD

Tahoe Metropolitan Planning Organization Draft 2015 - 2018 Federal Transportation Improvement Program

The Tahoe Metropolitan Planning Organization is pleased to announce a public comment period for the Draft 2015 Federal Transportation Improvement Program (FTIP) as required by the United States Department of Transportation's metropolitan planning regulations 23 Code of Federal Regulations Part 450. This notice commences on July 11, 2014 and concludes on August 08, 2014. **Written comments will be accepted until 5:00 pm on August 08, 2014.**

The 2015 FTIP is a four-year program of surface transportation projects for the Tahoe Region that is consistent with the Lake Tahoe Regional Transportation Plan and related local, state and federal planning processes.

The document is available upon request or can be accessed online at:

<http://www.tahoempo.org>

Written comments should be sent to:

**Tahoe Metropolitan Planning Organization
Attn: Judy Weber, Transportation Planner
P.O. Box 5310
Stateline, NV 89449**

Email: jweber@trpa.org

FTIP CHECKLIST AND DEVELOPMENT GUIDELINES

2015 Federal Transportation Improvement Program (FTIP) Checklist and Development Guidance

This checklist will be used by Caltrans to ensure the completeness of FTIP submittals.

I. Timeline:

- Submit the *Draft* 2015 FTIP to Caltrans starting at the beginning of the FTIP public review but not later than **September 2, 2014**.
- Submit three copies of the *Final* 2015 FTIP and any amendments to Caltrans and post the *Final* 2015 FSTIP on the Metropolitan Planning Organization's (MPO's) website by **October 1, 2014**.
- Email the link to the 2015 *Final* FSTIP by **October 1, 2014**.

II. Checklist for FTIP Package Submittal:

- Project Listings
 - Identify those projects that are Transportation Control Measures (TCMs)
- Detailed listings for grouped projects (back-up listings)
- Signed board resolution that addresses the following:
 - Consistency with the metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450
 - Consistency with the Regional Transportation Plan (RTP) ____ (e.g. 2030)
 - Financial constraint – the enclosed financial summary affirms availability of funding
 - Meets Air Quality Conformity
 - Does not interfere with the timely implementation of the TCMs contained in the State Implementation Plan (SIP)
 - Completion of the public participation process in accordance with the MPO's Public Participation Plan (PPP)
- Project listings included in the Final 2015 FTIP are available in the California Transportation Improvement Program System (CTIPS)
- Financial Summary (Attachment A)
 - Includes financial information covering the first four years of the FTIP
 - Email the Excel file to your FTIP Coordinator
- Air quality conformity analysis and determination
- PPP/Interagency Consultation
- Expedited Project Selection Procedures (EPSP) documentation
 - Include the following statement: *"Projects from the first four years of the 2015 FTIP have been selected using the approved project selection procedures."*
- Three copies of the Final 2015 FTIP mailed to:

California Department of Transportation
Office of Federal Transportation Management Program, MS 82
P.O. Box 942874
Sacramento, CA 94274-0001
Attention: Muhaned Aljabiry

GENERAL GUIDANCE

This guidance is not intended to supersede any federal regulations. FTIPs must comply with applicable metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450.

