



2017 - 2020

# TAHOE METROPOLITAN PLANNING ORGANIZATION FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

FINAL September 2016



Tahoe  
Metropolitan  
Planning  
Organization



TAHOE  
REGIONAL  
PLANNING  
AGENCY



**2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM  
Fiscal Years 2016/2017 – 2019/2020**

Tahoe Regional Planning Agency  
Tahoe Metropolitan Planning Organization  
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Final

September 2016

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### Disclaimer

The Tahoe Regional Planning Agency is the federally designated Metropolitan Planning Organization (MPO) for the Lake Tahoe Region which plans and funds transportation and transit improvements to support attainment of regional environmental thresholds. The MPO planning process is carried out by the transportation staff at TRPA and MPO actions are taken by the agency's Governing Board with an additional representative from the US Forest Service. The "TMPO" designation differentiates functions specific to transportation planning or MPO requirements.

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## EXECUTIVE SUMMARY

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The Tahoe Metropolitan Planning Organization (TMPO) 2017 Federal Transportation Improvement Program (FTIP) for the Lake Tahoe Basin is a comprehensive four-year program consisting of transportation projects for highway, transit, bicycle and pedestrian projects that receive federal funds, require a federal action, or are regionally significant. TMPO, as the federally designated Metropolitan Planning Organization (MPO) for the Tahoe Region, prepares and adopts the program every two years in conjunction with local agencies, California Department of Transportation (Caltrans), Nevada Department of Transportation (NDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

The Fixing America's Surface Transportation (FAST) Act is the current federal transportation bill that was signed into law on December 4, 2015 and requires MPOs to prepare and adopt a FTIP. The FAST Act funds surface transportation programs for fiscal years 2016 through 2020. It is the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation. The FAST Act builds on the changes made by the prior federal transportation bill and establishes and funds new programs. It mandates the states and MPOs to take a performance-based approach to planning and programming. The 2017 FTIP complies with all FAST Act requirements.

The FTIP must be updated at least every four years, covering a programming period of four years, and contain a list of projects grouped by year. The FTIP must be financially constrained by year, meaning the amount of dollars programmed to the projects must not exceed the amount of dollars estimated to be available and include a financial plan to demonstrate that the projects can be implemented and funded as programmed.

The 2017 FTIP is a short-range program that implements the long-range Regional Transportation Plan (RTP). All projects included in the FTIP must be consistent with the current RTP. The 2017 FTIP programs the Region's transportation projects over the next four federal fiscal years (FFY) 2016-2017 through 2019-2020. 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 agencies and transportation operators must have their major projects approved in the FTIP to qualify for most categories of state and all federal transportation funding.

## GLOSSARY: ACRONYMS AND DEFINITIONS

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APC	Advisory Planning Commission
ATP	Active Transportation Program
CALTRANS	California Department of Transportation
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality Program
CTC	California Transportation Commission
EPA	Environmental Protection Agency
EPSP	Expedited Project Selection Procedures
eSTIP	Electronic Statewide Transportation Improvement Program
FAST Act	Fixing America's Surface Transportation Act
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FLAP	Federal Lands Access Program
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FSTIP	Federal Statewide Transportation Improvement Program
GHG	Greenhouse Gas
ITIP	Interregional Transportation Improvement Program
MPO	Metropolitan Planning Organization
NDOT	Nevada Department of Transportation
O&M	Operations and Maintenance
PPP	Public Participation Plan
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SB 375	California's Senate Bill 375: The Sustainable Communities and Climate Protection Act
SCS	Sustainable Communities Strategy
SHOPP	State Highway Operation and Protection Program
SIP	State Implementation Plan
STBG	Surface Transportation Block Grant Program
STIP	State Transportation Improvement Program
TAP	Transportation Alternative Program
TART	Tahoe Truckee Area Regional Transit
TDA	Transportation Development Act

TIP	Transportation Improvement Program
TMPO	Tahoe Metropolitan Planning Organization
TRPA	Tahoe Regional Planning Agency
TTC	Tahoe Transportation Commission
TTD	Tahoe Transportation District
USFS	United States Forest Service

## SECTION 1: REGIONAL SNAPSHOT

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The Lake Tahoe Basin is a unique and sensitive natural environment, home to approximately 57,000 full-time residents<sup>1</sup>, and a destination for millions of visitors each year. Residents and visitors alike are committed to preserving the natural beauty of the Lake and surrounding areas.

