



2017 - 2020

TAHOE METROPOLITAN PLANNING ORGANIZATION FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT July 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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DRAFT

July 11, 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

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

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
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

The Lake Tahoe Basin is a unique and sensitive natural environment, home to approximately 57,000 full-time residents¹, 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, 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 Caltrans and NDOT closely 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; 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 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

¹ 2014 TMPO Tour Based Transportation Model

ski shuttle services. 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. 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.

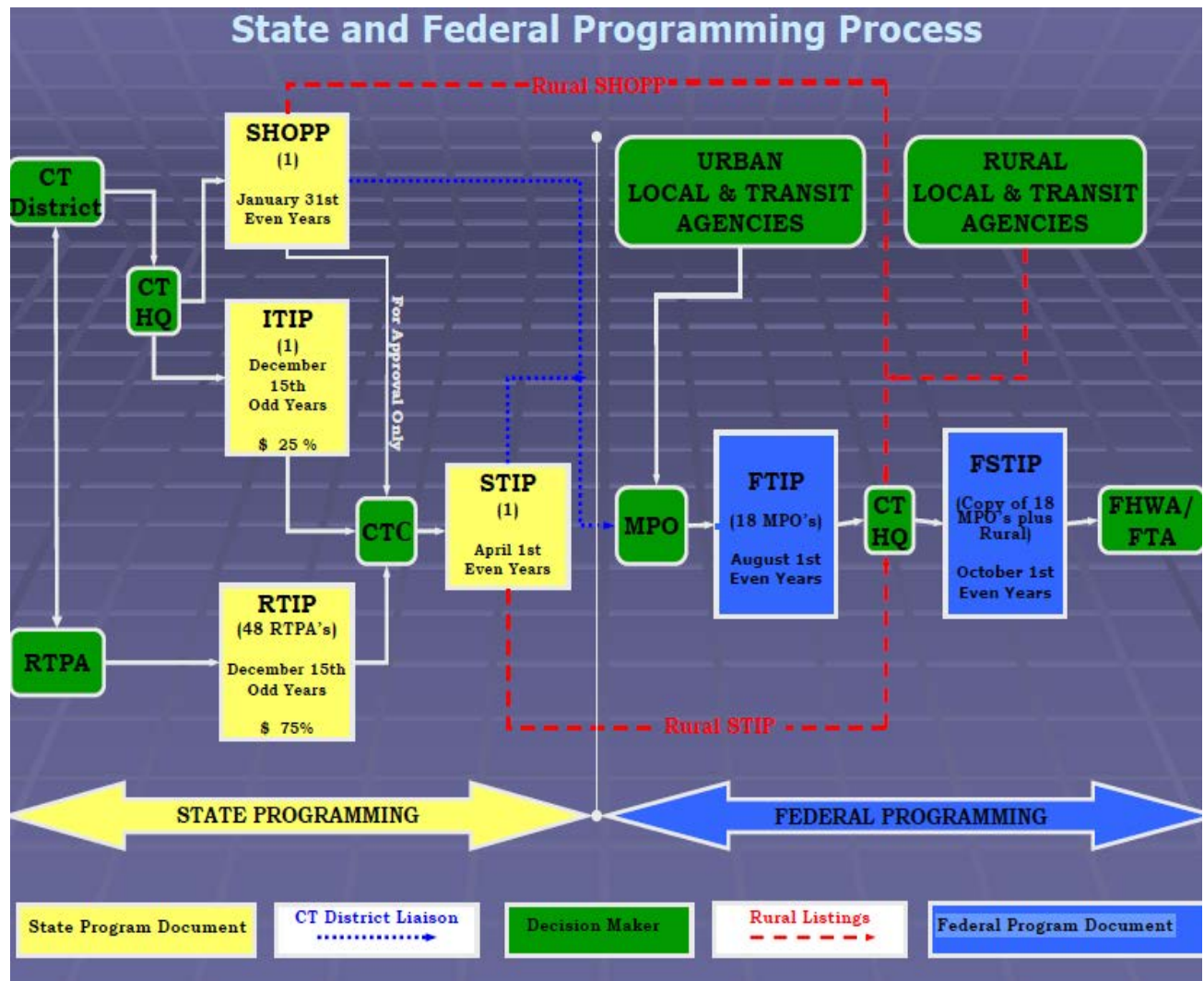
SECTION 2: FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

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

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 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. The TRPA Board, with the addition of a representative from the United States Forest Service, serves as the TMPO Board. In the State of California, TRPA serves as the Regional Transportation Planning Agency. The TRPA and TMPO Board meets monthly and meetings are open to the public.

3.2 Tahoe Metropolitan Planning Organization

The Tahoe Metropolitan Planning Organization, created in 1999, is responsible as the forum for taking the required actions under federal regulations regarding metropolitan planning organizations. The TMPO is the federally designated transportation planning agency for the Tahoe Region. The TMPO defined area 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 multi-modal and sustainable transportation system. The TRPA and TMPO Board meets monthly and meetings are open to the public.

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 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 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 the TTC is the board of the Tahoe Transportation District, created by the Tahoe Regional Planning Compact (Article IX) 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 TTC and TTD Boards meet monthly and are open to the public.

3.6 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. TTD operates the South Shore transit system and is working towards implementing a regional transit system. 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.

SECTION 4: CONSISTENCY WITH PLANS AND STATE AND FEDERAL PROGRAMMING

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 the original Regional Plan for the Lake Tahoe Basin in 1986. 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."² 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 (PPP) has been recently updated and is scheduled for adoption July 2016. The plan is intended to ensure that public participation is an integral and effective part of the TMPO's activities. 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 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/>.

² 2010 California Regional Transportation Plan Guidelines, California Transportation Commission

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 FSTIP.

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

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

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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, 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 FTIP 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 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 on-line, 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 and 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. 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

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, 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 to 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
- Private Foundation Contributions

SECTION 7: AMENDING THE FTIP

Since the TMPO is a bi-state MPO, complexities exist for amending the TIP that do not occur for other MPOs solely located in California or Nevada (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.tahoempo.org/ftip.aspx?SelectedIndex=2>.

SECTION 8: COMPLIANCE AND ANNUAL LISTING OF OBLIGATED PROJECTS

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.

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. 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. 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.

2015 FTIP ACCOMPLISHMENTS			
Project Name	Location	Accomplishment	Lead Agency
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
Kings Beach Commercial Core Improvement Project "Gateway to the Core"	Placer County	2016- delivered	Placer County

SECTION 11: 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) 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.

Appendix A

Financial Summary Spreadsheet

TABLE 1: REVENUE

Tahoe Metropolitan Planning Organization
2017 Federal Transportation Improvement Program Adoption
(\$'s in 1,000)

Funding Source/Program		N O T E S	4 YEAR (FTIP Cycle)				
			2016/17	2017/18	2018/19	2019/20	TOTAL
LOCAL	Sales Tax						
	City						
	County						
	Gas Tax						
	Gas Tax (Subventions to Cities)						
	Gas Tax (Subventions to Counties)						
	Other Local Funds		\$3,163	\$290	\$144	\$100	\$3,697
	County General Funds		\$3,100			\$22	\$3,122
	City General Funds		\$63	\$290		\$78	\$431
	Street Taxes and Developer Fees				\$144		\$144
RSTP Exchange funds							
Transit							
Transit Fares							
Other (See Appendix 1)		\$22,492	\$5,077	\$5,446	\$4,761	\$37,776	
Local Total		\$25,655	\$5,367	\$5,590	\$4,861	\$41,473	
REGIONAL	Tolls						
	Bridge						
	Corridor						
	Regional Sales Tax						
	Regional Gas Tax/Measure						
Other (See Appendix 2)							
Regional Total							
STATE	State Highway Operation and Protection Program (SHOPP) ¹			\$14,726			\$14,726
	SHOPP			\$14,726			\$14,726
	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	\$1,866	\$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)		\$11,592	\$3,193	\$3,962	\$3,261	\$22,008	
State Total		\$17,021	\$19,785	\$5,640	\$3,261	\$45,707	
FEDERAL TRANSIT	5307/5340 - Urbanized Area Formula Grants	2	\$1,053	\$1,053	\$1,053	\$1,053	\$4,212
	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	2	\$103	\$103	\$103	\$103	\$412
	FTA Transfer from Prior FTIP						
Other (See Appendix 4)		\$2,555	\$2,288	\$2,288	\$2,288	\$9,419	
Federal Transit Total		\$3,711	\$3,444	\$3,444	\$3,444	\$14,043	
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$1,886	\$1,923	\$1,959	\$1,999	\$7,767
	Construction of Ferry Boats and Ferry Terminal Facilities						
	Coordinated Border Infrastructure						
	Corridor Infrastructure Improvement Program						
	Federal Lands Access Program		\$27,068				\$27,068
	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)	2	\$1,845	\$1,920	\$1,993	\$2,077	\$7,835	
Other (see Appendix 5)		\$1,178	\$1,227	\$1,274	\$1,328	\$5,007	
Federal Highway Total		\$31,977	\$5,070	\$5,226	\$5,404	\$47,677	
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)						
Federal Railroad Administration Total							
Federal Total		\$35,688	\$8,514	\$8,670	\$8,848	\$61,720	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix 7)						
Innovative Financing Total							
REVENUE TOTAL		\$78,364	\$33,666	\$19,900	\$16,970	\$148,900	

Financial Summary Notes:
¹ State Programs that include both state and federal funds.
² California portion

TABLE 1: REVENUE - APPENDICES

**Tahoe Metropolitan Planning Organization
2017 Federal Transportation Improvement Program Adoption
(\$'s in 1,000)**

Appendix 1 - Local Other

Local Other	4 YEAR (FTIP Cycle)				CURRENT TOTAL
	2016/17	2017/18	2018/19	2019/20	
Nevada County Funds	\$17,277				\$17,277
Local Transit Funds	\$4,618	\$5,038	\$4,746	\$4,761	\$19,163
LTCC Property Tax			\$700		\$700
Private Funds (IVGID)	\$300				\$300
TRPA AQ Mitigation	\$160				\$160
Douglas County	\$37	\$39			\$76
Placer County Traffic Impact Fees	\$100				\$100
Local Other Total	\$22,492	\$5,077	\$5,446	\$4,761	\$37,776

Appendix 2 - Regional Other

Regional Other	4 YEAR (FTIP Cycle)				CURRENT TOTAL
	2016/17	2017/18	2018/19	2019/20	
Regional Other Total					

Appendix 3 - State Other

State Other	4 YEAR (FTIP Cycle)				CURRENT TOTAL
	2016/17	2017/18	2018/19	2019/20	
California Tahoe Conservancy State Cash	\$251		\$749		\$1,000
Nevada State Tax	\$8,224				\$8,224
LCTOP	\$149	\$175	\$178	\$182	\$684
NV State Parks	\$74	\$74	\$74	\$74	\$296
TDA	\$2,877	\$2,918	\$2,961	\$3,005	\$11,761
Nevada State Q1	\$17	\$26			\$43
State Other Total	\$11,592	\$3,193	\$3,962	\$3,261	\$22,008

Appendix 4 - Federal Transit Other

Federal Transit Other	4 YEAR (FTIP Cycle)				CURRENT TOTAL
	2016/17	2017/18	2018/19	2019/20	
NV 5307/5340 - Urbanized Area Formula Grants	\$483	\$483	\$483	\$483	\$1,932
NV 5311 - Formula Grants for Rural Areas	\$2,025	\$1,758	\$1,758	\$1,758	\$7,299
NV 5339 - Bus and Bus Facilities Formula Grants	\$47	\$47	\$47	\$47	\$188
Federal Transit Other Total	\$2,555	\$2,288	\$2,288	\$2,288	\$9,419

