



July 31, 2017

Muhaned Aljabiry
Caltrans Division of Transportation Program, MS 82
Office of Federal Transportation Management Program
P.O. Box 942874
Sacramento, CA 94274-0001

Attn: Abhijit Bagde

Subject: TMPO 2017 Federal Transportation Improvement Program Amendment No. 5

Dear Mr. Aljabiry:

Please accept for your review and approval Amendment No. 5 to the Tahoe Metropolitan Planning Organization (TMPO) 2017 Federal Transportation Improvement Program (FTIP). On July 26, 2017, the TMPO Governing Board unanimously approved Amendment No. 5 to the 2017 FTIP. The amendment adds the following two projects to the FTIP:

1. Recreation Travel Demand and Regional Revenue Project Development
2. Safety Highway Operation and Protection Program (SHOPP)- Emergency Response

The amendment contains the below attachments:

- Summary of Changes/Project Documentation
- Updated Financial Summary
- Board Resolution
- Public Notice/Support Letter

FINANCIAL CONSTRAINT

The changes requested in the FTIP amendment do not exceed the total amount of funding that is available and is financially constrained. The Federal Transportation Act requires that all federally-funded highway and transit projects must be developed from a fiscally constrained planning and programming process. Fiscal constraint requires that revenues in transportation planning and programming (federal, state, local, and private) are identified and are reasonably expected to be available to implement the Regional Transportation Plan and Federal Transportation Improvement Program, while providing for the operation and maintenance of the existing highway and transit systems.

AIR QUALITY CONFORMITY / RTP CONSISTENCY

This amendment is exempt from an air quality conformity analysis, and the 2017 Regional Transportation Plan Conformity Determination approved of by the Federal Highway Administration (FHWA) on July 10, 2017 is the adopted analysis. The proposed amendment is consistent with the TMPO 2017 Linking Tahoe: Regional Transportation Plan adopted on April 26, 2017. This amendment does not interfere with the timely implementation of Transportation Control Measures contained in the State

Implementation Plan. Transportation conformity is a process for ensuring that federal funds are not expended on projects that might impact the attainment of the federal air quality standards set forth in the Federal Clean Air Act and its Amendments of 1990. The Transportation Conformity Rule appears in 40 Code of Federal Regulations (CFR) Parts 51 and 93 and is applicable to transportation plans developed pursuant to 23 CFR part 450 or 49 CFR part 613 by a Metropolitan Planning Organization. This 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 Tahoe Metropolitan Planning Organization is responsible for conducting conformity determinations for both the California and Nevada portions of the Lake Tahoe Region where conformity requirements apply.

PUBLIC PARTICIPATION

As required by Federal regulations, all amendments are subject to public review. The TMPO's Public Participation Plan requires for this type of amendment that the public review process be open for a seven (7) day period. The TMPO publicly noticed the amendment on July 7, 2017 on the TRPA website. At the Tahoe Transportation Commission (TTC) meeting on July 14, 2017, an opportunity for public comment was made available prior to the conclusion of the comment period. No significant comments were received.

Section 450 of 23 CFR requires MPOs to provide all interested parties with a reasonable opportunity to comment on the proposed transportation improvement program and metropolitan transportation plan. The 2015 FTIP has been developed under TMPO policies for community input and interagency consultation procedures. Projects included in this FTIP are projects proposed for funding under Title 23 (highway) or under Title 49 (transit), or projects for which approval by the FHWA or the Federal Transit Administration is required, or non-federally funded projects with regional transportation impacts. The TMPO in coordination with local, regional, state, and federal agencies selected all projects in the FTIP for funding with federal and/or other funds. The TTC is required to review this document and any amendments to this document and provide input into its development, and make recommendation of endorsement prior to submittal to the TMPO Governing Board. TTC public board meetings occur the second Friday of every month. The current amendment can be found on the [TRPA website](#).

We request your expeditious review and approval of the amendment. If you have any questions regarding this item, please contact Judy Weber at (775)589-5203.