The Basin 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 Basin 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.

Lake Tahoe and the surrounding areas provide a major recreational opportunity for residents of the nearby states. The primary market for recreation at Lake Tahoe is from northern California, mainly 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, and environmental education. 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 closely with Caltrans and NDOT to refine and enact these performance measures.

Serving the resident and visitor populations are public and private fixed route transit, shuttles, trolleys, demand-responsive services, a regional bicycle trail network, 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; State Route 28; and 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 Truckee Area Regional Transit (TART), which is operated by Placer County. The TART service was rebranded in 2015 to share the name with the transit service provided by the Town of Truckee. Transit on the South shore is provided by South Shore transit operated by Tahoe Transportation District. The transit systems have incorporated a variety of public and private services, including fixed route and demand response transit, as well as neighborhood and ski shuttle services. Both the North and South Shores are additionally served by visitor trolleys, ski and

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<sup>1</sup> 2014 TMPO Tour Based Transportation Model

rafting shuttle services, special event shuttles, and others funded by a combination of public and private funds. North Lake Tahoe Express and the South Tahoe Express provide shuttle service to the Reno Tahoe International Airport.

The TMPO is charged with implementing a continuing, comprehensive, and cooperative transportation planning process among states and local communities. The core mission of the TMPO, consistent with the goals of the Tahoe Regional Planning Agency (TRPA) and the Regional Transportation Planning Agency (RTPA), is to establish a safe, efficient and integrated transportation system that reduces reliance on the private automobile, provides for alternative modes of transportation, serves the basic transportation needs of the citizens of the Tahoe Region, supports the economic base of the Region in the movement of goods and people, and minimizes adverse impacts on humans and the environment.

## SECTION 2: FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

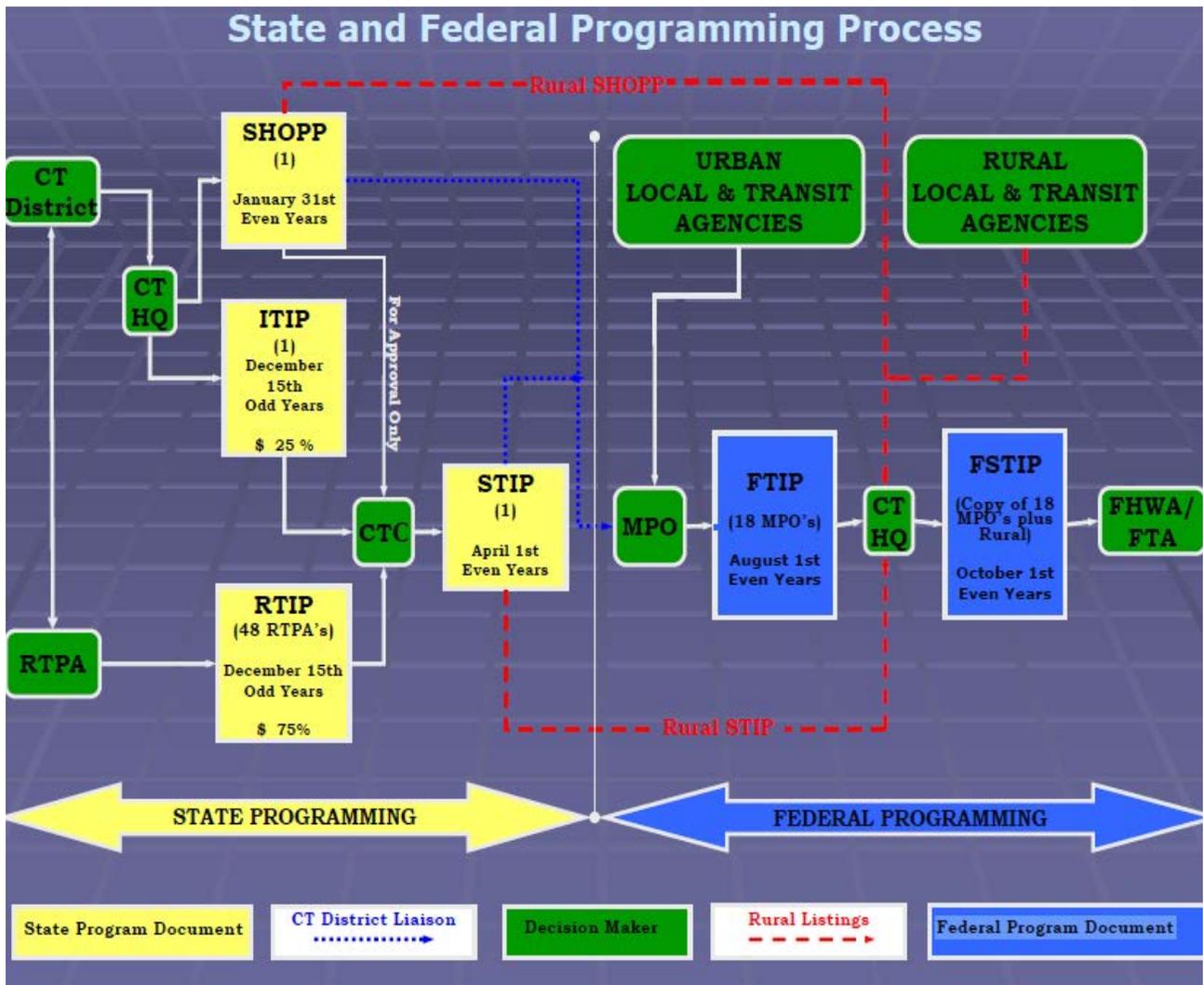
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The Federal Transportation Improvement Program for the Lake Tahoe Region is a four-year comprehensive listing of surface transportation projects for the Tahoe Metropolitan Planning Organization that is consistent with the Tahoe Regional Transportation Plan 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 current Public Participation Plan and through cooperation with Caltrans, NDOT, FHWA, 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.