Appendix 5 - Federal Highway Other

Federal Highway Other	4 YEAR (FTIP Cycle)				CURRENT TOTAL
	2016/17	2017/18	2018/19	2019/20	
NV-Surface Transportation Block Grant Program	\$1,178	\$1,227	\$1,274	\$1,328	\$5,007
Federal Highway Other Total	\$1,178	\$1,227	\$1,274	\$1,328	\$5,007

Appendix 6 - Federal Railroad Administration Other

Federal Railroad Administration Other	4 YEAR (FTIP Cycle)				CURRENT TOTAL
	2016/17	2017/18	2018/19	2019/20	
Federal Railroad Administration Other Total					

Appendix 7 - Innovative Other

Innovative Other	4 YEAR (FTIP Cycle)				CURRENT TOTAL
	2016/17	2017/18	2018/19	2019/20	
Innovative Other Total					

TABLE 2: PROGRAMMED

Tahoe Metropolitan Planning Organization
2017 Federal Transportation Improvement Program Adoption
 (\$'s in 1,000)

Funding Source/Program		N O T E S	4 YEAR (FTIP Cycle)				
			2016/17	2017/18	2018/19	2019/20	TOTAL
LOCAL	Local Total		\$25,655	\$5,367	\$5,590	\$4,861	\$41,473
REGIONAL	Tolls						
	<i>Bridge</i>						
	<i>Corridor</i>						
	Regional Sales Tax						
	Regional Gas Tax/Measure						
	Other (See Appendix A)						
	Regional Total						
STATE	State Highway Operation and Protection Program (SHOPP) ¹			\$14,726			\$14,726
	<i>SHOPP</i>						
	<i>SHOPP Prior</i>			\$14,726			\$14,726
	<i>State Minor Program</i>						
	State Transportation Improvement Program (STIP) ¹						
	<i>STIP</i>						
	<i>STIP Prior</i>						
	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		\$5,429	\$1,866	\$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)		\$11,592	\$3,193	\$3,962	\$3,261	\$22,008	
State Total		\$17,021	\$19,785	\$5,640	\$3,261	\$45,707	
FEDERAL TRANSIT	5307/5340 - Urbanized Area Formula Grants	2	\$1,053	\$1,053	\$1,053	\$1,053	\$4,212
	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	2	\$103	\$103	\$103	\$103	\$412
	FTA Transfer from Prior FTIP						
	Other (See Appendix C)		\$2,555	\$2,288	\$2,288	\$2,288	\$9,419
Federal Transit Total		\$3,711	\$3,444	\$3,444	\$3,444	\$14,043	
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$1,684	\$1,413	\$1,709	\$1,749	\$6,555
	Construction of Ferry Boats and Ferry Terminal Facilities						
	Coordinated Border Infrastructure						
	Corridor Infrastructure Improvement Program						
	Federal Lands Access Program		\$27,068				\$27,068
	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)	2	\$1,739	\$1,152			\$2,891
Other (see Appendix D)		\$1,018	\$1,227			\$2,245	
Federal Highway Total		\$31,509	\$3,792	\$1,709	\$1,749	\$38,759	
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)						
	Federal Railroad Administration Total						
	Federal Total		\$35,220	\$7,236	\$5,153	\$5,193	\$52,802
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix F)						
	Innovative Financing Total						
PROGRAMMED TOTAL			\$77,896	\$32,388	\$16,383	\$13,315	\$139,982

Financial Summary Notes:

¹ State Programs that include both state and federal funds.

² California portion

TABLE 2: PROGRAMMED - APPENDICES

Tahoe Metropolitan Planning Organization
 2017 Federal Transportation Improvement Program Adoption
 (\$'s in 1,000)

Appendix A - Regional Other

Regional Other	4 YEAR (FTIP Cycle)				CURRENT TOTAL
	2016/17	2017/18	2018/19	2019/20	
Regional Other Total					

Appendix B - State Other

State Other	4 YEAR (FTIP Cycle)				CURRENT TOTAL
	2016/17	2017/18	2018/19	2019/20	
California Tahoe Conservancy State Cash	\$251		\$749		\$1,000
Nevada State Tax	\$8,224				\$8,224
LCTOP	\$149	\$175	\$178	\$182	\$684
NV State Parks	\$74	\$74	\$74	\$74	\$296
TDA	\$2,877	\$2,918	\$2,961	\$3,005	\$11,761
Nevada State Q1	\$17	\$26			\$43
1018					
State Other Total	\$11,592	\$3,193	\$3,962	\$3,261	\$22,008

Appendix C - Federal Transit Other

Federal Transit Other	4 YEAR (FTIP Cycle)				CURRENT TOTAL
	2016/17	2017/18	2018/19	2019/20	
NV 5307/5340 - Urbanized Area Formula Grants	\$483	\$483	\$483	\$483	\$1,932
NV 5311 - Formula Grants for Rural Areas	\$2,025	\$1,758	\$1,758	\$1,758	\$7,299
NV 5339 - Bus and Bus Facilities Formula Grants	\$47	\$47	\$47	\$47	\$188
Federal Transit Other Total	\$2,555	\$2,288	\$2,288	\$2,288	\$9,419

Appendix D - Federal Highway Other

Federal Highway Other	4 YEAR (FTIP Cycle)				CURRENT TOTAL
	2016/17	2017/18	2018/19	2019/20	
NV -Surface Transportation Block Grant Program	\$1,018	\$1,227			\$2,245
Federal Highway Other Total	\$1,018	\$1,227			\$2,245

Appendix E - Federal Railroad Administration Other

Federal Railroad Administration Other	4 YEAR (FTIP Cycle)				CURRENT TOTAL
	2016/17	2017/18	2018/19	2019/20	
Federal Railroad Administration Other Total					

Appendix F - Innovative Finance Other

Innovative Other	4 YEAR (FTIP Cycle)				CURRENT TOTAL
	2016/17	2017/18	2018/19	2019/20	
Innovative Other Total					

TABLE 3: REVENUE-PROGRAMMED

Tahoe Metropolitan Planning Organization
2017 Federal Transportation Improvement Program Adoption
 (\$'s in 1,000)

Funding Source/Program		4 YEAR (FTIP Cycle)					
		2016/17	2017/18	2018/19	2019/20	TOTAL	
LOCAL	Local Total						
REGIONAL	Tolls						
	<i>Bridge</i>						
	<i>Corridor</i>						
	Regional Sales Tax						
	Regional Gas Tax/Measure Other						
	Regional Total						
STATE	State Highway Operation and Protection Program (SHOPP) ¹						
	<i>SHOPP</i>						
	<i>SHOPP Prior</i>						
	<i>State Minor Program</i>						
	State Transportation Improvement Program (STIP) ¹						
	<i>STIP</i>						
	<i>STIP Prior</i>						
	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						
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	\$202	\$510	\$250	\$250	\$1,212
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	\$2,077	\$4,944	
Other		\$160		\$1,274	\$1,328	\$2,762	
		Federal Highway Total	\$468	\$1,278	\$3,517	\$3,655	\$8,918
FEDERAL RAIL	Other Federal Railroad Administration						
	Federal Railroad Administration Total						
	Federal Total	\$468	\$1,278	\$3,517	\$3,655	\$8,918	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other						
	Innovative Financing Total						
REVENUE - PROGRAM TOTAL		\$468	\$1,278	\$3,517	\$3,655	\$8,918	

Appendix B

Surface Transportation Block Grant Fund Estimates and Program Guidelines

CALIFORNIA						
Surface Transportation Block Grant Program (STBG)						
Estimated Apportionment for Distribution						
FFY 2016-17 to 2019-20						
MPO/RTPA/County	FFY	STBGP Large UZA Apportionment (Pop >200k)	CTAP Adjustment	Traditional Estimated Apportionment Distribution (sum of Col 2, 7)	Additional Distribution by STIP Formula	Estimated Total Apportionment Distribution (sum of Col 8, 9)
TRPA (Bi-State MPO Region) ¹	2016-17	\$1,815,617	\$ 1,946	\$ 1,815,617	29,246	\$ 1,844,863
	2017-18	\$1,890,835	\$ 1,946	\$ 1,890,835	29,246	\$ 1,920,018
	2018-19	\$1,963,728	\$ 1,946	\$ 1,963,728	29,246	\$ 1,992,973
	2019-20	\$2,047,844	\$ 1,946	\$ 2,047,844	29,246	\$ 2,077,089
California Total						\$ 7,834,943

¹ 2010 Census Population used for calculation. Under the FAST ACT, Tahoe was assigned a population of 145,000 for applicable Title 49 programs.
California Department of Transportation Division of Transportation Programming 2/23/2016

NEVADA			
Surface Transportation Block Grant Program (STBG)			
Estimated Distribution			
FFY 2016-17 to 2019-20			
Urbanized Area	FFY	Population	Surface Transportation Sub-Allocation
Lake Tahoe (Bi-State MPO)	2016-17	65,000	\$ 1,178,368
	2017-18	65,000	\$ 1,226,982
	2018-19	65,000	\$ 1,273,962
	2019-20	65,000	\$ 1,327,989
Nevada Total			\$ 5,007,301

US Department of Transportation, Federal Highways Administration, Federal-Aid Highway Program, Authorizations under the conference report for H.R. 22 (FAST Act), December 2015



Surface Transportation Block Grant

Program Guidelines

May 2016

Surface Transportation Block Grant Program 2016 Funding Cycle

Program Guidelines

Introduction

The Tahoe Regional Planning Agency, in its capacity as the Tahoe Metropolitan Planning Organization (TMPO) is responsible for allocating and programming various federal and state funding programs. TMPO works with partners to deliver the Regional Transportation Plan for the Lake Tahoe Region. The Surface Transportation Block Grant Program (STBG) is one of the primary federal funding programs for the region to implement transportation projects identified in the Regional Transportation Plan to be moved forward for programming in the Federal Transportation Improvement Program (FTIP).

STBG funding is authorized by the recently passed federal transportation bill Fixing America's Surface Transportation (FAST) Act, signed into law on December 4, 2015. The FAST Act converts the long-standing Surface Transportation Program into the Surface Transportation *Block Grant* Program under Section 133 of Title 23 of the United States Code. The Lake Tahoe Region benefited from specific legislative language in the FAST Act directing STBG funding allocation based on a fixed population of 210,000 in the California and Nevada portions of the Region. The STBG promotes flexibility in State and local transportation decisions and provides funding to best address State and local transportation needs. This program funding may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway and certain local roads, pedestrian and bicycle infrastructure, transit capital, planning projects, and intercity passenger projects.

TMPO is required to program the STBG funds that are apportioned to the Tahoe Region in the Federal Transportation Improvement Program (FTIP). STBG funds are reimbursable federal aid funds, subject to the requirements of Title 23, United States Code. Eligible costs for funds include preliminary engineering, right-of-way acquisition, capital costs, and construction costs associated with an eligible activity.

STBG 2016 Funding Cycle Key Dates

May 27, 2016	Release STBG Call for Projects for 2017 FTIP
June 17, 2016	Applications Due to TMPO
June 27, 2016	Staff Recommendation for STBG funding (FY16-18)
July 8, 2016	STBG projects included in 2017 Draft FTIP - TTC Board Meeting (Public Hearing)
September 2016	Approval of final 2017 FTIP, including STBG projects – TMPO Governing Board

STBG Funding application: <http://www.tahoempo.org/stbg.aspx>

Applications are due no later than 5:00 pm on June 17, 2016.

The completed application must be submitted electronically to Judy Weber at jweber@trpa.org.

Program Goals

The goal of TMPO Surface Transportation Block Grant Program funding is to support the implementation of the Regional Transportation Plan/Sustainable Communities Strategy (Mobility 2035) by enhancing the transportation system to provide mobility, social, and environmental improvements. The program targets regionally significant corridor revitalization projects identified by 2035 (Figure 6-3 of Mobility 2035-page 6-9) and eligible projects contained in Mobility 2035 by creating specific funding targets. These funding guidelines will be updated to account for future Regional Transportation Plans and/or Federal transportation legislation in order to remain aligned with updated goals, priorities, and requirements as necessary.