Regards,



Joanne S. Marchetta
Executive Director

Enclosures

Cc: Scott Carson, FHWA California Division
Ted Matley, FTA Region 9
Joseph Spencer, NDOT
Pam Brunmeier, Caltrans

Christina Leach, FHWA Nevada Division
Karina O'Connor, EPA
Carl Hasty, TTD
Russ Nygaard, TTD

SUMMARY OF CHANGES/PROJECT DOCUMENTATION

**Summary of Changes
Tahoe Metropolitan Planning Organization
2017 Federal Transportation Improvement Program
Administrative Modification No. 5 - 7/7/2017**

Existing /New	CTIPS ID	Project Title	Description of Change	Fund Type	Phase	PRIOR FFY				CURRENT FFY				Net Increase / Decrease	% Increase / Decrease	Comments
						16/17	17/18	18/19	19/20	16/17	17/18	18/19	19/20			
New	220-0000-0142	Recreation Travel Demand and Regional Revenue Project Development	New project	Local funds	PE	\$ -	\$ -	\$ -	\$ -	\$ 32,000	\$ -	\$ -	\$ -	\$ 32,000	100%	New planning project. Add STBG funds of \$860,000 and local funds of \$32,000. Toll Credits will be used for a portion of match.
				STBG (CA)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000			
				STBG (NV)		\$ -	\$ -	\$ -	\$ -	\$ 610,000	\$ -	\$ -	\$ -	\$ 610,000		
New	220-0000-0143	Grouped Projects for Emergency Repair - SHOPP Emergency Response Program	New project	SHOPP AC	CON	\$ -	\$ -	\$ -	\$ -	\$ 555,000	\$ -	\$ -	\$ -	\$ 555,000	100%	New SHOPP Emergency Response project. See attached Grouped Projects for Emergency Repair - SHOPP Emergency Response Program backup list for details.

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

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0142	TITLE (DESCRIPTION): Recreation Travel Demand and Regional Revenue Project Development (Develop a project plan with options for a revenue assessment and collection system related to vehicle use at Lake Tahoe for the purposes of creating revenue to implement the Regional Transportation Plan; most notably transit and its supporting multi-modal infrastructure and services. The project plan must address access, parking, residential use, commuter use, and visitor use. Options will address factors such as methodology, ease of application, system needs, equity, revenue generation, user programs, and revenue distribution.)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID:			MPO ID.: TTD15		
COUNTY: Various Counties	ROUTE:		PM:		

IMPLEMENTING AGENCY: Tahoe Transportation District
PROJECT MANAGER: Russ Nygaard

PHONE: (775) 589-5503

EMAIL: rnygaard@tahoetransportation.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	07/06/2017	JWEBER	Amendment - New Project	5			892,000

* RSTP -											
			<u>PRIOR</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE			610,000							610,000
* Fund Type: STP Local	RW										
* Funding Agency: Nevada DOT	CON										
	Total:			610,000							610,000

* RSTP -											
			<u>PRIOR</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE					250,000					250,000
* Fund Type: STP Local	RW										
* Funding Agency: Caltrans	CON										
	Total:					250,000					250,000

* Local Funds -											
			<u>PRIOR</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE			32,000							32,000
* Fund Type: County Funds	RW										
* Funding Agency:	CON										
	Total:			32,000							32,000

Project Total:											
			<u>PRIOR</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE			642,000		250,000					892,000
	RW										
	CON										
	Total:			642,000		250,000					892,000

Comments:

***** Version 1 - 07/06/2017 *****

New Project. Toll Credits will be used for a portion of match. Total project cost \$1,250,000.
RTP Appendix B-4

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

DIST: 03	PPNO: 3465	EA: 2H940	CTIPS ID: 220-0000-0143	TITLE (DESCRIPTION): Grouped Projects for Emergency Repair - SHOPP Emergency Response Program (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Repair damage caused by natural disasters, civil unrest, or terrorist acts. This applies to damages that do not qualify for Federal Emergency Relief funds or to damages that qualify for federal Emergency Relief funds but extend beyond the Federally declared disaster period.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: SHOPP4		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: El Dorado County	ROUTE: 89		PM:		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: Pam Brunmeier

PHONE: (530) 741-4249

EMAIL: pam.brunmeier@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	07/06/2017	JWEBER	Amendment - New Project	5	540,000	10,000	5,000

		<u>PRIOR</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>BEYOND</u>	<u>TOTAL</u>
* SHOPP - Emergency Response -										
* Fund Source 1 of 1	PE		5,000							5,000
* Fund Type: SHOPP Advance Construction (AC)	RW		10,000							10,000
* Funding Agency: Caltrans	CON		540,000							540,000
	Total:		555,000							555,000

Comments:

***** Version 1 - 07/06/2017 *****

New SHOPP Emergency Response Project (Major damage)

**Tahoe Metropolitan Planning Organization
2016 Safety Highway Operation and Protection Program (SHOPP)
Detailed Backup List as of 7/7/2017**