The document is developed in accordance with the FAST Act and the United States Department of Transportation's metropolitan planning regulations Title 23 Code of Federal Regulations Part 450. Federal regulations require all transportation projects that receive federal funds, require a federal action, or are regionally significant be incorporated in the FTIP. 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. The TMPO prepares and adopts the FTIP every two years.

The 2017 FTIP covers federal fiscal years 2017 through 2020. 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. The FTIP provides an overall snapshot to the federal government illustrating current and pending uses of federal and state transportation funds. All projects included in the FTIP must be consistent with and included in the current Lake Tahoe's RTP. The RTP is the long range policy and planning document, whereas the FTIP is the short range implementing document that enables those planned projects to begin work. The FTIP includes the projects from the RTP that have committed or reasonably available funding. TMPO's 2017 FTIP provides a four-year list of programmed projects and project segments to be implemented over the next four fiscal years. In order to provide easy access and visualization of transportation information TMPO tracks all transportation projects including FTIP projects in the EIP Project Tracker online: <https://eip.laketahoeinfo.org/Project/TransportationList>

For the state of California, FTIP projects are recorded and tracked in the California Transportation Improvement Program System (CTIPS). All of the TMPO's FTIP projects, including both California and Nevada, are entered into CTIPS. The California State and Federal programming process flow chart is shown in the table below.



In Nevada, NDOT recently implemented an electronic Statewide Transportation Improvement Program (eSTIP) that includes transportation projects for the State (<http://estip.nevadadot.com/default.asp>).

The eSTIP allows the department, in partnership with local agencies, to adopt and amend the various Transportation Improvement Programs (TIPs) and the Statewide Transportation Improvement Program (STIP) electronically via a web based application. The eSTIP allows each Metropolitan Planning Organizations to manage all transportation projects that are federally funded or regionally significant in one system that is incorporated into the NDOT STIP. The eSTIP also provides an interactive public website allowing for increased transparency. TMPO enters only the Nevada projects into the eSTIP.

## SECTION 3: TRANSPORTATION PLANNING STRUCTURE

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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 is a unique bi-state agency established by a Compact between the states of California and Nevada and ratified in public law by the U.S. Congress. The original Compact was approved in 1969 (Public Law 91-148). It was revised in 1980 (Public Law 96-551). The Compact's essential purpose is to protect and restore the environment of the Lake Tahoe Basin, maintain the equilibrium between the Region's natural endowment and its manmade environment, and preserve the scenic beauty and recreational opportunities of the region. TRPA is governed by a body of seven voting members from California and seven voting members from Nevada. There is also a non-voting federal representative, for a total of 15 board members. With the addition of a representative from the United States Forest Service, the TRPA Board serves as the Board of the Tahoe Metropolitan Planning Organization (TMPO). The TRPA Board meets monthly and its meetings are open to the public, including those sections of any TRPA meeting during which the Governing Board acts as the TMPO and the Regional Transportation Planning Agency for the California side of the Tahoe Basin (See 3.3 below).