- At the start of the public review period, but not later than September 2, 2014, MPO's must transmit two copies of their Draft 2015 FTIP to Caltrans. All items listed on the FTIP Checklist, with the exception of the signed board resolution, must be included. If this deadline is missed, your FTIP will not be included in the FSTIP until after it has been approved by FHWA/FTA. Caltrans will be required to post your FTIP for public review for 14 days.
- Amendment and/or administrative modifications to the board-adopted FTIPs will be included as part of the Draft FSTIP provided they are received by October 1, 2014. Note that MPOs with delegated authority from Caltrans may only approve administrative modifications for their existing 2013 FTIP, and not to the 2015 FSTIP during this time. If the deadline is missed, any amendments and/or administrative modifications will be processed after FHWA/FTA approval of the 2015 FSTIP.
- Federal regulations require FTIPs to identify costs for maintaining and operating the system of Federal-aid facilities. Include the basis for the calculations of operations and maintenance needs for your region. Provide analysis of revenues dedicated for those activities in the FTIP Financial Plan. Also, address any anticipated shortfall in available revenue and the plans to address the shortfall.
- For Planning Studies (non-transportation capital), verify these projects are included in the Overall Work Program rather than the FTIP.
- The total funding for each phase shall be shown in the year of obligation (E-76)
- Group Project Listings: Guidance for grouping projects in air quality nonattainment or maintenance areas is provided in Attachment B. For MPO areas and Rural non-MPO counties that are classified as air quality attainment (SBCAG, AMBAG, and Shasta), refer to 23CFR771.117 (c) and (d) for additional information on projects that can be classified as "Categorical Exception (CE)." For those areas, projects that are not considered regionally significant and qualify as CE may be grouped together. MPO's are responsible to make the eligibility determination for projects to be included in grouped project listings.
- Projects must be included in the FSTIP to receive environmental approval. Therefore projects with no funding programmed within the first four years of the FTIP and are programmed in order to receive an environmental document approval must add the following to the project description:
 - RTP Reference and project completion date
 - "Project included in the FTIP for environmental approval."
- Each project in the FTIP shall include the following information:
 - Sufficient description (i.e., type of work, termini, and length) to identify the project. See the section below for more information.
 - Total project cost based upon the latest estimates which may extend beyond the four years of the FTIP. Cost estimates must use an inflation rate to reflect "year of expenditure dollars" based upon reasonable financial principals and assumptions and be included in your "Financial Plan." In nonattainment and maintenance areas, projects in the first two years of the FTP shall be limited to those for which funds are available and committed.
 - The amount of Federal funds proposed to be obligated during each program year (for the first year, this includes the proposed category of Federal funds and source(s) of non-federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of Federal funds and source(s) of non-federal funds).
 - Required non-federal matching funds

- Implementing agency
- Corresponding Regional Transportation Plan (RTP) number or RTP page number. MPOs that use CTIPS to develop their FTIPs may use the “Project Title, Location & Description” field or the “MPO Comments” field to include RTP information.

Highway Projects (State Highways/Local Roads) Description Format

Description Formula: [(Location :) + (Limits) + (;) + (Improvement)]	
Location:	The nearest city or significant town illustrated on state highway maps. If the project is located more than five miles away from the city or town, then prefix the city name with “East, West, North, or South of.” <ul style="list-style-type: none"> • <i>In Bakersfield:</i> • <i>South of Bakersfield</i>
Limits:	Project limits can be stated as from one road to another. Other boundary landmarks, such as rivers, creeks, state parks, freeway overcrossings, can be used in-lieu of streets or roads. <ul style="list-style-type: none"> • <i>Between 1st Street and Pine Boulevard;</i> • <i>North of Avenal Creed to South of Route 33;</i> • <i>At Rock Creek Bridge;</i>
Improvement:	Describes the work to be done. Include significant components of the improvement (in particular those that relate to air quality conformity). <ul style="list-style-type: none"> • <i>Rehabilitate roadway.</i> • <i>Convert 4-lane expressway to 6-lane freeway with 2 HOV lanes.</i> • <i>Construct left turn lane.</i>
Example: In Bakersfield: Between 1 st Street and Pine Boulevard; rehabilitate roadway.	

Transit Project Description Format

Description Formula: [(Location :) + (Limits) + (;) + (Improvement)]	
Location:	For work at spot locations for large (statewide) transit agencies: The nearest city or significant town illustrated on state highway maps. If the project is located more than five miles away from the city or town, then prefix the city name with “East, West, North, or South of.” <ul style="list-style-type: none"> • <i>In Bakersfield:</i> • <i>North of Bakersfield:</i> Otherwise: Skip this step.
Limits:	For work at spot locations (all agencies): Name of the station, description of facility, name the rail corridor for the project etc. <ul style="list-style-type: none"> • <i>Lafayette BART Station;</i> • <i>The Daly City Yard, adjacent to the Colma Station;</i> • <i>San Joaquin Corridor;</i> Otherwise: Skip this step.
Improvement:	Describes the work to be done. Include significant components of the improvement (in particular those that relate to air quality conformity). <ul style="list-style-type: none"> • <i>Construct a station.</i> • <i>Construct a child care facility.</i> • <i>Track and signal improvements.</i> Projects that apply to entire transit agency jurisdiction – describe activity <ul style="list-style-type: none"> • <i>Purchase of 59 buses -- 12 MCI's and 47 Standard 40 ft buses (note if expansion or replacement).</i> • <i>Paratransit van leasing.</i> • <i>Operating assistance for Sacramento Regional Transit.</i>
Example:	North of Bakersfield: San Joaquin Corridor – Track and signal improvements. Lafayette BART Station; construct a child care facility. Operating assistance for Sacramento Regional Transit.