MPO ID	CTIPS ID	County	District	EA	Route	DESCRIPTION	Total	Year	PE	RW	CON
SHOPP - Bridge Preservation Program											
SHOPP2	220-0000-0119	El Dorado	3	3F530	50	Near South Lake Tahoe, west of South Lake Tahoe at Echo Summit Sidehill Viaduct Bridge No. 25-0044. Rehabilitate or replace bridge.	\$ 10,645,000	17/18	3,100,000	43,000	7,502,000
SHOPP - Collision Reduction Program											
SHOPP3	220-0000-0130	El Dorado	3	4F840	50	Near Meyers at Route 89 South. Construct a roundabout.	\$ 5,240,000	17/18	840,000	185,000	4,215,000
SHOPP - Emergency Response Program											
SHOPP4	220-0000-0143	El Dorado	3	2H940	89	Near South Lake Tahoe, at various locations from Alpine County line to Placer County line (PM0.0 to PM27.4); also in Placer County at various locations (PM0.0 to PM 21.6). Remove and dispose of hazardous trees 100 ft from centerline.	\$ 555,000	16/17	5,000	10,000	540,000
MPO TOTAL							\$16,440,000		\$3,945,000	\$ 238,000	\$ 12,257,000

UPDATED FINANCIAL SUMMARY

TABLE 1: REVENUE

Tahoe Regional Planning Agency
 2016/17-2019/20 Federal Transportation Improvement Program
 Amendment 5
 (\$'s in 1,000)

Funding Source	N O T E S	4 YEAR (FTIP Cycle)								TOTAL CURRENT
		2016/17		2017/18		2018/19		2019/20		
		Amendment		Amendment		Amendment		Amendment		
		Prior No. XX	Current No. 5	Prior No. XX	Current No. 5	Prior No. XX	Current No. 5	Prior No. XX	Current No. 5	
LOCAL	Sales Tax									
	City									
	County									
	Gas Tax									
	Gas Tax (Subventions to Cities)									
	Gas Tax (Subventions to Counties)									
	Other Local Funds	\$3,823	\$3,989	\$290	\$969	\$144	\$144	\$100	\$100	\$5,202
	County General Funds	\$3,760	\$3,760		\$584			\$22	\$22	\$4,366
	City General Funds	\$63	\$229	\$290	\$385			\$78	\$78	\$692
	Street Taxes and Developer Fees					\$144	\$144			\$144
	RSTP Exchange funds									
Transit										
Transit Fares										
Other (See Appendix 1)	\$14,627	\$11,994	\$5,077	\$5,117	\$5,446	\$5,475	\$4,761	\$4,790	\$27,376	
Local Total	\$18,450	\$15,983	\$5,367	\$6,086	\$5,590	\$5,619	\$4,861	\$4,890	\$32,578	
REGIONAL	Tolls									
	Bridge									
	Corridor									
Regional Sales Tax										
Regional Gas Tax/Measure										
Other (See Appendix 2)										
Regional Total										
STATE	State Highway Operations and Protection Program (SHOPP) ¹		\$555	\$15,885	\$15,885					\$16,440
	SHOPP		\$555	\$15,885	\$15,885					\$16,440
	SHOPP Prior									
	State Minor Program									
	State Transportation Improvement Program (STIP) ¹	\$2,584	\$2,584	\$1,382	\$1,382			\$3,800	\$3,800	\$7,766
	STIP	\$2,584	\$2,584	\$1,382	\$1,382			\$3,800	\$3,800	\$7,766
	STIP Prior									
	State Bond									
	Proposition 1A (High Speed Passenger Train Bond Program)									
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)									
Active Transportation Program ¹	\$5,429	\$5,429	\$1,866	\$1,866	\$1,678	\$1,678			\$8,973	
Highway Maintenance (HM) Program ¹										
Highway Bridge Program (HBP) ¹										
Traffic Congestion Relief Program (TCRP)										
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
Other (See Appendix 3)	\$9,091	\$23,395	\$3,193	\$3,193	\$3,962	\$3,962	\$3,261	\$3,261	\$33,811	
State Total	\$17,104	\$31,963	\$22,326	\$22,326	\$5,640	\$5,640	\$7,061	\$7,061	\$66,990	
FEDERAL TRANSIT	5307/5340 - Urbanized Area Formula Grants	2	\$1,053	\$1,847	\$1,053	\$1,053	\$1,053	\$1,053	\$1,053	\$5,006
	5309 - Fixed Guideway Capital Investment Grants									
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants									
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities									\$122
	5311 - Formula Grants for Rural Areas									
	5311f - Intercity Bus									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants	2	\$103	\$230	\$103	\$103	\$103	\$103	\$103	\$539
	FTA Transfer from Prior FTIP									
Other (See Appendix 4)		\$2,555	\$2,905	\$2,288	\$2,288	\$2,288	\$2,288	\$2,288	\$9,769	
Federal Transit Total		\$3,711	\$5,104	\$3,444	\$3,444	\$3,444	\$3,444	\$3,444	\$15,436	
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$1,887	\$1,887	\$1,923	\$1,923	\$1,959	\$1,999	\$1,999	\$7,768
	Construction of Ferry Boats and Ferry Terminal Facilities									
	Coordinated Border Infrastructure									
	Corridor Infrastructure Improvement Program									
	Federal Lands Access Program	2	\$30,041	\$30,041						\$30,041
	Federal Lands Transportation Program									
	High Priority Projects (HPP) and Demo									
	Highway Safety Improvement Program (HSIP)								\$3,451	\$3,451
	GARVEE Bonds Debt Service Payments									
	National Highway Freight Program									
	Nationally Significant Freight and Highway Projects									
	Projects of National/Regional Significance									
	Public Lands Highway									
Railway-Highway Crossings										
Recreational Trails Program										
SAFE TEA-LU Safe Routes to School (SRTS)										
Surface Transportation Block Grant Program (STBGP/RSTP)	2	\$1,845	\$1,845	\$1,920	\$1,920	\$1,993	\$1,993	\$2,077	\$2,077	
Other (See Appendix 5)		\$9,405	\$13,196	\$1,227	\$1,258	\$1,274	\$1,274	\$1,328	\$1,328	
Federal Highway Total		\$43,178	\$46,969	\$5,070	\$5,101	\$5,226	\$5,226	\$5,404	\$8,855	\$66,151
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)									
	Federal Railroad Administration Total									
Federal Total		\$46,889	\$52,073	\$8,514	\$8,545	\$8,670	\$8,670	\$8,848	\$12,299	\$81,587
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other (See Appendix 7)									
Innovative Financing Total										
REVENUE TOTAL		\$82,443	\$100,019	\$36,207	\$36,957	\$19,900	\$19,929	\$20,770	\$24,250	\$181,155