Funding

STBG funding is apportioned directly to TMPO by the Federal Highway Administration (FHWA) in accordance with the Federal FAST Act. The funding is allocated by state (CA and NV) and must be awarded to projects in the corresponding state. TMPO provides estimated allocations for future fiscal years through 2020.

Available Funding

The estimated funding available for this call for projects is:

	FFY 15/16	FFY 16/17	FFY 17/18
CA-STBG	\$1,765,551	\$1,844,863	\$1,920,081
NV-STBG	\$1,127,379	\$1,178,368	\$1,226,982
TOTALS	\$2,892,930	\$3,023,231	\$3,147,063

Match Requirements

The non-federal funding match requirement is 11.47% for California projects and 5% for Nevada projects.

Funding Targets

In order to prioritize regionally significant corridor revitalization projects and to provide funding for other transportation projects identified in the Regional Transportation Plan the following funding target amounts apply to this program. These targets will be used as guidance when determining allocation of funding, and do not represent a required minimum or maximum amount for each project type.

- 60% - Corridor Revitalization projects
- 40% - Other eligible transportation projects

Recommended Minimum Project Request

In order to maximize efficiency and recognizing the administrative requirements of these federal funds, it is recommended that projects request a minimum of \$250,000 in STBG funds.

Eligibility

Eligible Applicants

- Local, state, and regional government entities
- Transit operators

Project Eligibility

Illustrative eligible project types:

- Capital costs for transit projects and publicly owned bus terminals and facilities;
- Car pool projects, fringe and corridor parking facilities and programs; and bicycle transportation and pedestrian walkways;
- Capital and operating costs for traffic monitoring, management, and control facilities and programs;
- Surface transportation planning programs;
- Transportation control measures (TCMs);
- Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways and bridges;
- Highway and transit safety improvements and programs, hazardous elimination, projects to mitigate hazards caused by wildfire, and railway-highway grade crossings;
- Participation in wetlands mitigation efforts

All stages of work are eligible for funding; Preliminary Engineering, Right of Way, and/or Construction. For additional information regarding project eligibility or other areas of the STBG program please refer to this FHWA guidance: <http://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>.

Initial Project Screening

TMPO staff will conduct an initial project screening to determine if a submitted project will proceed to the evaluation process. If a project does not clear the screening process the applicant will be notified and may be provided an opportunity to submit additional information to support clearance of the project. TMPO staff will use the following screening criterion:

- The project must be listed in the adopted Lake Tahoe Regional Transportation Plan.
- The project must be ready for programming in the Federal Transportation Improvement Program.
- The project must have federal environmental clearance underway or completed
- The project has adhered to the appropriate federal-aid project development process in each state, if already underway.
- The project sponsor must demonstrate technical capacity and reliability for delivering similar projects (scale and complexity).
- A request for construction funding must demonstrate that environmental, engineering and right-of-way will be ready by the time funds are requested.
- The project sponsor must identify the commitment for ongoing operations and maintenance for any capital project.
- The projects must be consistent with statewide, regional, or local complete streets requirements.

Project Evaluation Criteria

Reviewers will evaluate and score applications using the following selection criteria and relative weighting (maximum of 50 points):

Project location. The application must describe the project location, including specifying the state in which work will be performed/delivered.	N/A
Work plan and timeline. Projects application should clearly illustrate the steps for implementation and a detailed project timeline with key milestones.	15 points
Demonstrated need. The applicant should clearly identify the purpose and need of the project.	10 points
Potential for project success. Applicant’s ability to carry out project based on: <ul style="list-style-type: none"> ▪ Readiness of Project ▪ Reasonable work-plan ▪ Coordination with public ▪ Project leadership and council/board endorsement ▪ Available funding to complete and maintain the project 	10 points
Project Consistency with local, regional, state and federal plans and policies. Applicants ability to show consistency with plans and policies (Area Plans, RTP, complete streets policies, etc.)	5 points
Ability to demonstrate appropriate management of project and funds. Applicant must demonstrate the capacity to deliver projects in a timely manner.	5 points
Matching funds. Applicant must identify non-federal matching funds. Project applications that can show additional committed matching funds, beyond the required amount, will be the most competitive.	5 points

Application and Submittal

- Download application here: <http://www.tahoempo.org/stbg.aspx>
- Completed application may be submitted electronically to Judy Weber at jweber@trpa.org.
- The **deadline for submitting an application is June 17, 2016**.
- Submitted projects will be scored by TMPO and selected project sponsors will be notified by June 27, 2016.

Post-Award Steps

If your project is awarded the following steps apply:

- The project must begin no later than within three years of the awarded fiscal year.
- Enter or edit the project in the Lake Tahoe EIP Tracker Tool: <https://eip.laketahoeinfo.org/>. This information will be used to program the project in the Federal Transportation Improvement Program.
- Provide quarterly project updates and schedule changes as necessary via the Lake Tahoe EIP Tool.

- California projects must work with Caltrans Local Assistance on the Request for Authorization (E76) process for obligation of the funds. Follow the processes in the Caltrans Local Assistance Procedures Manual: <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm>
- Nevada projects, work with NDOT on the Local Public Agency (LPA) process. Follow processes in the Nevada Local Public Agency Manual: http://www.nevadadot.com/uploadedFiles/NDOT/About_NDOT/NDOT_Divisions/Engineering/Design/2010_04_April_LPA_Manual.pdf
- TMPO shall retain the right to redirect program funding to other agencies so as not to lose funding to the Tahoe Region. Affected project sponsors will be contacted prior to reallocation.

Appendix C

Congestion Mitigation and Air Quality Fund Estimates and Program Guidelines

CONGESTION MITIGATION AND AIR QUALITY (CMAQ) IMPROVEMENT PROGRAM
ESTIMATED APPORTIONMENT
FFY 2016-17 to 2019-20

MPO/County	FFY	DOF Population Estimate (1/1/2015)	EPA Classification 8-hr Ozone (2008) ¹	Ozone ² Factor	Carbon Monoxide Factor ²	Weighted Population	Estimated Apportionment
Tahoe (Lake Tahoe)	2016-17	145,000	<i>Severe</i>	1.3	1.2	226,200	\$ 1,886,094
Tahoe (Lake Tahoe)	2017-18	145,000	<i>Severe</i>	1.3	1.2	226,200	\$ 1,922,559
Tahoe (Lake Tahoe)	2018-19	145,000	<i>Severe</i>	1.3	1.2	226,200	\$ 1,958,333
Tahoe (Lake Tahoe)	2019-20	145,000	<i>Severe</i>	1.3	1.2	226,200	\$ 1,998,751
Region Total							\$ 7,765,737

1. EPA 2008 8-Hour ozone non-attainment designation <http://www3.epa.gov/airquality/greenbook/hncc.html#CALIFORNIA>

2. 8-Hour ozone and CO factors per CA Streets and Highways CodeSection 182.7(b)

Data provided by California Department of Transportation Division of Transportation Programming, 2/23/2016

TAHOE METROPOLITAN PLANNING ORGANIZATION

Congestion Mitigation and Air Quality Program Guidelines

March 2016



Congestion Mitigation and Air Quality Program

I. Introduction

The Congestion Mitigation and Air Quality Improvement Program was created under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, and was reauthorized under all Federal Transportation Acts since ISTEA, including the most recent Fixing America's Surface Transportation (FAST) Act. FAST Act provides millions of CMAQ funds annually to California. The funds are distributed to Metropolitan Planning Organizations and Regional Transportation Planning Agencies in federally designated air quality nonattainment and maintenance areas within the state in accordance with the formula set forth in Section 182.7 of the Streets and Highways Code.

The purpose of the Congestion Mitigation and Air Quality (CMAQ) Program is to provide a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. The funding is available to air quality nonattainment areas and maintenance areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, and particulate matter (both PM10 and PM2.5).

The CMAQ program supports the two important goals of the U.S. Department of Transportation to improve air quality and relieve congestion. Funds may be used for a transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution, and that is included in the metropolitan planning organization's (MPO's) current transportation plan and transportation improvement program (TIP). CMAQ projects must be a transportation project, must generate an emissions reduction, and must be located in or benefit a nonattainment or maintenance area.

II. Program Eligibility and Requirements

- A. Eligible Area:** The CMAQ funds may be invested in the El Dorado County portion of the Tahoe Region, including the City of South Lake Tahoe (CSLT).
- B. Eligible Applicants**
- Local governments (need a Master Agreement with Caltrans)
 - Transit Operators
- C. Eligible Projects and Programs**
- Diesel Engine Retrofits and Other Advance Truck Technologies
 - Idle Reduction
 - Congestion Reduction and Traffic Flow Improvements
 - Freight/intermodal
 - Transportation Control Measures (TMC)
 - Transit Improvements
 - Bicycle and Pedestrian Facilities and Programs
 - Travel Demand Management
 - Public Education and Outreach Activities
 - Transportation Management Associations
 - Carpooling and Vanpooling
 - Carsharing
 - Extreme Low-Temperature Cold Start Programs
 - Training
 - Inspection/Maintenance (I&M) Programs
 - Innovation Projects
 - Alternative Fuels and Electric Vehicles and Associated Fueling Infrastructure
- D. Eligible Stage of Work:** Preliminary Engineering, Right of Way, and/or Construction
- E. State/Local Match:** The match requirement (non-federal) is 11.47 percent. Toll Credits are available to use for match requirement.
- F. Cost-Effectiveness Analysis:** The program or project must generate a cost-effectiveness emissions reduction (see link to ARB tool below.)

III. Project Eligibility and Requirements

- A. Project Eligibility:** CMAQ project must meet three basic criteria; it must be a transportation project, it must generate an emissions reduction, and it must be located in or benefit a nonattainment or maintenance area.
- B. Selection Criteria:** The following criteria will be taken into consideration during project evaluation and selection.

Project Location

- Project must be located in the El Dorado County portion of the Lake Tahoe Region

Implementation Plan

- Projects that can clearly show the steps for implementation and a reasonable timeline, will receive the highest scores in this category

Demonstrated need

- Level of need for mobility, economic, environmental, and/or community improvements in this area

Clear goals

- Clarity of project goals

Potential for project success. Applicant’s ability to carry out the project over time based on:

- Project readiness, What stage of work project is in
- Work plan
- Project leadership
- Available funding to complete project

Project Consistency with local, regional, or statewide plans (Regional Transportation Plan, Active Transportation Plan, EIP, Area Plan, etc.)

- How well the project application shows the consistency with plans

Addresses emissions reduction and cost effectiveness

- How well project reduces emissions while still cost-effective

Matching funds

- Project applications that can show a larger proportion of other sources of dedicated funding for the project will be the most competitive

C. Project Evaluation: Reviewers will evaluate applications using the following selection criteria and relative weighting (maximum of 50 points):

Project location. Located in the El Dorado County portion of the Tahoe Region	Required
Work plan and timeline. Clear work plan for implementation of project and reasonable timeline.	15 points
Demonstrated need. Level of need for mobility, economic, environmental, and/or community improvements in this area.	10 points
Potential for project success. Applicant’s ability to carry out project based on: <ul style="list-style-type: none"> ▪ Readiness of Project ▪ Reasonable work-plan ▪ Coordination with public ▪ Project leadership ▪ Available funding to complete project 	10 points

Project Consistency with local, state and federal plans. Applicants ability to show consistency with plans	5 points
Addresses emissions reduction and cost effectiveness. To what extent the project will reduce emissions while still being cost effectiveness.	5 points
Matching funds. Project applications that can show a larger proportion of other sources of dedicated funding for the project will be the most competitive.	5 points

D. Project Requirements

- The project must be listed in the adopted Lake Tahoe Regional Transportation Plan and ready to be programmed in the Federal Transportation Improvement Program.
- The project must meet National Environmental Policy Act (NEPA) requirements.
- The project sponsor must provide a cost-effectiveness analysis with the application. The California Department of Transportation (Caltrans) in partnership with the California Air Resource Board (ARB) has published “Methods to Find the Cost-Effectiveness of Funding Air Quality Projects” which can be of assistance in determining to what extent a project reduces emissions. See ARB link: <http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>
- The project must begin no later than within three years of the awarded fiscal year.
- The project sponsor must have a track record that demonstrates technical capacity and reliability for delivering similar projects.
- A request for construction funding must demonstrate that environmental, engineering and right-of-way will be ready by the time funds are requested and the financial ability for ongoing operations and maintenance.
- The projects should be consistent with statewide or local complete streets requirements.