### 3.2 Tahoe Metropolitan Planning Organization

The Tahoe MPO was authorized by Congress in the Transportation Equity Act for the 21st Century (TEA-21), Public Law 105-178. Based on subsequent required actions taken by the States of California and Nevada and local governments in the Region, TMPO was formally launched on July 1, 1999. As the federally designated transportation planning agency for the Tahoe Region, TMPO is responsible for taking all actions under federal regulations required of metropolitan planning organizations. TMPO's defined area of jurisdiction is concurrent with that of the TRPA. The TMPO Board is comprised of the fourteen voting members of the TRPA Governing Board and a voting representative of the United States Forest Service. The TMPO's role is to provide planning, funding, and technical assistance that encourages a transportation system that is multi-modal and sustainable. TMPO Board meetings are conducted as part of TRPA/TMPO meetings. These meetings are open to the public.

It is important to note that these two governing bodies, although they include many of the same representatives, have diverse responsibilities. The TRPA's overriding obligation is adherence to the Tahoe Regional Planning Compact, including the responsibility to achieve and maintain environmental threshold carrying capacity standards ("Thresholds"). The TMPO's mission is to provide policy decisions on transportation plans and programs.

### **3.3 Regional Transportation Planning Agency (California Only)**

TRPA is designated in California state statutes as the Regional Transportation Planning Agency (RTPA) for the California portion of the Lake Tahoe Region. As an RTPA, TRPA must fulfill various statutory requirements, including those of the Transportation Development Act (TDA), coordination with Caltrans in the development of a 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 RTPA actions, but no change to the Governing Board membership occurs.

### **3.4 Tahoe Regional Planning Agency Advisory Planning Commission**

The Advisory Planning Commission (APC) is established under the Compact to support and assist the TRPA Governing Board with technical and scientific issues. The 21-member body is made up of local planners, general members of the community, and other representatives who are experts in their fields. As a TRPA function, the APC does not review or act on TMPO or RTPA programming actions, but does have jurisdiction over planning issues related to the TRPA Regional plan. Each month, the APC holds open meetings and encourages the public to take an active role in the decision-making process.

### **3.5 Tahoe Transportation Commission**

The Tahoe Transportation Commission (TTC) serves as an advisory body to the TMPO Board. The core membership of TTC is the board of the Tahoe Transportation District (TTD). (See 3.6 below). The TTD and TTC boards share a membership that includes representatives from local jurisdictions, the region's two community-based transportation management associations, an at large position, and non-voting representatives from the California Department of Transportation (Caltrans) and Nevada Department of Transportation (NDOT). The TTC board includes a representative from the US Forest Service and one from the Washoe Tribe of Nevada and California. The TTC board meets on a regular basis and its meetings are open to the public.

### **3.6 Tahoe Transportation District**

The TTD was established in Article IX of the 1980 Tahoe Regional Planning Compact (Public Law 96-551) as a special purpose district and given the responsibility for facilitating and delivering safe, environmentally positive transportation programs and projects, including transit operations. Its membership was modified as currently defined and its responsibilities and authorities expanded when the Legislatures of California and Nevada enacted "substantively identical" legislation in 1997. The TTD Board of Directors is comprised of representatives from the five counties within the region, the City of South Lake Tahoe, and private sector members from the South Shore Transportation Management Association (SS/TMA), Truckee North Tahoe Transportation Management Association (TNT/TMA), and an at-large member representing a public or private transportation system in the region. Caltrans and NDOT have non-voting seats on the board. TTD meets on a monthly basis and its meetings are open to the public. TTD and TMPO work closely to coordinate investments in transportation infrastructure and transit services.

## SECTION 4: CONSISTENCY WITH PLANS AND STATE AND FEDERAL PROGRAMMING

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The following are key planning documents that combine to create the context within which the 2017 FTIP was developed:

### 4.1 Lake Tahoe Regional Plan

The TRPA adopted its first Regional Plan consistent with the requirements of Public Law 96-551 in 1987. The Regional Plan Update was 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. The Regional Plan can be found at: <http://www.trpa.org/regional-plan/>.