Use of Toll Credits

Federal-aid highway projects typically require sponsors to provide a certain amount of non-federal funds as match to federal funds. However, if you have enough federal-aid highway funds to pay the required non-federal match for a project, you may be able to take advantage of Toll Credit (TC) provisions. When using TCs, the non-federal matching requirement for a project no longer has to be met with non-federal funds. Instead, the federal funds for a project can be increased in accordance with the amount of toll credits being claimed up to the non-federal matching amount required for the federal Program Code being used.

TCs can be used for the four-year duration of the 2015 FTIPs for state and local highway and for transit projects. Note that the use of TCs does not generate additional federal funding and is limited to the non-federal match required for the federal apportionments available in any given year.

Programs for which Toll Credits may be used:

STIP	Projects with the construction cost (excluding support costs) and/or the right of way cost (excluding support costs) greater than \$1 million are eligible to receive TCs.	STIP AC
SHOPP	All SHOPP projects shall be programmed with 100% SHOPP AC	SHOPP AC
Highway Maintenance	All projects shall be programmed with 100% federal funds (STP or NHS) using TCs.	STP or NHS
State Minor	All eligible projects shall be programmed with 100% "SHOPP-AC – Minor Program" fund type (flexible federal fund type) using TCs.	SHOPP AC – Minor Program
HBP – Off System Projects	TCs are to be used for the "Off federal aid system" projects.	HBP
HBP – On System projects	TCs can be used for the "On federal aid system" projects using other eligible federal funds.	Eligible federal funds (e.g. CMAQ, RSTP)
HSIP	TCs can be used for projects from the local safety programs using other eligible federal funds	Eligible federal funds (e.g. CMAQ, RSTP)
CMAQ and RSTP	Projects may be programmed with TCs at MPO's discretion.	CMAQ,RSTP
FTA – Funded Projects	Projects funded from the formula programs are eligible to receive TCs. Below are the eligible programs. <ul style="list-style-type: none"> • 5307 including CMAQ and RSTP FTA transfer projects • 5309 • 5310 • 5311 including CMAQ and RSTP FTA transfer projects • 5316 • 5317 • 5337 • 5339 	Various

Projects using TCs shall note the "Use of TCs" in the project description in the FTIP.

2014 State Transportation Improvement Program (STIP)

- The total project cost must be programmed in the FTIP and all funding, including non-STIP funding, must be shown in the FTIP. (Note: If a phase is programmed outside of the 2015 FSTIP period, then the total project cost can be shown under the MPO comment section or in the project description in CTIPS).
- When a STIP project is transferred from the STIP into the FTIP in CTIPS through the “CTIPS Transfer Mechanism,” right of way support and construction support costs will be added to the corresponding capital costs. Please make sure to change the appropriate “STIP-RIP/IIP” fund type.
- With the passage of MAP-21 (Moving Ahead for Progress in the 21st Century Act), Congress eliminated the Transportation Enhancement (TE) Program and, in its place, established the Transportation Alternatives Program (TAP). The TAP is a competitive program and is *not* included in the STIP. Existing TE projects may remain in the 2015 FSTIP as long as they are eligible for State Highway Account or Federal funds in lieu of TE funds.
- Toll Credits can be used. Projects greater than \$1 million are eligible to receive TCs. TCs shall not be used if the non-federal matching requirement has already been met with other non-federal funds (e.g. Proposition 1B, local funds).
- MPOs may choose one of the following options for programming STIP projects:
 - a) **Recommended Option:** Use the CTC adopted 2014 STIP.
 - b) Use CTC staff recommendations.
 - c) Use the county and interregional shares information from the 2014 STIP Fund Estimate (FE).
http://www.dot.ca.gov/hq/transprog/ctcliaison/misc%20OCTCL%20Info/Final_2014_STIP_FE.pdf
 - d) Program only existing projects from the 2012 STIP that are to be re-programmed in the 2014 STIP.