E. Application and Submittal

- Download application here: <http://www.tahoempo.org/cmaq.aspx?SelectedIndex=2>
- Completed application and Cost- Effectiveness Analysis may be submitted electronically to Judy Weber@ jweber@trpa.org.
- The deadline for submitting an application is April 18, 2016.
- Submitted projects will be scored by TMPO and selected project sponsors will be notified by April 29, 2016.

F. Post Award Steps: If your project is awarded the following steps apply:

- Enter the project in the Lake Tahoe EIP Tracker Tool: <https://eip.laketahoeinfo.org/>. It then will be programmed in the Federal Transportation Improvement Program (FTIP).
- Provide funding source information for local (non-federal) match of 11.47 percent.
- Work with Caltrans Local Assistance on the Request For Authorization (E76) process for obligation of the funds. Follow the processes in the Caltrans Local Assistance Procedures Manual: <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm>
- Provide quarterly project updates and schedule changes as necessary via the Lake Tahoe EIP Tool.

CMAQ Informational Websites:

Caltrans

http://www.dot.ca.gov/hq/transprog/federal/cmaq/CMAQ_Web_Page.html

California Air Resources Board (ARB) for Cost-Effectiveness Analysis Tools

<http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>

Federal Highway Administration

<https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm>

Appendix D

Project Listings for the 2017 FTIP and
Grouped Project Backup Lists

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

DIST: PPNO: EA: CTIPS ID: 03 220-0000-0140 CT PROJECT ID: MPO ID: COUNTY: ROUTE: PM: El Dorado County	TITLE (DESCRIPTION): Purchase of new Street Sander/Spreader Truck (Purchase of a street sander/spreader Carb 2021 compliant vehicle. Replace existing sander/spreader truck with new truck and Epoke abrasives distribution system.)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY:
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IMPLEMENTING AGENCY: South Lake Tahoe, City of

PROJECT MANAGER: JIM MARINO

PHONE: (530) 542-6027

EMAIL: jmarino@cityofslt.us

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	07/07/2016	JWEBER	Adoption - New Project		468,000									
							<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>
• CMAQ -															
• Fund Source 1 of 2							PE								
• Fund Type: Congestion Mitigation							RW								
• Funding Agency:							CON				390,000			390,000	
							TOTAL				390,000			390,000	
• 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 2 of 2							PE								
• Fund Type: City Funds							RW								
• Funding Agency:							CON				78,000			78,000	
							TOTAL				78,000			78,000	
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								
							RW								
							CON				468,000			468,000	
							TOTAL				468,000			468,000	

Comments:

***** Version 1 - 06/27/2016 *****

New project. RTP 87

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

DIST: PPNO: 03 CT PROJECT ID: COUNTY: El Dorado County	EA: ROUTE:	CTIPS ID: 220-0000-0138 MPO ID: ELDO05 PM:	TITLE (DESCRIPTION): Bobtail Dump Truck Replacement (Purchase of a new International HX-615 6X4 Bobtail dump truck, replacing a 1996 International Bobtail dump truck.)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY:
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IMPLEMENTING AGENCY: El Dorado County

PROJECT MANAGER: DONALDO PALAROAN

PHONE: (530) 573-7920

EMAIL: donaldo.palaoan@edcgov.us

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	06/27/2016	JWEBER	Adoption - New Project		212,000									
							<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>
• CMAQ -															
• Fund Source 1 of 2															
• Fund Type: Congestion Mitigation											190,000			190,000	
• Funding Agency:											190,000			190,000	
• Local Funds -															
• Fund Source 2 of 2															
• Fund Type: County Funds											22,000			22,000	
• Funding Agency:											22,000			22,000	
Project Total															
PE															
RW															
CON											212,000			212,000	
TOTAL											212,000			212,000	

Comments:

***** Version 1 - 06/27/2016 *****

New project. RTP 87

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

DIST: 03 PPNO: 03 CT PROJECT ID:	EA:	CTIPS ID: 220-0000-0141 MPO ID: PL001	TITLE (DESCRIPTION): Mobility Improvements at SR 267/ SR 28 Intersection (The project will convert the intersection at SR 267/SR 28 to a roundabout to improve mobility, safety and efficiency, and intersection level of service (LOS) compared to existing signalized intersection. (the final phase of Kings Beach Commercial Core))	MPO Aprv: State Aprv: Federal Aprv:
COUNTY: Placer County Placer County	ROUTE: 267 28	PM:		EPA TABLE II or III EXEMPT CATEGORY:

IMPLEMENTING AGENCY: Placer County

PROJECT MANAGER: PETER KRAATZ

PHONE: (530) 581-6230

EMAIL: pkraatz@placer.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE					
1	Active	07/05/2016	JWEBER	Adoption - New Project				750,000					
					<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>
• RSTP -													
• Fund Source 1 of 2				PE				650,000					650,000
• Fund Type: STP Local				RW									
• Funding Agency: Caltrans				CON									
				TOTAL				650,000					650,000
• 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 2 of 2				PE				100,000					100,000
• Fund Type: County Funds				RW									
• Funding Agency:				CON									
				TOTAL				100,000					100,000
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				750,000					750,000
				RW									
				CON									
				TOTAL				750,000					750,000

Comments:

***** Version 1 - 06/27/2016 *****

New project. RTP 1

Total cost \$4,750M

**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:		EPA TABLE II or III EXEMPT CATEGORY:
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	07/05/2016	JWEBER	Adoption - Carry Over		8,531,000		160,000				1,882,000				
					<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>
• CMAQ -						864,000										864,000
• Fund Source 1 of 8					PE											
• Fund Type: Congestion Mitigation					RW											
• Funding Agency:					CON		1,213,000	399,000	484,000							2,096,000
					TOTAL	864,000	1,213,000	399,000	484,000							2,960,000
• Other State -						<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 8					PE		110,000									110,000
• Fund Type: STPL State Exchange					RW											
• Funding Agency:					CON											
					TOTAL	110,000										110,000
• Other State -						<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 8					PE		251,000									251,000
• Fund Type: State Cash					RW											
• Funding Agency:					CON			749,000								749,000
					TOTAL	251,000		749,000								1,000,000
• 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 4 of 8					PE		50,000									50,000
• Fund Type: TRPA Air Quality Mitigation					RW		160,000									160,000
• Funding Agency:					CON											
					TOTAL	50,000	160,000									210,000
• 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 5 of 8					PE		78,000									78,000
• Fund Type: City Funds					RW											
• Funding Agency:					CON			290,000								290,000
					TOTAL	78,000		290,000								368,000
• Other Fed -						<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 6 of 8					PE		529,000									529,000
• Fund Type: Active Transportation Program (ATP)					RW											
• Funding Agency:					CON			1,866,000	1,678,000							3,544,000
					TOTAL	529,000	1,866,000	1,678,000								4,073,000
• 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 7 of 8					PE											
• Fund Type: Property Tax					RW											
• Funding Agency:					CON			700,000								700,000
					TOTAL			700,000								700,000
• 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 8 of 8					PE											
• Fund Type: STP Local					RW											
• Funding Agency: Caltrans					CON			1,152,000								1,152,000
					TOTAL			1,152,000								1,152,000
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		1,102,000	780,000								1,882,000
					RW			160,000								160,000
					CON			4,521,000	3,526,000	484,000						8,531,000
					TOTAL	1,102,000	940,000	4,521,000	3,526,000	484,000						10,573,000

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

Comments:

***** DFTIP Version 1 - 05/18/2016 *****

Carry Over from 2015.

Added Al Tahoe Safety and Mobility Enhancement and
South Tahoe Greenway Phase 1b&2

***** Version 15 - 05/09/2016 *****

New projects- Sierra Boulevard Complete Streets \$2,051,000 and Meyers Corridor Operational Improvement \$582,000.

TAHOE METROPOLITAN PLANNING ORGANIZATION
2017 Federal Transportation Improvement Program
Detailed Backup Listing for Grouped Projects Bicycle and Pedestrian Facilities

CTIPS ID	220-0000-0110	MPO ID	GROUP1	COUNTY	El Dorado	RTP ID	40	Date	6/21/2016		
Project Title	Al Tahoe Safety and Mobility Enhancement Project			Fund Source	Phase	Prior	16/17	17/18	18/19	19/20	Total
				Active Transportation Program	PE		\$279,000				\$279,000
				Active Transportation Program	CON			\$1,866,000			\$1,866,000
Project Description						\$0	\$279,000	\$1,866,000	\$0	\$0	\$2,145,000
The project includes a Class 1 bike trail on Al Tahoe adjacent to the SLT middle school, from US 50 to Johnson, bike lanes on both sides of Al Tahoe, driveway narrowing and intersection improvements at both ends.											
Agency	City of South Lake Tahoe			Project Mgr.	Jim Marino		Phone	530-542-6027			
Comments	Carry over from 2015. Prior CTIPS ID 220-0000-132										

CTIPS ID	220-0000-0110	MPO ID	GROUP1	COUNTY	El Dorado	RTP ID	22	Date	6/21/2016		
Project Title	South Tahoe Greenway Shared Use Trail Phases 1b&2			Fund Source	Phase	Prior	16/17	17/18	18/19	19/20	Total
				Active Transportation Program	PE		\$250,000				\$250,000
				State CTC	PE		\$251,000				\$251,000
				Local funds Property tax	CON				\$700,000		\$700,000
				Active Transportation Program	CON				\$1,678,000		\$1,678,000
				CMAQ	CON				\$399,000		\$399,000
				State CTC	CON				\$749,000		\$749,000
Project Description						\$0	\$501,000	\$0	\$3,526,000	\$0	\$4,027,000
The Greenway Shared Use Trail Phases 1b & 2 will connect the north/south bicycle network (trail between Glenwood Way and Sierra Boulevard) in South Lake Tahoe. The project will construct 1 mile of trail to complete a 1.8 mile connection. Cost Effectiveness 36.825 \$/kg/day											
Agency	California Tahoe Conservancy			Project Mgr.	Sue Rae Irelan		Phone	530-525-9137			
Comments	Carry over from 2015. Prior CTIPS ID 220-0000-0131										

CTIPS ID	220-0000-0110	MPO ID	GROUP1	COUNTY	El Dorado	RTP ID	4	Date	6/21/2016		
Project Title	Sierra Boulevard Complete Streets Project			Fund Source	Phase	Prior	16/17	17/18	18/19	19/20	Total
				CMAQ	PE	\$602,000					\$602,000
				City Local Funds	PE	\$78,000					\$78,000
				CMAQ	CON			\$1,213,000			\$1,213,000
				STBG	CON			\$1,152,000			\$1,152,000
				City Local Funds	CON			\$290,000			\$290,000
Project Description						\$680,000	\$0	\$2,655,000	\$0	\$0	\$3,335,000
The project will rehabilitation a 0.6 mile of Sierra Blvd from Palmira Avenue to Barbara Avenue. Redesign the roadway section adding bike lane(s), paths, pedestrian sidewalks and additional streetscapes improvements such as pedestrian lighting, hardscape, and landscape improvements.											
Agency	City of South Lake Tahoe			Project Mgr.	Jim Marino		Phone	530-542-6027			
Comments	Carry over from 2015. Total project cost \$4.6M										