Financial Summary Notes:
¹ State Programs that include both state and federal funds
² California portion
³ AB3090 funds Fys 19/20 & 20/21 \$3,800

TABLE 1: REVENUE - APPENDICES

Tahoe Regional Planning Agency
 2016/17-2019/20 Federal Transportation Improvement Program
 Amendment 5
 (\$'s in 1,000)

Appendix 1 - Local Other

Local Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Nevada Local (County) Funds	\$9,050	\$6,405							\$6,405
Local Transit Funds	\$4,618	\$4,618	\$5,038	\$5,038	\$4,746	\$4,746	\$4,761	\$4,761	\$19,163
LTCC Property Tax					\$700	\$700			\$700
Private Funds (IVGID & TCPUD)	\$662	\$662							\$662
TRPA AQ Mitigation	\$160	\$172		\$40		\$29		\$29	\$270
Douglas County	\$37	\$37	\$39	\$39					\$76
Placer County Traffic Impact Fees	\$100	\$100							\$100
Local Other Total	\$14,627	\$11,994	\$5,077	\$5,117	\$5,446	\$5,475	\$4,761	\$4,790	\$27,376

Appendix 2 - Regional Other

Regional Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Regional Other Total									

Appendix 3 - State Other

State Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
California Tahoe Conservancy State Cash	\$251	\$251			\$749	\$749			\$1,000
Nevada State Tax	\$5,723	\$20,027							\$20,027
LCTOP	\$149	\$149	\$175	\$175	\$178	\$178	\$182	\$182	\$684
NV State Parks	\$74	\$74	\$74	\$74	\$74	\$74	\$74	\$74	\$296
TDA	\$2,877	\$2,877	\$2,918	\$2,918	\$2,961	\$2,961	\$3,005	\$3,005	\$11,761
Nevada State Q1	\$17	\$17	\$26	\$26					\$43
State Other Total	\$9,091	\$23,395	\$3,193	\$3,193	\$3,962	\$3,962	\$3,261	\$3,261	\$33,811

Appendix 4 - Federal Transit Other

Federal Transit Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
NV 5307/5340 - Urbanized Area Formula Grants	\$483	\$833	\$483	\$483	\$483	\$483	\$483	\$483	\$2,282
NV 5311 - Formula Grants for Rural Areas	\$2,025	\$2,025	\$1,758	\$1,758	\$1,758	\$1,758	\$1,758	\$1,758	\$7,299
NV 5339 - Bus and Bus Facilities Formula Grants	\$47	\$47	\$47	\$47	\$47	\$47	\$47	\$47	\$188
Federal Transit Other Total	\$2,555	\$2,905	\$2,288	\$2,288	\$2,288	\$2,288	\$2,288	\$2,288	\$9,769