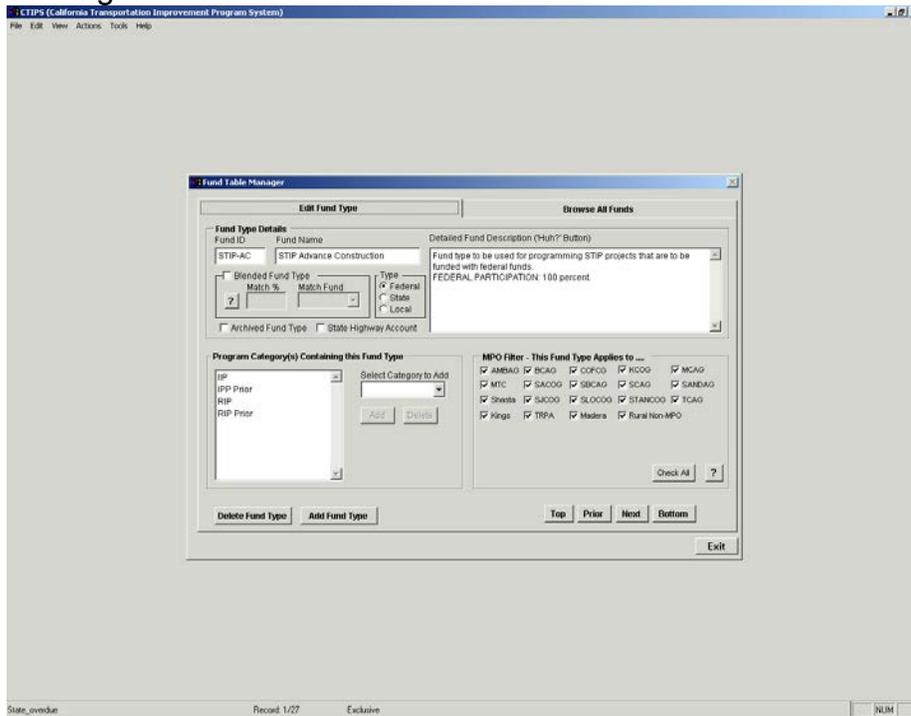
Note: For options b, c, or d, once the CTC adopts the 2014 STIP, an amendment will need to be processed to align the 2015 FTIP. The amendment shall be submitted with the final 2015 FTIP by October 1, 2014.

Timeline:

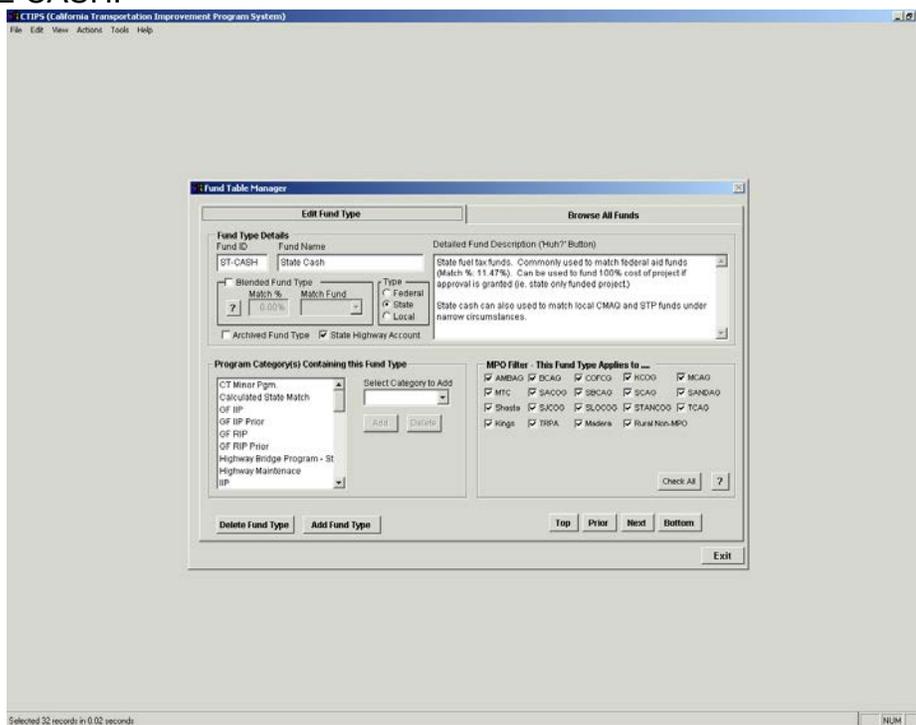
- February 27, 2014 – California Transportation Commission (CTC) staff recommendations for the 2014 STIP projects are expected to be released.
- March 21, 2014 – CTC adoption of the 2014 STIP.
- May 2014 – The 2014 STIP will be available in CTIPS for transfer into the FTIPs.

Projects that are eligible to receive TCs, STIP – IIP or RIP funding portion of the project (including all support and capital costs) shall be programmed with 100% “STIP-AC” fund types using TCs.

Any non-STIP project funding (e.g. Proposition 1B, local funds) shall be programmed in accordance with the STIP funding details in CTIPS.



Projects with construction costs (excluding support costs) and/or the right of way cost (excluding support costs) less than \$1 million, all STIP – IIP or RIP funding portion shall be programmed with 100% “STATE CASH.”



Projects multi-funded with federally eligible Local Assistance funding such as CMAQ, HPP, etc, shall program all STIP funds with 100% “STIP—AC.”

2014 State Highway Operation and Protection Program (SHOPP)

- Program all projects with 100% “SHOPP AC” fund type using TCs.
- For non-attainment areas, projects that are not exempt from air quality conformity determination must list those projects individually in the FTIP.
- For attainment areas, projects that are not classified as Categorical Exclusion must list those projects individually in the FTIP.
- In the financial summary, total revenue is equal to total programmed.

Note: MPOs may contact their District FTIP Coordinators if they need more information on the project scope in order to make the determination of non-Exempt/CE.

Timeline:

- January 29, 2014 – California Transportation Commission(CTC) staff recommendations for the 2014 SHOPP projects are expected to be released.
- March 21, 2014 – CTC adoption of the 2014 SHOPP.
- June 30, 2014 – The 2014 SHOPP will be available in CTIPS for transfer into the FTIPs.
- After June 30, 2014 – Caltrans will provide the SHOPP Grouped Project Listings.

The screenshot displays the 'Fund Table Manager' window within the CTIPS application. The 'Edit Fund Type' tab is active, showing details for the 'SHOPPAC' fund type. The 'Fund Name' is 'SHOPP Advance Construction (AC)' and the 'Detailed Fund Description' is 'State funds used to advance SHOPP projects.' The 'Type' is set to 'State'. The 'Program Category(s) Containing this Fund Type' list includes various categories like 'CT Minor Pgm.', 'SHOPP - Bridge Preservator', etc. The 'MPO Filter' section shows a grid of MPOs with checkboxes, all of which are currently checked. The status bar at the bottom indicates 'Selected 9 records in 0.02 seconds'.

Various State and Federal Programs

Programming information for various federal-aid programs is posted on our website:
http://www.dot.ca.gov/hq/transprog/federal/var_fed_state_prog.htm

Active Transportation Program

The CTC is finalizing ATP guidelines.