### 4.2 Regional Transportation Plan

The Regional Transportation Plan is the conforming long-range transportation plan that meets federal, state, and TRPA requirements. The purpose of the RTP is to "...establish regional goals, identify present and future needs, deficiencies and constraints, analyze potential solutions, estimate available funding, and propose investments."<sup>2</sup> The RTP includes both long-range and short-range strategies that lead to the development of an integrated multi-modal transportation system that enhances the quality of life in the Tahoe Region, promotes sustainability, and facilitates the safe and efficient movement of people and goods. The RTP is currently being updated and is targeted for a December 2016 adoption. The 2017 FTIP incorporates projects from the RTP. The Regional Transportation Plan can be found at: <http://www.tahoempo.org/planning.aspx?SelectedIndex=1>.

### 4.3 Sustainable Communities Strategy

California's Senate Bill 375 (SB 375) calls for each metropolitan planning organization to develop a Sustainable Communities Strategy (SCS) identifying the transportation, land use, and housing strategies that will reduce regional Greenhouse Gas (GHG) emissions. TMPO's RTP 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.

### 4.4 Public Participation Plan

TMPO's Public Participation Plan was recently updated and approved by the TMPO Board on July 26, 2016. The purpose of the Plan is to ensure that public participation is an integral and effective part of TMPO's activities. Consistent public outreach and input is one of the most important foundations for developing transportation planning, programming, and project delivery documents and investments.

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<sup>2</sup> 2010 California Regional Transportation Plan Guidelines, California Transportation Commission  
2017 Federal Transportation Improvement Program

The Public Participation Plan can be found at:  
<http://www.tahoempo.org/planning.aspx?SelectedIndex=1>.

#### **4.5 Lake Tahoe Environmental Improvement Program**

Launched in 1997, the Lake Tahoe Environmental Improvement Program (EIP) is a partnership of federal, state, and local agencies, private interests, and the Washoe Tribe, created to protect and improve the extraordinary natural and recreational resources of the Lake Tahoe Basin. The EIP provides an implementation framework for Lake Tahoe restoration projects. Transportation projects contained in the Regional Transportation Plan and FTIP are included in the Air Quality and Transportation focus area of the EIP. Additional EIP project/program information can be found at:  
<https://eip.laketahoeinfo.org/>.

#### **4.6 California Programming**

California Regional Transportation Planning Agencies are the recipients of various transportation funds, primarily the State Transportation Improvement Program (STIP). The STIP is a biennial document adopted by the California Transportation Commission (CTC) each even numbered year. It is a comprehensive listing of major projects funded from specified state and federal funding programs. The STIP will include projects carried forward from the previous STIP plus new projects and reserves from those proposed by regional agencies in their Regional Transportation Improvement Programs (RTIP) and by Caltrans in its interregional transportation improvement program (ITIP). 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. The STIP and SHOPP projects are programmed in the FTIP and incorporated in the Federal Statewide Transportation Improvement Program.

#### **4.7 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 federal funding, safety, congestion, pedestrian, bicycle, transit, and water quality improvements. Nevada Department of Transportation (NDOT) is the recipient of federal transportation funds, such as, Surface Transportation Block Grant and Federal Transit Administration funds.

#### **4.8 Federal Programming**

As each MPO is required to develop a FTIP, each state is required to develop a Federal Statewide Transportation Improvement Program (FSTIP) pursuant to federal regulations. The FSTIP incorporates all FTIPs throughout the State. Federal legislation requires projects to be included in the RTP, the FTIP, and the FSTIP in order to be eligible for federal transportation funding. The TRPA/TMPO receives a variety of federal funding sources such as Federal Transit Administration programs, Surface Transportation Block Grant program, Congestion Mitigation and Air Quality program, 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.

## SECTION 5: 2017-2020 FTIP DEVELOPMENT

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The 2017 FTIP development and approval process spans a total of 11 months. In February 2016, TMPO staff initiated the FTIP development process. The following dates outline significant milestones in the document's development:

February 9 & 10, 2016	FTIP development workshop
February 26, 2016	FTIP Project Data Request noticed
March 11, 2016	TTC Board meeting - Draft 2017 FTIP Information Only
April-June 2016	Development of Draft 2017 FTIP
July 11, 2016	Start 30-day public comment period for Draft 2017 FTIP
July 22, 2016	TTC Board meeting - Public hearing
August 12, 2016	Close 30-day public comment period for Draft 2017 FTIP
September 09, 2016	TTC recommendation of 2017 FTIP
September 28, 2016	TMPO Governing Board approval of 2017 FTIP
September 30, 2016	2017 FTIP to Caltrans and NDOT
December 16, 2016	FTIP/FSTIP Federal approval

### 5.1 Agency Consultation

The draft FTIP is 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.