Appendix 5 - Federal Highway Other

Federal Highway Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
NV-Surface Transportation Block Grant Program	\$1,178	\$1,628	\$1,227	\$1,227	\$1,274	\$1,274	\$1,328	\$1,328	\$5,457
NV Federal Lands Access Program	\$8,227	\$11,568							\$11,568
NV- STBG Flex TAP				\$31					\$31
Federal Highway Other Total	\$9,405	\$13,196	\$1,227	\$1,258	\$1,274	\$1,274	\$1,328	\$1,328	\$17,056

Appendix 6 - Federal Railroad Administration Other

Federal Railroad Administration Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Railroad Administration Other Total									

Appendix 7 - Innovative Other

Innovative Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Innovative Other Total									

TABLE 2: PROGRAMMED

Tahoe Regional Planning Agency
 2016/17-2019/20 Federal Transportation Improvement Program
 Amendment 5
 (\$'s in 1,000)

FUNDING SOURCES		4 YEAR (FTIP Cycle)								TOTAL CURRENT	
		2016/17		2017/18		2018/19		2019/20			
		Amendment		Amendment		Amendment		Amendment			
		Prior No. XX	Current No. 5	Prior No. XX	Current No. 5	Prior No. XX	Current No. 5	Prior No. XX	Current No. 5		
LOCAL	Local Total	\$18,450	\$15,983	\$5,367	\$6,086	\$5,590	\$5,619	\$4,861	\$4,890	\$32,578	
REGIONAL	Tolls										
	Bridge Corridor										
	Regional Sales Tax										
	Regional Gas Tax/Measure										
	Other (See Appendix A)										
	Regional Total										
STATE	State Highway Operations and Protection Program (SHOPP) ¹		\$555	\$15,885	\$15,885					\$16,440	
	SHOPP		\$555	\$15,885	\$15,885					\$16,440	
	SHOPP Prior										
	State Minor Program										
	State Transportation Improvement Program (STIP) ¹										
	STIP										
	STIP Prior										
	State Bond										
	Proposition 1A (High Speed Passenger Train Bond Program)										
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)										
	Active Transportation Program ¹	\$5,429	\$5,429	\$1,866	\$1,866	\$1,678	\$1,678			\$8,973	
	Highway Maintenance (HM) Program ¹										
	Highway Bridge Program (HBP) ¹										
	Traffic Congestion Relief Program (TCRP)										
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
	Other (See Appendix B)	\$9,091	\$23,395	\$3,193	\$3,193	\$3,962	\$3,962	\$3,261	\$3,261	\$33,811	
	State Total	\$14,520	\$29,379	\$20,944	\$20,944	\$5,640	\$5,640	\$3,261	\$3,261	\$59,224	
FEDERAL TRANSIT	5307/5340 - Urbanized Area Formula Grants	2	\$1,053	\$1,847	\$1,053	\$1,053	\$1,053	\$1,053	\$1,053	\$5,006	
	5309 - Fixed Guideway Capital Investment Grants										
	5309b - New and Small Starts (Capital Investment Grants)										
	5309c - Bus and Bus Related Grants										
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities		\$122							\$122	
	5311 - Formula Grants for Rural Areas										
	5311f - Intercity Bus										
	5337 - State of Good Repair Grants										
	5339 - Bus and Bus Facilities Formula Grants	2	\$103	\$230	\$103	\$103	\$103	\$103	\$103	\$539	
	FTA Transfer from Prior FTIP										
	Other (See Appendix C)		\$2,555	\$2,905	\$2,288	\$2,288	\$2,288	\$2,288	\$2,288	\$9,769	
	Federal Transit Total		\$3,711	\$5,104	\$3,444	\$3,444	\$3,444	\$3,444	\$3,444	\$15,436	
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$1,684	\$1,887	\$1,413	\$1,923	\$1,709	\$1,959	\$1,749	\$7,768	
	Construction of Ferry Boats and Ferry Terminal Facilities										
	Coordinated Border Infrastructure										
	Corridor Infrastructure Improvement Program										
	Federal Lands Access Program	2	\$30,041	\$30,041						\$30,041	
	Federal Lands Transportation Program										
	High Priority Projects (HPP) and Demo										
	Highway Safety Improvement Program (HSIP)								\$3,451	\$3,451	
	GARVEE Bonds Debt Service Payments										
	National Highway Freight Program										
	Nationally Significant Freight and Highway Projects										
	Projects of National/Regional Significance										
	Public Lands Highway										
	Railway-Highway Crossings										
	Recreational Trails Program										
	SAFETEA-LU Safe Routes to School (SRTS)										
	Surface Transportation Block Grant Program (STBGP/RSTP)	2	\$1,739	\$1,845	\$1,152	\$1,920		\$250		\$4,015	
	Other (see Appendix D)		\$9,245	\$13,196	\$1,227	\$1,258				\$14,454	
	Federal Highway Total		\$42,709	\$46,969	\$3,792	\$5,101	\$1,709	\$2,209	\$1,749	\$59,729	
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)										
	Federal Railroad Administration Total										
	Federal Total		\$46,420	\$52,073	\$7,236	\$8,545	\$5,153	\$5,653	\$5,193	\$8,894	\$75,165
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	Other (See Appendix F)										
	Innovative Financing Total										
PROGRAMMED TOTAL			\$79,390	\$97,435	\$33,547	\$35,575	\$16,383	\$16,912	\$13,315	\$17,045	\$166,967