CTIPS ID	220-0000-0110	MPO ID	GROUP1	COUNTY	El Dorado	RTP ID	77	Date	6/21/2016		
Project Title	Meyers Corridor Operational Improvement Project			Fund Source	Phase	Prior	16/17	17/18	18/19	19/20	Total
				AQ Mitigation	PE	\$50,000					\$50,000
				AQ Mitigation	ROW		\$160,000				\$160,000
				CMAQ	PE	\$262,000				\$484,000	\$746,000
				RSTP	PE	\$110,000					\$110,000
Project Description						\$422,000	\$160,000	\$0	\$0	\$484,000	\$1,066,000
The project includes the planning, design and construction of a multimodal complete streets strategy within the 1.3 mile stretch of the Meyers corridor along US Highway 50/State Route 89. It will create complete streets by adding lighting, signage, and provide multimodal transportation improvements like visible crosswalks for bicycle and pedestrian movements and provide opportunities to experience Meyers as a pedestrian or cyclist.											
Agency	El Dorado County			Project Mgr.	Donaldo Palaron		Phone	530-573-7920			
Comments	Carry over from 2015. Total project cost \$3M.										
Total Cost											\$10,573,000

PROJECT TOTALS	Prior	16/17	17/18	18/19	19/20	Total
	\$1,102,000	\$940,000	\$4,521,000	\$3,526,000	\$484,000	\$10,573,000

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

DIST: PPNO: EA: CTIPS ID: 03 220-0000-0098	TITLE (DESCRIPTION): Grouped Projects for Operating Assistance to Transit Agencies agencies (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Operating assistance to transit agencies)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID: MPO ID: TRANS02		EPA TABLE II or III EXEMPT CATEGORY:
COUNTY: ROUTE: PM: Various Counties N/A		

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) Prog RW				PE		
1	Active	07/05/2016	JWEBER	Adoption - New Project		45,402,000							
					<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>
	• FTA Funds -												
	• Fund Source 1 of 7				PE								
	• Fund Type: FTA 5311 - Non Urbanized				RW								
	• Funding Agency: Nevada DOT				CON	2,025,000	1,758,000	1,758,000	1,758,000				7,299,000
					TOTAL	2,025,000	1,758,000	1,758,000	1,758,000				7,299,000
	• CMAQ -				<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 7				PE								
	• Fund Type: Congestion Mitigation				RW								
	• Funding Agency:				CON	200,000	200,000	200,000	200,000				800,000
					TOTAL	200,000	200,000	200,000	200,000				800,000
	• 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 7				PE								
	• Fund Type: Local Transportation Funds				RW								
	• Funding Agency:				CON	4,618,000	4,682,000	4,746,000	4,761,000				18,807,000
					TOTAL	4,618,000	4,682,000	4,746,000	4,761,000				18,807,000
	• Other State -				<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 4 of 7				PE								
	• Fund Type: Low Carbon Transit Operations Program (LCTOP)				RW								
	• Funding Agency:				CON	149,000	175,000	178,000	182,000				684,000
					TOTAL	149,000	175,000	178,000	182,000				684,000
	• Nevada State -				<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 5 of 7				PE								
	• Fund Type: Nevada State				RW								
	• Funding Agency:				CON	74,000	74,000	74,000	74,000				296,000
					TOTAL	74,000	74,000	74,000	74,000				296,000
	• FTA 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 6 of 7				PE								
	• Fund Type: FTA5307 - Urbanized Area Formula Program				RW								
	• Funding Agency:				CON	1,151,000	1,151,000	1,151,000	1,151,000				5,755,000
					TOTAL	1,151,000	1,151,000	1,151,000	1,151,000				5,755,000
	• 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 7 of 7				PE								
	• Fund Type: TDA				RW								
	• Funding Agency:				CON	2,877,000	2,918,000	2,961,000	3,005,000				11,761,000
					TOTAL	2,877,000	2,918,000	2,961,000	3,005,000				11,761,000
	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								
					RW								
					CON	1,151,000	11,094,000	10,958,000	11,068,000	11,131,000			45,402,000
					TOTAL	1,151,000	11,094,000	10,958,000	11,068,000	11,131,000			45,402,000

Comments:

***** DFTIP Version 1 - 05/18/2016 *****

New Grouped Project. Toll Credits will be used for local match. RTP 7 & 9

TAHOE METROPOLITAN PLANNING ORGANIZATION
2017 Federal Transportation Improvement Program
Detailed Backup Listing for Grouped Projects for Operating Assistance to Transit

CTIPS ID	220-0000-0098	MPO ID	TRANS02	COUNTY	El Dorado	RTP ID	7	Date	6/21/2016
Project Title									
Tahoe Transportation District Transit Operations									
	Fund Source	Phase	Prior	16/17	17/18	18/19	19/20	Total	
	FTA 5307	CON	\$793,500	\$793,500	\$793,500	\$793,500	\$793,500	\$3,967,500	
	FTA 5311 - NV	CON		\$1,758,000	\$1,758,000	\$1,758,000	\$1,758,000	\$7,032,000	
	CMAQ	CON		\$200,000	\$200,000	\$200,000	\$200,000	\$800,000	
	Local funds	CON		\$2,640,000	\$2,704,000	\$2,768,000	\$2,783,000	\$10,895,000	
	LCTOP	CON		\$74,000	\$100,000	\$103,000	\$107,000	\$384,000	
	TDA	CON		\$1,180,000	\$1,221,000	\$1,264,000	\$1,308,000	\$4,973,000	
	NV State Parks	CON		\$74,000	\$74,000	\$74,000	\$74,000	\$296,000	
Project Description			\$793,500	\$6,719,500	\$6,850,500	\$6,960,500	\$7,023,500	\$28,347,500	
TTD Transit operations. The project will provide operational assistance to the TTD transit in the Tahoe Region and NV surrounding areas.									
Agency	Tahoe Transportation District			Project Manager	George Fink		Phone	775-589-5503	
Comments	New project for 2017. Toll credits will be used for CMAQ local match.								
<hr/>									
CTIPS ID	220-0000-0098	MPO ID	TRANS02	COUNTY	Placer	RTP ID	9	Date	6/21/2016
Project Title									
Placer County TART Transit Operations									
	Fund Source	Phase	Prior	16/17	17/18	18/19	19/20	Total	
	FTA 5307	CON	\$357,500	\$357,500	\$357,500	\$357,500	\$357,500	\$1,787,500	
	FTA 5311 - NV	CON		\$267,000	\$0	\$0	\$0	\$267,000	
	Local Funds	CON		\$1,978,000	\$1,978,000	\$1,978,000	\$1,978,000	\$7,912,000	
	LCTOP	CON		\$75,000	\$75,000	\$75,000	\$75,000	\$300,000	
	TDA	CON		\$1,697,000	\$1,697,000	\$1,697,000	\$1,697,000	\$6,788,000	
Project Description			\$357,500	\$4,374,500	\$4,107,500	\$4,107,500	\$4,107,500	\$17,054,500	
Tahoe Truckee Area Region Transit (TART) operations. The project will provide operational assistance to Placer County TART within the California portion of the Tahoe Region.									
Agency	Placer County Department of Public Works			Project Manager	Will Garner		Phone	530-525-9137	
Comments	New project for 2017.								
TOTAL COST									\$45,402,000

PROJECT	Prior	16/17	17/18	18/19	19/20	Total
TOTALS	\$1,151,000	\$11,094,000	\$10,958,000	\$11,068,000	\$11,131,000	\$45,402,000

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

DIST: PPNO: 03	EA:	CTIPS ID: 220-0000-0137	TITLE (DESCRIPTION): TART Placer County Capital Transit (Bus and bus facilities and preventive maintenance.)	MPO Aprv:
CT PROJECT ID:		MPO ID: TRANS03		State Aprv:
COUNTY: Placer County	ROUTE:	PM:		Federal Aprv:
				EPA TABLE II or III EXEMPT CATEGORY:

IMPLEMENTING AGENCY: Placer County Transportation Planning Agency

PROJECT MANAGER: WILL GARNER

PHONE: (530) 745-7582

EMAIL: wgarner@placer.ca.gov

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	07/05/2016	JWEBER	Adoption - New Project		1,231,000		

• 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 1 of 3	PE									
• Fund Type: Local Transportation Funds	RW									
• Funding Agency:	CON			356,000						356,000
	TOTAL			356,000						356,000

• FTA 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 2 of 3	PE									
• Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
• Funding Agency:	CON	120,000	120,000	120,000	120,000	120,000				600,000
	TOTAL	120,000	120,000	120,000	120,000	120,000				600,000

• FTA 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									
• Fund Type: Bus and Bus Facilities Program	RW									
• Funding Agency:	CON	55,000	55,000	55,000	55,000	55,000				275,000
	TOTAL	55,000	55,000	55,000	55,000	55,000				275,000

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									
	RW									
	CON	175,000	175,000	531,000	175,000	175,000				1,231,000
	TOTAL	175,000	175,000	531,000	175,000	175,000				1,231,000

Comments:

***** Version 1 - 06/10/2016 *****

New project. Bus purchase 40' CNG in 17/18. Total cost \$530,000. Toll credits for match. RTP 10

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

DIST: PPNO: 03 CT PROJECT ID: COUNTY: Various Counties	EA: ROUTE:	CTIPS ID: 220-0000-0049 MPO ID: TMC0406 PM:	TITLE (DESCRIPTION): TTD 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: GEORGE FINK

PHONE: (775) 589-5325

EMAIL: gfink@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	07/05/2016	JWEBER	Adoption - Carry Over		3,284,000									
							<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>
• CMAQ -															
• Fund Source 1 of 3							PE								
• Fund Type: Congestion Mitigation							RW								
• Funding Agency:							CON	999,000			485,000			1,484,000	
							TOTAL	999,000			485,000			1,484,000	
• FTA 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 2 of 3							PE								
• Fund Type: FTA5307 - Urbanized Area Formula Program							RW								
• Funding Agency:							CON	265,000	265,000	265,000	265,000	265,000		1,325,000	
							TOTAL	265,000	265,000	265,000	265,000		1,325,000		
• FTA 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								
• Fund Type: Bus and Bus Facilities Program							RW								
• Funding Agency:							CON	95,000	95,000	95,000	95,000			475,000	
							TOTAL	95,000	95,000	95,000	95,000			475,000	
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								
							RW								
• Funding Agency:							CON	360,000	1,359,000	360,000	360,000	845,000		3,284,000	
							TOTAL	360,000	1,359,000	360,000	360,000	845,000		3,284,000	

Comments:

***** DFTIP Version 1 - 05/18/2016 *****

Carry Over from 2015. Title change. Toll Credits will be used as match. Purchase of two electric vehicles and associated charging infrastructure.