California Transportation Improvement System (CTIPS)

Draft FTIP Module (Attachment C)
Fund Table (Attachment D)

COMMENTS

2015 FTIP PUBLIC COMMENTS

Date	Provided By	Comment Received	Response
7/11/13	Will Garner, Placer County	Matching Funds for TART NV 5311 are in the amount of \$159,930 from the Washoe RTC	Added the matching fund amount per year to the Transit Operating Assistance project
7/13/14	Rod Hogan	My input regarding the plans [FTIP, TMPO, FLAP, TTD, TRPA]...would be specific to the US 50 East Shore Corridor.	Comment Noted
7/16/14	Jason Van Havel, NDOT	Definition of Financial Constraint in NPRM text dated 06/2/2014	Added text to Financial Plan and Summary section
7/21/14	Coy Peacock, NDOT	I was reviewing the FTIP and noticed the Administrative Modification Dollar amount change at 40% and \$10.0M. The agreed upon figures in Nevada are 20% and \$5.0M.	Added the NV Administration Modification guidelines
7/30/14	Abhijit Bagde, Caltrans	General Comments: 1. Page 16, 8.2 Administrative Modifications: Mention that TMPO's Executive Director has delegated authority from Caltrans for approving administrative modifications for the FSTIP.	Added statement
7/30/14	Abhijit Bagde, Caltrans	General Comments: 2. Page 17, Expedited Project Selection Procedures: Instead of listing state managed programs e.g., HBP, HES; you may include a statement "Projects from all state managed programs may be moved within the four-year FSTIP period by the program managers with notification to TMPO".	Removed the individual state managed programs and added "all state managed programs".
7/30/14	Abhijit Bagde, Caltrans	Financial Summary: 1. Use the template posted at the link below when submitting final 2015 FTIP to Caltrans. http://www.dot.ca.gov/hq/transprog/oftmp.htm	Replaced template with the revised template on the Caltrans website
7/30/14	Abhijit Bagde, Caltrans	Financial Summary: 2. Federal Transit: 5310 Program funding is awarded by the CTC on an annual basis. Explain the basis of programming revenue/programming in the 2015 FTIP.	Added FTA 5310 explanation
7/30/14	Abhijit Bagde, Caltrans	Financial Summary: 3.CMAQ: Revenue programmed for FY 2015/16 is not consistent with the information posted at the link below. Please clarify if the discrepancy is due to payback to another region	Clarified payback to SACOG region in FY 15/16
7/30/14	Abhijit Bagde, Caltrans	Project Listing: 1.CTIPS Id: 12000000021: Change the fund type from "STIP Advance Construction" to "STIP RIP - State Cash" since funding is for the AB3090 reimbursement.	Changed the fund type to state cash
7/30/14	Abhijit Bagde, Caltrans	Project Listing: 2.CTIPS Id: 22000000049: Provide description of the project scope, e.g. type of buses being purchased.	Provided a description of buses being purchased
8/1/14	Joanie Schmitt, TTD	TTD has received confirmation that NDOT will increase FY14 FTA 5311 grant request from \$1,620,954 by \$150,000. TTD has also increased FY15 FTA 5311 grant request by \$150,000	Increased FTA 5311 by \$150,000
8/4/14	Karen Fink, TMPO	I don't think this link is needed since the Public Participation Plan is included as an Appendix.	Removed the PPP link
8/4/14	Karen Fink, TMPO	Could we define the RTIP in the list of documents in this section? It seems like we don't really ever define it in any of our documents - this might be a good place.	Added RTIP definition
8/8/14	Steve Teshara, TTC	Page 22 – under APC, the actual number of members on the body is 20 right now, rather than 17. 17 is the compact number, but the APC membership was modified a few years ago to add seats that weren't identified in the Compact. And would actually be 21 except the air resources board seat has not been filled for many years. I didn't see in here the Meeks trail project. What's the difference between the status of the Meeks project and the status of the Dollar Creek project.	Changed the APC number to 21. Meeks project is programmed in the 2013 FTIP in FY13/14 per TTD request. Dollar Creek project is programmed in 2015 FTIP in FY14/15 per TTD request.
8/8/14	Carl Hasty, TTD	As a clarification, the FLAP language they use, they call it programming money, how does that not work in the FTIP. This is where it gets confusing in that, that is what we do have...programmed federal lands access money for these projects or at least some of these projects. I would appreciate greater clarification to what that means as opposed to what you call secure.	Requested a meeting to discuss FTIP programming