MPO Financial Summary Notes:
¹ State Programs that include both state and federal funds.
² California portion
³ AB3090 funds Fys 19/20 & 20/21 \$3,800

TABLE 3: REVENUE-PROGRAMMED

Tahoe Regional Planning Agency
 2016/17-2019/20 Federal Transportation Improvement Program
 Amendment 5
 (\$'s in 1,000)

FUNDING SOURCES		4 YEAR (FTIP Cycle)								TOTAL CURRENT
		2016/17		2017/18		2018/19		2019/20		
		Amendment		Amendment		Amendment		Amendment		
		Prior No. XX	Current No. 5	Prior No. XX	Current No. 5	Prior No. XX	Current No. 5	Prior No. XX	Current No. 5	
LOCAL	Local Total									
REGIONAL	Tolls									
	<i>Bridge Corridor</i>									
	Regional Sales Tax									
	Regional Gas Tax/Measure									
	Other									
	Regional Total									
STATE	State Highway Operations and Protection Program (SHOPP) ¹									
	<i>SHOPP</i>									
	<i>SHOPP Prior</i>									
	<i>State Minor Program</i>									
	State Transportation Improvement Program (STIP) ¹	\$2,584	\$2,584	\$1,382	\$1,382			\$3,800	\$3,800	\$7,766
	<i>STIP</i>							\$3,800	\$3,800	\$3,800
	<i>STIP Prior</i>	\$2,584	\$2,584	\$1,382	\$1,382					\$3,966
	State Bond									
	<i>Proposition 1A (High Speed Passenger Train Bond Program)</i>									
	<i>Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)</i>									
	Active Transportation Program ¹									
	Highway Maintenance (HM) Program ¹									
Highway Bridge Program (HBP) ¹										
Traffic Congestion Relief Program (TCRP)										
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
Other										
	State Total	\$2,584	\$2,584	\$1,382	\$1,382			\$3,800	\$3,800	\$7,766
FEDERAL TRANSIT	5307/5340 - Urbanized Area Formula Grants									
	5309 - Fixed Guideway Capital Investment Grants									
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants									
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities									
	5311 - Formula Grants for Rural Areas									
	5311f - Intercity Bus									
	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	\$203		\$510		\$250		\$250		
	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 Safety Improvement Program (HSIP)									
	GARVEE Bonds Debt Service Payments									
	National Highway Freight Program									
	Nationally Significant Freight and Highway Projects									
	Projects of National/Regional Significance									
	Public Lands Highway									
Railway-Highway Crossings										
Recreational Trails Program										
SAFETEA-LU Safe Routes to School (SRTS)										
Surface Transportation Block Grant Program (STBGP/RSTP)	\$106		\$768		\$1,993	\$1,743	\$2,077	\$2,077	\$3,820	
Other	\$160				\$1,274	\$1,274	\$1,328	\$1,328	\$2,602	
	Federal Highway Total	\$469		\$1,278		\$3,517	\$3,017	\$3,655	\$3,405	\$6,422
FEDERAL RAIL	Other Federal Railroad Administration									
	Federal Railroad Administration Total									
	Federal Total	\$469		\$1,278		\$3,517	\$3,017	\$3,655	\$3,405	\$6,422
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other									
	Innovative Financing Total									
REVENUE - PROGRAM TOTAL		\$3,053	\$2,584	\$2,660	\$1,382	\$3,517	\$3,017	\$7,455	\$7,205	\$14,188