RTP 8

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

DIST: PPNO: EA: CTIPS ID: 03 220-0000-0107 CT PROJECT ID: MPO ID: TTD03 COUNTY: ROUTE: PM: Placer County 89 7.5 / 9.4	TITLE (DESCRIPTION): SR 89/Fanny Bridge Community Revitalization Project - Phase 1 Highway Improvements and Dollar Creek Path (The Fanny Bridge Phase 1 project located SR 89 and SR 28 in Tahoe City will provide highway improvements, replace Fanny Bridge, and construct the Dollar Creek Path extension.)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY: Safety Improvement Program.
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IMPLEMENTING AGENCY: Tahoe Transportation District

PROJECT MANAGER: RUSS NYGAARD PHONE: (775) 589-5503 EMAIL: mygaard@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	06/14/2016	JWEBER	Adoption - Carry Over		30,168,000						4,952,000		
						<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>
• 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	2,050,000							2,050,000
• Fund Source 2 of 3						RW								
• Fund Type: Federal Lands Access Program (FLAP)						CON		27,068,000						27,068,000
• Funding Agency: Caltrans						TOTAL	2,050,000	27,068,000						29,118,000
• Local Funds -						PE	527,000							527,000
• Fund Source 3 of 3						RW								
• Fund Type: County Funds						CON		3,100,000						3,100,000
• Funding Agency: Placer County						TOTAL	527,000	3,100,000						3,627,000
Project Total						PE	4,952,000							4,952,000
						RW								
						CON		30,168,000						30,168,000
						TOTAL	4,952,000	30,168,000						35,120,000

Comments:

***** DFTIP Version 1 - 06/09/2016 *****

Carry Over from 2015. Updated Title, Scope, and Cost. Add FLAP funds 27,068,000. RTP2

***** 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)
Local Highway System**

DIST: PPNO: EA: CTIPS ID: 03 CT PROJECT ID: COUNTY: ROUTE: PM: Placer County 89	TITLE (DESCRIPTION): SR 89/Fanny Bridge Community Revitalization Project - Phase 2 Complete Street Improvements and Meeks Bay Path (The Fanny Bridge Phase 2 project located at SR 89 and SR 28 in Tahoe City will provide complete street improvements, path connections and construct the Class 1 Meeks Bay Path extension from Meeks Bay to Sugar Pine Point State Park.)	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: RUSS NYGAARD

PHONE: (775) 589-5503

EMAIL: rnugaard@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	07/05/2016	JWEBER	Adoption - New Project		4,900,000						500,000			
							<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>
• Other Fed -															
• Fund Source 1 of 2							PE								
• Fund Type: Active Transportation Program (ATP)							RW								
• Funding Agency:							CON	4,900,000							4,900,000
							TOTAL	4,900,000							4,900,000
• Other Fed -							<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 2							PE	500,000							500,000
• Fund Type: Federal Lands Access Program (FLAP)							RW								
• Funding Agency:							CON								
							TOTAL	500,000							500,000
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	500,000							500,000
							RW								
							CON	4,900,000							4,900,000
							TOTAL	500,000	4,900,000						5,400,000

Comments:

***** Version 1 - 06/09/2016 *****

New Project. RTP 2

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

DIST: PPNO: EA: CTIPS ID: 03 220-0000-0134 CT PROJECT ID: MPO ID: TTD13 COUNTY: ROUTE: PM: Various Counties	TITLE (DESCRIPTION): Lake Tahoe Waterborne Ferry Project (Development of a north/south transit connection for Lake Tahoe with passenger Ferry service. Project includes preliminary engineering, environmental, final design and construction of a north and south shore ferry terminal, and purchasing the ferry boats necessary for the service.)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY:
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IMPLEMENTING AGENCY: Tahoe Transportation District

PROJECT MANAGER: RUSS NYGAARD PHONE: (775) 589-5503 EMAIL: mygaard@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	06/30/2016	JWEBER	Adoption - New Project								617,000		
					<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>	
• CMAQ -						485,000							485,000	
• Fund Source 1 of 3					PE									
• Fund Type: Congestion Mitigation					RW									
• Funding Agency:					CON									
					TOTAL	485,000							485,000	
• Federal Disc. -						69,000							69,000	
• Fund Source 2 of 3					PE									
• Fund Type: FEDERAL LANDS HIGHWAYS PROGRAM					RW									
• Funding Agency:					CON									
					TOTAL	69,000							69,000	
• Local Funds -						63,000							63,000	
• Fund Source 3 of 3					PE									
• Fund Type: City Funds					RW									
• Funding Agency:					CON									
					TOTAL	63,000							63,000	
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	69,000	548,000							617,000
					RW									
					CON									
					TOTAL	69,000	548,000							617,000

Comments:
 ***** Version 1 - 06/08/2016 *****
 New project. Adding back in to FTIP. RTP 5
 Total cost \$40M.

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

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0125	TITLE (DESCRIPTION): SR 28 Corridor Improvements - Sand Harbor to Spooner State Park (An approx. 8-mile separate shared use path connecting Sand Harbor and Spooner State Park along the east side of Lake Tahoe and provide trail head parking. Relocate the new sewer line under bike path, including options for other utilities (NV Energy / AT&T) underground. Improves safety by relocating on highway parking with parking lot expansions and improved transit stops along the corridor. Add permanent boat inspection station.)	MPO Aprv:
CT PROJECT ID:			MPO ID:		State Aprv:
COUNTY:		ROUTE:	TTD10		Federal Aprv:
Various Counties		0.0 /	0.0		EPA TABLE II or III EXEMPT CATEGORY:

IMPLEMENTING AGENCY: Tahoe Transportation District

PROJECT MANAGER: RUSS NYGAARD

PHONE: (775) 589-5503

EMAIL: rnygaard@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	06/27/2016	JWEBER	Adoption - Carry Over			517,000				1,458,000	
					<u>PRIOR</u>							
• Nevada State -						330,000						330,000
• Fund Source 1 of 5					PE							
• Fund Type: Nevada State					RW							
• Funding Agency: Nevada DOT					CON							
					TOTAL	330,000						330,000
					<u>PRIOR</u>							
• Local Funds -						300,000						300,000
• Fund Source 2 of 5					PE							
• Fund Type: Private Funds					RW							
• Funding Agency:					CON							
					TOTAL	300,000						300,000
					<u>PRIOR</u>							
• Federal Disc. -						500,000						500,000
• Fund Source 3 of 5					PE							
• Fund Type: FEDERAL LANDS HIGHWAYS PROGRAM					RW							
• Funding Agency:					CON							
					TOTAL	500,000						500,000
					<u>PRIOR</u>							
• RSTP -						311,000						311,000
• Fund Source 4 of 5					PE							
• Fund Type: STP Local					RW		491,000					491,000
• Funding Agency: Nevada DOT					CON							
					TOTAL	311,000	491,000					802,000
					<u>PRIOR</u>							
• Nevada State -						17,000						17,000
• Fund Source 5 of 5					PE							
• Fund Type: Nevada State					RW		26,000					26,000
• Funding Agency:					CON							
					TOTAL	17,000	26,000					43,000
Project Total					<u>PRIOR</u>							
						830,000	628,000					1,458,000
							517,000					517,000
					TOTAL	830,000	628,000	517,000				1,975,000

Comments:

***** DFTIP Version 1 - 06/09/2016 *****

Carry over from 2015. Title change and Scope revision.

Added STBG funds.

***** Version 1 - 11/13/2014 *****

New Project: NV ST2ST Phase 3

Local fund source is IVGID.

RTP 17 & 23. Total project cost \$36,000,000

Tahoe Regional Planning Agency - Federal Transportation Improvement Program

(Dollars in Thousands)

State Highway System

DIST: PPNO: EA: CTIPS ID: 03 CT PROJECT ID:	220-0000-0047 MPO ID: TMC0403	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:
COUNTY: ROUTE: PM: Various Counties 50			EPA TABLE II or III EXEMPT CATEGORY: Intersection channelization projects.

IMPLEMENTING AGENCY: Tahoe Transportation District

PROJECT MANAGER: RUSS NYGAARD

PHONE: (775) 589-5503

EMAIL: mygaard@tahoetransportation.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Dollars in Thousands - Total For Project				
						Prog Con	Prog RW	PE		
1	Active	06/27/2016	JWEBER	Adoption - Carry Over			2,029	8,082		

• Nevada State -		<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 8	PE	1,020								1,020
• Fund Type: Southern Nevada Public Lands Management Act	RW									
• Funding Agency: USDA Forest Service	CON									
	TOTAL	1,020								1,020

• Federal Disc. -		<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 8	PE	2,000								2,000
• Fund Type: FEDERAL LANDS HIGHWAYS PROGRAM	RW									
• Funding Agency: Federal Highway Administration (FHWA)	CON									
	TOTAL	2,000								2,000

• Federal Disc. -		<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 8	PE	1,000								1,000
• Fund Type: Public Land Hwys	RW									
• Funding Agency: Federal Highway Administration (FHWA)	CON									
	TOTAL	1,000								1,000

• CMAQ -		<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 4 of 8	PE									
• Fund Type: Congestion Mitigation	RW				1,110					1,110
• Funding Agency: N/A	CON									
	TOTAL				1,110					1,110

• 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 5 of 8	PE									
• Fund Type: Developer Fees	RW				144					144
• Funding Agency: N/A	CON									
	TOTAL				144					144

• 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 6 of 8	PE	1,516	1,089							2,605
• Fund Type: STP Local	RW									
• Funding Agency: Caltrans	CON									
	TOTAL	1,516	1,089							2,605

• 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 7 of 8	PE	677	707							1,384
• Fund Type: STP Local	RW			736						736
• Funding Agency: Nevada DOT	CON									
	TOTAL	677	707	736						2,120

• 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 8 of 8	PE	36	37							73
• Fund Type: County Funds	RW			39						39
• Funding Agency: N/A	CON									
	TOTAL	36	37	39						112

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	6,249	1,833							8,082
	RW			775	1,254					2,029
	CON									
	TOTAL	6,249	1,833	775	1,254					10,111

Tahoe Regional Planning Agency - Federal Transportation Improvement Program

(Dollars in Thousands)

Comments:

***** DFTIP Version 1 - 05/18/2016 *****

Carry Over from 2015. Toll Credits will be used for match on CA CMAQ and STBG funds.

***** 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: NV 220-0000-0133 CT PROJECT ID: MPO ID: NDOT01 COUNTY: ROUTE: PM: Washoe County, Nev 28 0.0 / 10.5	TITLE (DESCRIPTION): SR 28 Shared Use Path and Water Quality Improvements GMP2 (Construct an approximately 10 mile shared use path, safety improvements and water quality improvements along the SR 28 corridor from US 50 to Incline Village, NV)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY:
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IMPLEMENTING AGENCY: Nevada DOT

PROJECT MANAGER: NICHOLAS JOHNSON

PHONE: (775) 888-7318

EMAIL: njohnson@dot.state.nv.us

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

	<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>							
	1	Active	07/07/2016	JWEBER	Adoption - New Project		25,501,000							
• 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 1 of 2														
• Fund Type: County Funds							17,277,000							17,277,000
• Funding Agency: Nevada DOT														17,277,000
<hr/>														
• Nevada State -						<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 2														
• Fund Type: State Gas Tax							8,224,000							8,224,000
• Funding Agency:														8,224,000
<hr/>														
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>
							25,501,000							25,501,000
														25,501,000

Comments:

***** Version 1 - 05/23/2016 *****

New Nevada project.

RTP 17, 18, 23

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

DIST: PPNO: EA: CTIPS ID: 03 220-0000-0119 CT PROJECT ID: MPO ID: SHOPP2 COUNTY: ROUTE: PM: El Dorado County 50	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: EPA TABLE II or III EXEMPT CATEGORY:
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IMPLEMENTING AGENCY: Caltrans

PROJECT MANAGER: PAM BRUNNMEIER

PHONE: (530) 741-4249

EMAIL: pam_brunnmeier@dot.ca.gov

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	05/18/2016	JWEBER	Adoption - Carry Over		9,486,000									
	• SHOPP - Bridge Preservation -				<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 1														
	• Fund Type: SHOPP Advance Construction (AC)								9,486,000						9,486,000
	• Funding Agency:								9,486,000						9,486,000

Comments:

***** DFTIP Version 1 - 05/17/2016 *****

Carry Over from 2015

***** Version 3 - 01/07/2016 *****

Cost update per Caltrans SHOPP amendment 14H-493 Dec 2015. Increase of \$426k

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

New SHOPP Bridge Preservation project.