### 5.2 Preliminary Financial Estimates

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 2015 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 2017 FTIP is limited.

### 5.3 Project Selection and Priorities

The FTIP implements the first four years of the region's long-range Regional Transportation Plan. Project selection and priorities are 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 it is listed in the current Regional Transportation Plan. New projects that do not have federal funding sources associated to it cannot be included in the FTIP. The majority of priority projects in this document are projects that will continue to advance from the 2015 FTIP. For federally funded projects, including the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) program, funding guidelines are established and a Call for Projects is announced when funding is available. The selected projects for STBG and CMAQ are included in the FTIP for approval by TRPA/TMPO. The funding estimates and program guidelines are included in Appendix B & C.

## 5.4 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 2017 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, Surface Transportation Block Grant 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, and state department 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 and 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 FTIP period by the program managers with notification to TMPO.

Any 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 2017 FTIP have been selected using the approved project selection procedures.

## 5.5 Public Participation

Public participation is one of the most important foundations for transportation planning and programming. The FTIP is circulated for a 30-day public review and comment period that is consistent with the procedures identified in TMPO's Public Participation Plan. The FTIP document is made available online, available for pick-up, and announced through email. Prior to the close of the 30-day public comment period TMPO will hold a public hearing. After the close of the public comment period, the comments are reviewed, responded to, and compiled (Appendix L).

The FTIP public participation process also satisfies the public participation requirement for development of the Program of Projects (POP) for the FTA 5307 Program through the 30-day public review and comment period and the public hearing.

## 5.6 Visualization

The TMPO website provides a central location for information on regional transportation planning in the Lake Tahoe Basin. Here, you will find helpful links to major plans, programs, including the 2017 FTIP, and studies from the Tahoe Regional Planning Agency (TRPA) transportation division, the Tahoe Metropolitan Planning Organization (TMPO), and the Regional Transportation Planning Agency (RTPA) for the State of California.

TMPO maintains reports, studies, and plans online for public download. The TMPO is committed to providing user-friendly access to our online resources. Information can be found at [www.tahoempo.org](http://www.tahoempo.org) and [www.trpa.org](http://www.trpa.org). Additional websites and portals that connect the public and agencies to project and monitoring information include the Environmental Improvement Program Tracker, Sustainability Dashboard, and Commodities Tracker. These can be found at: <https://laketahoeinfo.org/>.

To help the public find the information they need, which may be housed on the TMPO, TRPA, or TTD websites, the TMPO and TTD have created a joint landing page, located at [www.linkingtahoe.com](http://www.linkingtahoe.com). Hardcopies of approved plans are also made available, and are professionally printed and distributed to public agencies, and available at the front counter at TRPA.

# SECTION 6: FINANCIAL CONSTRAINT/PLAN AND FUNDING SOURCES

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## 6.1 Financial Constraint

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.

## 6.2 Financial Plan

The FTIP is a financially constrained surface transportation improvement program developed by the MPO in conjunction with local partners and in collaboration with state and federal agencies. It provides an overall picture to local, state, and federal government indicating the current and pending uses of federal and state transportation funds. The FTIP is the four-year implementation plan of the current Regional Transportation Plan. The 2017 FTIP 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, bond measures, sales tax, and other private funds. The federal and state revenue projections are based on the available data provided through the FHWA, FTA, Caltrans, and NDOT. TMPO continually monitors the developments in funding programs and the funding needs of the transportation projects programmed in the FTIP. When a significant funding change occurs it is reviewed by TMPO and its transportation partners and if necessary, appropriate actions are taken to modify funding and maintain the financial constraint state of the FTIP.

The Financial Summary identifies the transportation funding revenues that are programmed for the 2017 FTIP cycle for federal fiscal years 2016-2020 (Appendix A). 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 (Appendix D). Both California and Nevada projects are tracked within this database.