TMPO BOARD RESOLUTION

TAHOE METROPOLITAN PLANNING ORGANIZATION
TMPO RESOLUTION 2017 - 03

TMPO ADOPTION OF AMENDMENT No. 5 TO THE 2017 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 2017 TMPO Federal Transportation Improvement Program (FTIP) has been developed in accordance with the Fixing America's Surface Transportation Act (FAST Act); 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 assurance of conformity to an implementation plan is the affirmative responsibility of the TMPO; and

WHEREAS, the 2017 Linking Tahoe: 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 April 26, 2017; and

WHEREAS, the 2017 FTIP is consistent with the transportation system and financial plan described in the 2017 RTP; and

WHEREAS, the 2017 FTIP is financially constrained by year and includes a financial plan that demonstrates which projects can be implemented using committed funds; and

WHEREAS, the 2017 FTIP includes all regionally significant transportation projects to be funded from local, state or federal resources; and

WHEREAS, the 2017 FTIP has been developed under TMPO policies for community input and interagency consultation procedures; and

WHEREAS, during the life of the program, it is sometimes necessary to amend the program to reflect changes in project costs, scopes or schedules, or to add new projects; and

WHEREAS, the 2017 FTIP is now in need of amendment; and

WHEREAS, the 2017 FTIP Amendment No. 5 does not interfere with the timely implementation of any approved Transportation Control Measure; and

WHEREAS, the 2017 FTIP Amendment No. 5 was found to conform to the applicable State Implementation Plan; and

WHEREAS, the 2015 FTIP Amendment No. 5 conformity determination was based on the 2017 RTP for the Lake Tahoe Region; and

WHEREAS, the 2017 FTIP Amendment No. 5 is air quality exempt and no further conformity determination is required; and

WHEREAS, the 2017 FTIP Amendment No. 5 meets all applicable transportation planning requirements per 23 Code of Federal Regulations Part 450; and

WHEREAS, on July 14, 2017 the Tahoe Transportation Commission recommended the TMPO Governing Board adopt the 2017 FTIP Amendment No. 5.

NOW, THEREFORE, BE IT RESOLVED, that the Governing Board of the Tahoe Metropolitan Planning Organization adopts this resolution approving the 2017 FTIP Amendment No. 5.

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.

PASSED AND ADOPTED by the Governing Board of the Tahoe Metropolitan Planning Organization at its regular meeting held on July 26, 2017 by the following vote:

Ayes: Ms. Aldean, Mr. Beyer, Ms. Berkbigler, Mr. Bruce, Mr. Cashman , Mrs. Cegavske, Ms. Faustinos, Mr. Lawrence, Ms. McDermid, Ms. Novasel, Mr. Sass, Mr. Sevison, Mr. Shute, Mr. Yeates



James Lawrence
Governing Board Chair
TMPO Governing Board

PUBLIC NOTICE AND COMMENTS



NOTICE OF SEVEN-DAY PUBLIC COMMENT PERIOD

2017 Federal Transportation Improvement Program Amendment No. 5

This announcement is being initiated as required by TMPO's Public Participation Plan to provide public notification of changes that have been proposed to the 2017 Federal Transportation Improvement Program (FTIP). The public comment period commences on July 7, 2017 and closes on July 14, 2017. There will be an opportunity for public comment July 14, 2017 at the regularly scheduled Tahoe Transportation Commission Board meeting.

The amendment documents are available upon request or can be accessed online at:

<http://www.trpa.org>

Submit comments to:

Tahoe Metropolitan Planning Organization
Attn: Judy Weber, Transportation Planner
P.O. Box 5310
Stateline, NV 89449
Or email: jweber@trpa.org

Proposed Projects

- **Recreation Travel Demand and Regional Revenue Project Development:**
Develop a project plan with options for a revenue assessment and collection system related to vehicle use at Lake Tahoe for the purposes of creating revenue to implement the Regional Transportation Plan; most notably transit and it's supporting multi-modal infrastructure and services. The project plan will address access, parking, residential use, commuter use, and visitor use.
- **Safety Highway Operation and Protection Program (SHOPP) Emergency Response:**
Near South Lake Tahoe, at various locations from Alpine County line to Placer County line. Remove and dispose of hazardous trees 100 feet from centerline on each side of roadway.

Please direct any questions regarding this notice to Judy Weber at jweber@trpa.org or 775-589-5203.



July 14, 2017

Tahoe Metropolitan Planning Organization
Attention: Ms. Judy Weber, Transportation Planner
PO Box 5310
Stateline, NV 89449

**Re: Support for 2017 Federal Transportation Improvement Program (FTIP)
Amendment No. 5**

Dear Judy:

As Chair of the South Shore Transportation Management Association (SS/TMA), I am writing to express strong support for the proposed projects identified in FTIP Amendment No. 5 and for the amendment itself.