RTP 87

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

DIST: PPNO: EA: CTIPS ID: 03 3303 4F840 220-0000-0130 CT PROJECT ID: MPO ID: 03-1400-0305 SHOPP3 COUNTY: ROUTE: PM: El Dorado County 50 70.6	TITLE (DESCRIPTION): Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program (Near Meyers, at Route 89 South. Construct a roundabout.)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY:
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IMPLEMENTING AGENCY: Caltrans

PROJECT MANAGER: PAM BRUNNMEIER PHONE: (530) 741-4249 EMAIL: pam_brunnmeier@dot.ca.gov

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>					<u>PE</u>		
1	Active	06/09/2016	JWEBER	Adoption - Carry Over		5,240,000								
	• SHOPP - Collision Reduction -				<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 1													PE
	• Fund Type: SHOPP Advance Construction (AC)					5,240,000								RW
	• Funding Agency:					5,240,000								CON
						5,240,000								TOTAL

Comments:

***** DFTIP Version 1 - 05/17/2016 *****
 Carry Over from 2015

***** Version 1 - 01/21/2016 *****
 New 2014 SHOPP project. RTP 90

Appendix E

State Highway Operation and Protection Program (SHOPP)

Backup List

Tahoe Regional Planning Agency
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2016

	TOTAL	PRIOR	16/17	17/18	18/19	19/20	20/21	PE	RW	CON
SHOPP - Bridge Preservation										
Bridge - State (HBRR)	\$9486			\$9,486				\$1,941	\$43	\$7,502
TOTAL	\$9486			\$9,486				\$1,941	\$43	\$7,502
SHOPP - Collision Reduction										
Surface Transportation Program	\$5240			\$5,240				\$840	\$185	\$4,215
TOTAL	\$5240			\$5,240				\$840	\$185	\$4,215
MPO TOTAL	\$14,726			\$14,726				\$2,781	\$228	\$11,717

Tahoe Regional Planning Agency
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2016

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON	
SHOPP - Bridge Preservation										
	12000000073	ED	03	3F530	50	Near South Lake Tahoe, west of South Lake Tahoe at Echo Summit Sidehill Viaduct Bridge No. 25-0044. Rehabilitate or Replace bridge.	1,941	43	7,502	
SHOPP - Bridge Preservation Total:							1,941	43	7,502	

Tahoe Regional Planning Agency
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2016

MPO_ID	CTIPS ID	CO	Dist	EA	Route	DESCRIPTION	PE	RW	CON	
SHOPP - Collision Reduction										
	12000000075	ED	03	4F840	50	Near Myers, at Route 89 South. Construct roundabout.	840	185	4,215	
SHOPP - Collision Reduction Total:							840	185	4,215	

Appendix F

Amending the FTIP

CASE SCENARIO 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 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 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 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 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 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).

Appendix G

Air Quality Conformity



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	-

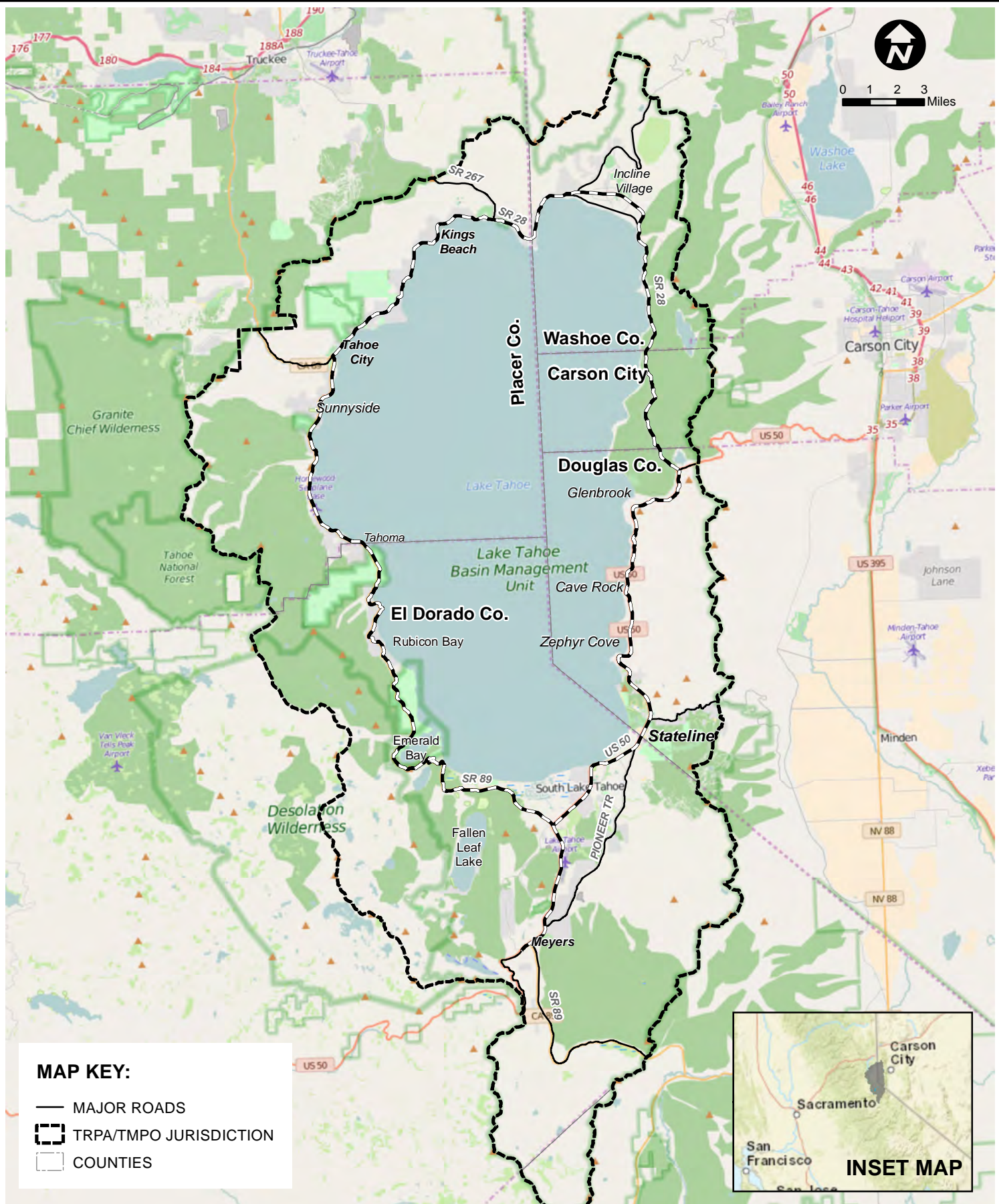
Alternative 5 Vehicle Activity Data	El Dorado County		Placer County	
	VMT	Daily Trips	VMT	Daily Trips
2010	760,129	131,050	428,545	46,864
2018 (interpolated)	812,027	138,223	456,019	49,762
2020	825,001	140,016	462,887	50,487
2026 (interpolated)	853,383	143,469	482,494	54,499
2035	895,956	148,648	511,904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

Appendix H

Map of the Tahoe Basin



MAP KEY:

- MAJOR ROADS
- ⬡ TRPA/TMPO JURISDICTION
- COUNTIES



INSET MAP



TRPA AREA MAP
LAKE TAHOE REGION



TRPA MAP DISCLAIMER: This map was developed and produced by the TRPA GIS department. It is provided for reference only and is not intended to show map scale accuracy or all inclusive map features.

Appendix I

Public Notice



Tahoe
Metropolitan
Planning
Organization

P.O. Box 5310
128 Market Street
Stateline, Nevada 89449
(775) 588-4547 ♦ Fax (775) 588-4527

NOTICE OF 30-DAY PUBLIC COMMENT PERIOD

DRAFT

2017 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

The Tahoe Metropolitan Planning Organization announces a 30-day public comment period for the Draft 2017 Federal Transportation Improvement Program (FTIP). The public comment period commences on July 11, 2016 and closes on August 12, 2016. There will be an opportunity for public comment on July 22, 2016 at the scheduled Tahoe Transportation Commission Board meeting.

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

<http://www.tahoempo.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

The 2017 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. This document has been prepared and is being circulated as required by the United States Department of Transportation's metropolitan planning regulations 23 Code of Federal Regulations Part 450.

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

Appendix J

FTIP Checklist and Development Guidance

2017 Federal Transportation Improvement Program (FTIP) Checklist for Caltrans FTIP Coordinator

I. Timeline:

Ensure each Metropolitan Planning Organization (MPO) submits the following items to Caltrans:

- The *Draft* 2017 FTIP at the start of the FTIP public review period but not later than **September 1, 2016**.
- Three copies of the *Final* 2017 FTIP, along with any amendments and administrative modifications to the 2017 FTIP by **September 30, 2016**.
- Web-link to the Final 2017 FTIP and amendments by **September 30, 2016**.

II. FTIP Package Submittal:

Verify the FTIP package includes the following:

- Project Listings
 - Projects that are Transportation Control Measures (TCMs) are identified
- Detailed listings for highway and transit 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 2017 FTIP are available in the California Transportation Improvement Program System (CTIPS)
- Financial Summary
 - Includes financial information covering the first four years of the FTIP
 - Excel file submitted electronically (Template is posted at <http://www.dot.ca.gov/hq/transprog/oftmp.htm>)
- Air quality conformity analysis and determination
- PPP/Interagency Consultation
- Expedited Project Selection Procedures (EPSP) documentation
- Three copies of the Final 2017 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**

2017 Federal Transportation Improvement Program (FTIP) Development Guidance

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

I. Update to the California State Statutes

Government Code 65074

Caltrans is required by state statute to submit the Federal Statewide Transportation Improvement Program (FSTIP) to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) by December 1 of each even-numbered year.

Streets and Highways Codes 18.6 and 182.7

MPOs are required to submit FTIPs to Caltrans by October 1 of each even-numbered year.

II. Timeline

- a) Submit two copies of the draft 2017 FTIP to Caltrans at the start of the public review period, but not later than September 1, 2016. Except for the signed board resolution, all items listed in the 2017 FTIP Checklist must be included.
- b) Submit the final FTIP to Caltrans by September 30, 2016. Note: Only FTIPs received by the deadline will be included in the draft 2017 FSTIP to FHWA/FTA. Caltrans will not process late FTIPs until after the approval of the 2017 FSTIP, which is expected on 12/16/2016. These FTIPs will be posted separately for 14-days to comply with the FSTIP's Public Participation Plan (PPP).

Amendments and/or administrative modifications

Any amendment and/or administrative modification to the board-adopted FTIP received before September 30, 2016, will be included as part of the draft 2017 FSTIP. Note: MPOs with delegated authority from Caltrans may only approve administrative modifications to the 2017 FTIP, and not to the 2017 FSTIP during this time. Amendments and/or administrative modifications not received by September 30, 2016, will be processed after the 2017 FSTIP is approved.

III. Maintenance and Operations Costs

Include in the FTIP's financial plan an analysis of revenues dedicated for maintaining and operating the federal-aid system, including the basis for calculation. Address any anticipated shortfall in available revenues and describe plans to deal with the gap.

IV. Satisfying Public participation requirement for development of the Program of Projects (POP) for FTA 5307 Program through FTIP Development

The FTIP's public involvement process can be used to satisfy the public participation requirement for the development of the POP for the FTA 5307 program. In such case, the transit recipient shall coordinate with the MPO, and ensure the public knows that it is using the public participation plan associated with FTIP to satisfy the public hearing requirements for the POP. MPO must ensure that the FTIP explicitly states that public involvement activities and time established for public review and comment for the FTIP will satisfy the POP requirements of the FTA 5307 Program.

V. Project Listings

a) Verify planning studies (non-transportation capital) are included in the Overall Work Program. They do not need to be listed in the FTIP.

b) Program funding for each phase of a project in the year of obligation (E-76).

c) Include Grouped Project Listing: See the guidance for grouping projects in air quality nonattainment or maintenance areas for further information, located here:

http://www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/grouped_pjt_listing_s.pdf

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. MPOs are responsible for determining if projects are eligible for inclusion in the grouped project listing. Note: FTA-funded projects can be grouped, provided the detailed project list is made available to FTA and the public. The detailed project list must be included in the FTIP (and in the FTIP amendment) when it is circulated for public review.

d) Include projects in the FSTIP that need environmental approval, even if no funds are identified within the four years of the FTIP. Reference the Regional Transportation Plan (RTP), the project completion date, and add the following language to the project description:

1) "Project included in the FTIP for environmental approval."

e) Provide the following information for each project:

1) Sufficient description (i.e., type of work, termini, and length) to identify the project. (See the section below for more information.)