## 6.3 Funding Sources Identified in the FTIP

The following are key funding programs identified in the 2017 FTIP:

### Federal Highway Administration Programs

- Congestion Mitigation and Air Quality Program (CMAQ)
- Surface Transportation Block Grant Program (STGB)
- Transportation Alternative Program (TAP)
- Federal Lands Access Program (FLAP)

### Federal Transit Administration Programs

- Section 5307 Urbanized Area Transit Formula
- Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities
- Section 5311 Rural Area Transit Formula (NV only)
- Section 5339 Bus and Bus Facilities

### State Programs

- State Transportation Improvement Program (STIP)
- State Highway Operation and Protection Program (SHOPP)
- Active Transportation Program (ATP) - California TAP

## State and Local Funds

State and local funds come from a wide variety of sources. These funds are not required to be reported in the FTIP, however, if the funds are used to match federal dollars on a federalized project or if they are attached to a regional significant project the funds must be programmed in the FTIP. State and local fund sources may include the following:

- City and County fees
- Proposition 1B
- Transportation Development Act (TDA)
- TRPA Mitigation Fees
- Local Property Tax
- State Gas Tax
- Sales Tax
- Private Foundation Contributions

## SECTION 7: AMENDING THE FTIP

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

### 7.1 Amendments

An amendment is a revision to the FTIP that involves a major change to a project. This includes the addition or deletion of a project or a project group, 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

### 7.2 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 and the lesser of 40 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. All administrative modifications and amendments are listed online at:

<http://www.tahoemp.org/ftip.aspx?SelectedIndex=2>.

## SECTION 8: COMPLIANCE AND ANNUAL LISTING OF OBLIGATED PROJECTS

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### 8.1 Project Monitoring

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.

### 8.2 Title VI and Environmental Justice

TMPO complies with state and federal laws that mandate all regional planning and programming efforts to be consistent with Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act of 1990. 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. Likewise, Environmental Justice is defined by EPA as “the principles of environmental justice call for fairness, regardless of race, color, national origin or income, in the development of laws and regulations that affect every community’s natural surroundings, and the places people live, work, play and learn.” TMPO’s Title VI Plan outlines various programs, activities, and services in place that demonstrate TMPO’s commitment to meet Title VI requirements. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI, are critical to regional planning and programming decisions. The investments made in the FTIP must be consistent with Title VI and support Environmental Justice. An equal opportunity is provided for all populations to provide input into the transportation planning process. And in accordance with ADA guidelines, all meetings conducted by the MPO take place at locations which are accessible to persons with mobility limitations.

### 8.3 Annual Listing of Obligated Projects

Annually the TMPO, in cooperation with California and Nevada State Departments of Transportation and the transit operators in the Region, 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](http://www.tahoempo.org).

## SECTION 9: AIR QUALITY CONFORMITY ANALYSIS

The 2017 FTIP’s air quality analysis is based on the air quality conformity analysis conducted for the most recent RTP. The TMPO conducts an interagency consultation process that includes the California Air Resources Board, the Nevada Department of Environmental Protection, the Federal Highways Administration, the U.S. Environmental Protection Agency, the California Department of Transportation and the Nevada Department of Transportation as part of the air quality conformity process.

TMPO includes proactive public involvement to ensure access to technical and policy information is available. The 2017 FTIP does not add any non-exempt projects in comparison to the previous RTP and 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 (Appendix G). 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.

## SECTION 10: 2015 FTIP ACCOMPLISHMENTS

The previous FTIP was successful in moving projects forward. Given the cost of developing transportation projects in the Tahoe Region and the reduction of federal and state funding it has been difficult to make significant improvements to the transportation system over the short life of a FTIP cycle. There were four amendments and eight administrative modifications processed during the 2015 FTIP cycle. Four projects were completed, three projects deleted, and ongoing projects were carried forward into the 2017 FTIP. The table below shows the 2015 FTIP notable achievements.

<b>2015 FTIP ACCOMPLISHMENTS</b>			
<b>Project Name</b>	<b>Location</b>	<b>Accomplishment</b>	<b>Lead Agency</b>
California High Efficiency Sweeper	El Dorado County	2015- delivered	Caltrans
City of South Lake Tahoe Street Sweepers	El Dorado County	2016- delivered	City of South Lake Tahoe
SR28/Fanny Bridge Community Revitalization Project Phase 1	Placer County	100% funded	Tahoe Transportation District
SR28/Fanny Bridge Community Revitalization Project Phase 2	Placer County	100% funded	Tahoe Transportation District
Kings Beach Commercial Core Improvement Project “Core of the Core”	Placer County	2015- delivered	Placer County

## SECTION 11: OPERATIONS AND MAINTENANCE OF THE EXISTING SYSTEM

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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) 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. 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.