Of particular interest to SS/TMA is the **Recreation Travel Demand and Regional Revenue Development Project**. The approach is described in your Public Comment Period Notice as follows: *“Develop a project plan with options for a revenue assessment and collection system related to vehicle use at Lake Tahoe for purposes of creating revenue to implement the Regional Transportation Plan; most notably transit and it’s supporting multi-modal infrastructure and services. The project plan will address access, parking, residential use, commuter use, and visitor use.”*

The **2017 Linking Tahoe Regional Transportation Plan** is indeed a required and essential framework that includes a transportation vision, fundamental goals and policies, priorities for implementation, and partner roles and responsibilities (among other key elements). It is a forward-looking plan, which the SS/TMA helped to shape and actively supported.

In the RTP’s *Moving Forward* section (page reference ES-11), a “call-out box” statement says:

**Funding Focus: Transit
A Bi-State Priority**

**This plan identifies transit as a priority investment area for new funding.
This plan will guide alignment around near-term transportation needs
and guide the pursuit of new funding to implement them.**

I respectfully point out that the **Tahoe Transportation District (TTD) Board of Directors recently adopted the Linking Tahoe: Lake Tahoe Transit Master Plan**. The Transit Master Plan is consistent with the TRPA/TMPO **Linking Tahoe Regional Transportation Plan** and provides a greater level of detail in terms of what’s needed to make transit services a more functional and comprehensive part of transportation and mobility in the Tahoe region. This plan includes: 1) A transformational New Vision for Transit, Service Plan Options (“Layers of Service”), a further definition of Supporting Infrastructure, and a phased approach to improving and expanding transit services, with cost estimates and anticipated benefits. When the TTD Board unanimously adopted the Transit Master Plan, members endorsed the goal of a 20 percent transit mode split. It will take significant new funding to support this goal, but the many benefits will include the removal of an estimated “net equivalent of 7.03 million private vehicles from the road network.” (Reference: page 136).

Article IX (Tahoe Transportation District) of the Tahoe Regional Planning Compact (Compact) explicitly authorizes the District to:

- *Own and operate support facilities for public and private systems of transportation, including, but not limited to, parking lots, terminals, facilities for maintenance, devices for the collection of revenue and other related equipment.*
- *Issue revenue bonds and other evidence of indebtedness and make other financial arrangements appropriate for developing and operating a public transportation system.*
- *By resolution, determine and propose for adoption a tax for the purpose of obtaining services of the district.*

Article IX currently prohibits the District from *“imposing an ad valorem tax, a tax measured by gross or net receipts on business, a tax or charge that is assessed against people or vehicles as they enter or leave the region, and any tax, direct or indirect, on gaming tables and devices.”*

These prohibitions leave a sales tax as the only regional revenue source currently available to the TTD. For many reasons, a regional sales tax is not a practical solution, nor would such a tax generate the necessary level of funding to support the transit improvements and expansions identified in the *Linking Tahoe Transit Master Plan*. It would also not establish the most appropriate nexus between the impact of private automobile use in the Tahoe region and the funding source.

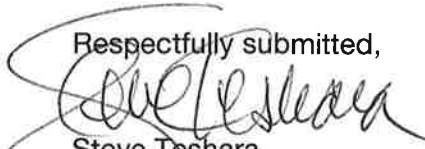
As the **Recreational Travel Demand and Regional Revenue Development Project** moves forward, it is important to remember that the Compact also specifies the following transportation goals (Article V):

- *To reduce dependency on the automobile by making more effective use of existing transportation modes and of public transit to move people and goods within the region; and*
- *To reduce to the extent feasible air pollution which is caused by motor vehicles.*

In my view, one of the fundamental purposes and outcomes of the Regional Revenue Development Project is to identify recommended changes to Article IX of the Compact to broaden the range of revenue sources available to the TTD so it can properly fulfill its mission as identified in the Compact. This project represents research, analysis and recommendations I believe are fundamental to the “Bi-State Consultation on Transportation.”

As you know, Article IX can be amended by the legislatures of the States of California and Nevada, by enacting “substantively identical elements.” No action by Congress is required to amend Article IX. As a point of historical reference, I personally participated in the successful process to amend Article IX in 1997, with the passage of SB 815 in California and the companion passage of SB 24 in Nevada.

Respectfully submitted,



Steve Teshara
Chair, S&TMA