2) Total project cost based on the latest estimates which may extend beyond the four years of the FTIP. Cost estimates must use an inflation rate to reflect the "year of expenditure dollars" based on reasonable financial principals and assumptions, and be included in the financial plan. Projects in air quality nonattainment and maintenance areas can be included in the first two years of the FTIP and FSTIP only if funds are "available" or "committed."

3) 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).

- 4) Required non-federal matching funds.
- 5) Implementing agency.
- 6) Corresponding 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 the 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.” f) <i>In Bakersfield:</i> g) <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. h) <i>Between 1st Street and Pine Boulevard;</i> i) <i>North of Avenal Creed to South of Route 33;</i> j) <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.” k) <i>In Bakersfield:</i> l) <i>North of Bakersfield:</i> Otherwise: Skip this step.
Limits:	For work at spot locations (all agencies):

	<p>Name of the station, description of facility, name the rail corridor for the project etc.</p> <p>m) <i>Lafayette BART Station;</i> n) <i>The Daly City Yard, adjacent to the Coloma Station;</i> o) <i>San Joaquin Corridor;</i> Otherwise: Skip this step.</p>
Improvement:	<p>Describes the work to be done. Include significant components of the improvement (in particular those that relate to air quality conformity.</p> <ul style="list-style-type: none"> • <i>Construct a station.</i> • <i>Construct a child care facility.</i> • <i>Track and signal improvements.</i> <p>Projects that apply to entire transit agency jurisdiction – describe activity</p> <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>Para-transit van leasing.</i> • <i>Operating assistance for Sacramento Regional Transit.</i>
Example:	<p>North of Bakersfield: San Joaquin Corridor – Track and signal improvements. Lafayette BART Station; construct a child care facility. Operating assistance for Sacramento Regional Transit.</p>

VI. Use of Toll Credits

Federal-aid highway projects typically require sponsors to provide non-federal funds as match to federal funds. However, at the MPO’s discretion, a project may be funded without the required non-federal match using Toll Credit (TC) provisions. The non-federal share match requirement can be met by applying an equal amount of TCs and therefore *allow a project to be funded at 100% federal* for federally participating costs. TCs can be used for the four-year duration of the 2017 FTIPs for state and local highway and for transit projects. Note: 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.

Toll Credits may be used for the following programs:

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
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

* Notate in the FTIP the “Use of TCs” in the project description for CMAQ and RSTP-funded projects.

Note: TCs shall not be used if the non-federal matching requirement has already been met with other non-federal funds

VII. 2016 State Transportation Improvement Program (STIP)

The total project cost and all funding, including non-STIP funding, must be shown in the FTIP. (Note: If a phase is programmed outside of the 2017 FSTIP period, then the total project cost can be shown in the MPO comment section or in the project description field 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. Ensure projects are programmed using the appropriate “STIP-RIP/IIP” fund type. 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. 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 California Transportation Commission (CTC) adopted 2016 STIP.
- b) Use CTC staff recommendations.
- c) Use the county and interregional shares information from the Revised 2016 STIP Fund Estimate (FE).
http://www.dot.ca.gov/hq/transprog/ctcbooks/2016/0116/Yellow_Items/Tab18_4.17.pdf
- d) Program only existing projects from the 2014 STIP that are to be re-programmed in the 2016 STIP.

Note: For the first three years of the 2017 FTIP, program only existing projects from the 2014 STIP that are to be re-programmed in the 2016 STIP. Program new STIP projects, if any, in the fourth year of the 2017 FTIP. The total programmed STIP funding in 2017 FTIP must be constrained to the available STIP targets for the region per FE.

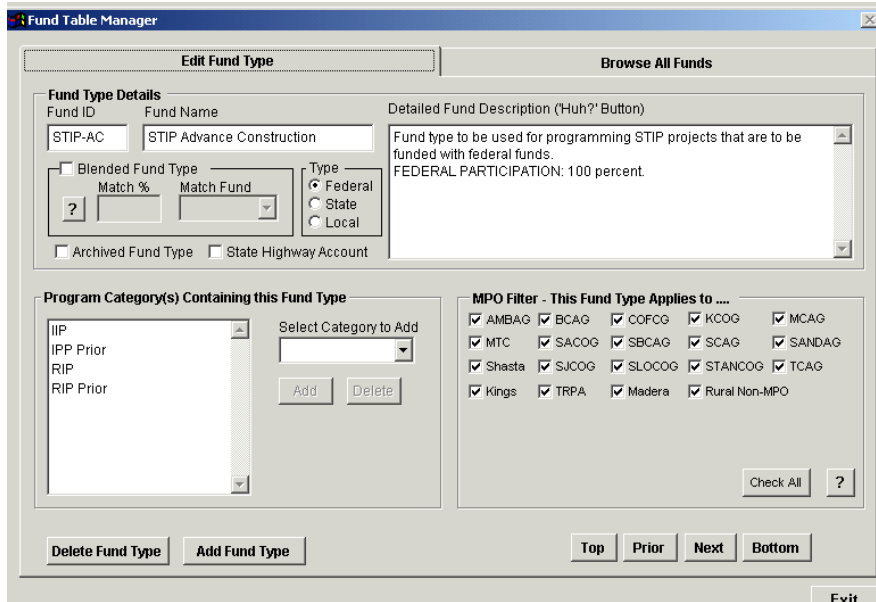
Note: Options b, c, and d, will require the MPO to process an amendment to align the FTIP with the 2016 STIP once the CTC adopts the 2016 STIP. The FTIP amendment must be submitted to Caltrans by **September 30, 2016**.

Timeline:

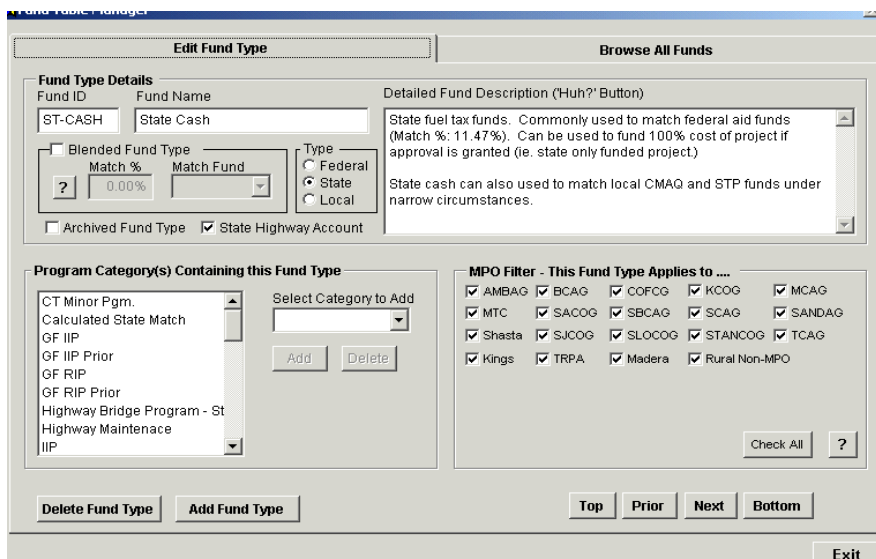
- ✓ April 22, 2016 – CTC staff recommendations for the 2016 STIP projects are expected to be released.
- ✓ May 18, 2016 – CTC adoption of the 2016 STIP.
- ✓ June 2016 – The 2016 STIP will be available in CTIPS for transfer into the FTIPs.

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

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



Projects with construction costs (excluding support costs) and/or the right of way cost (excluding support costs) of less than \$1 million, all STIP – IIP or RIP funding portion must 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.”

VIII. 2016 State Highway Operation and Protection Program (SHOPP)

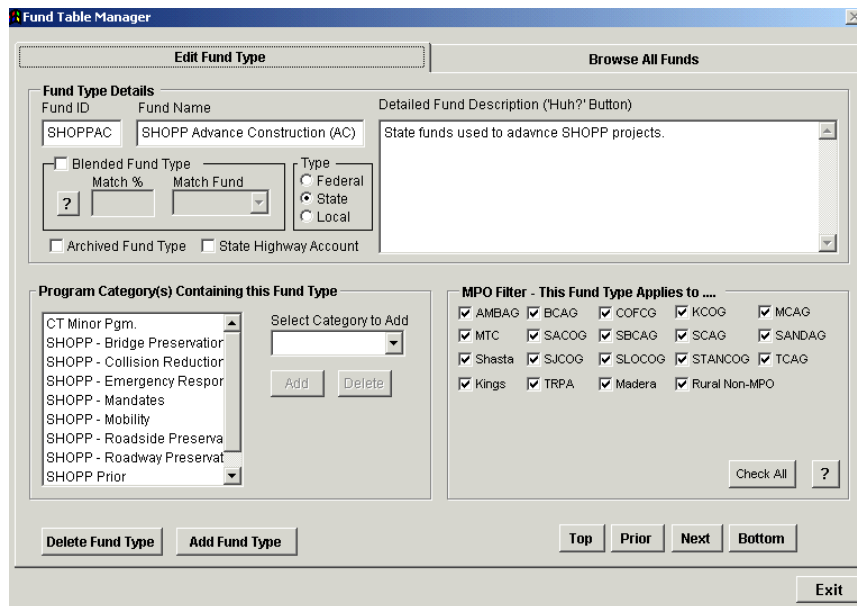
For non-attainment areas, projects that are not exempt from air quality conformity determination must be listed individually in the FTIP. For attainment areas, projects that are not classified as Categorical Exclusion (CE) must be listed individually in the FTIP.

- Program all projects with 100% “SHOPP AC” fund type using TCs.
- Verify in the financial summary that the total revenue is equal to the total programmed.

Note: MPOs are responsible for determining if a project can be classified as non-exempt or CE. Contact the District FTIP Coordinators if more information, such as a detailed project scope, is needed to make that determination.

Timeline:

- ✓ January 31, 2016 – Caltrans to submit proposed 2016 SHOPP to the CTC.
- ✓ March 2016 – CTC adoption of the 2016 SHOPP.
- ✓ July 1, 2016 – The 2016 SHOPP will be available in CTIPS for transfer into the FTIPs.
- ✓ After July 1, 2016 – Caltrans will provide the SHOPP Grouped Project Listings.



IX. Various State and Federal Programs

Programming information for various federal-aid programs is posted on:

http://www.dot.ca.gov/hq/transprog/federal/var_fed_state_prog.htm

X. California Transportation Improvement System (CTIPS)

Draft FTIP Module - User's Guide is available here:

http://www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/draft-ftip-users032612.pdf

CTIPS Fund Table is available here:

http://www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/ctips-fund-sum-list.pdf

Appendix K

TMPO Board Resolution Adopting 2017 FTIP

TAHOE METROPOLITAN PLANNING ORGANIZATION
TMPO RESOLUTION NO. 2016 - _____

ADOPTION OF THE 2017-2020 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 Fixing America's Surface Transportation Act (FAST); 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 2017 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 2017 FTIP is consistent with the transportation system and financial plan described in the 2012 RTP; and

WHEREAS, the 2017 FTIP meets Air Quality Conformity requirements; 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, the 2017 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 2017 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 staff to administratively amend the 2017 FTIP as outlined in the Public Input and Project Selection Procedures outlined in the 2017 FTIP.

PASSED AND ADOPTED by the Governing Board of the Tahoe Metropolitan Planning Organization at its regular meeting held on September 28, 2016, by the following vote:

Ayes:

Nays:

Abstain:

Absent:

Casey Beyer, Chair
TMPO Governing Board

Appendix J

Public Comments and Responses

Public comments and responses will be inserted in the final document.