mobility 2035
LAKE TAHOE REGIONAL TRANSPORTATION PLAN

6. Funding and Implementation Strategy

Introduction

Mobility 2035 presents an ambitious set of transportation capital projects as well as new and expanded demand management and system management programs. These investments will contribute to a more sustainable and prosperous Tahoe Region. This chapter presents a plan for putting these ideas into action.

To successfully implement the plan, the Tahoe Region will need to secure funding from a variety of sources. Funding needs include both capital funds to build facilities, as well as ongoing operations and maintenance funds. Finding the necessary funding to pay for ambitious programs will be a challenge, relying on both traditional funding sources and creative new approaches to revenue generation. This chapter represents the financial investment strategy that regional partners will use as a guide in raising the federal, state, and regional transportation funding needed to implement the transportation projects proposed in this plan.

Putting the plan into action will also depend on close collaboration between the regional agencies, local jurisdictions, and the private sector. This chapter also identifies the important next steps for moving programs toward implementation.

Overview: Tier 1 (Fiscally Constrained) & Tier 2 (Fiscally Unconstrained) Project Scenarios

The federal transportation bill Moving Ahead for Progress in the 21st Century (MAP-21) (in effect until September 30, 2014) requires[1] that the Regional Transportation Plan (RTP) be "fiscally constrained," meaning that the costs of proposed projects over the 23-year plan must be within the "reasonably foreseeable" revenues of the same period. Under California state law, the Region's strategy for meeting greenhouse gas reduction targets (outlined in Chapter 3, *Sustainable Communities Strategy*) must also be fiscally constrained. Developing this constrained program of investments has many advantages; it allows for a realistic approach to planning while helping the Region to identify funding gaps and creating a plan for reducing these gaps.

In addition to addressing projected available funds and projected costs of constrained projects, the RTP can also "include recommendations for additional financing strategies" to inform an "unconstrained" list of projects, should additional funding be available in either the short or long term. In accordance with the Regional Transportation Plan Guidelines from the State of California, this chapter presents Tier 1 and Tier 2 transportation investment scenarios, representing 'constrained' and 'unconstrained' scenarios, respectively.

Funding Sources

FEDERAL FUNDING

This plan accounts for almost $300 million in federal funds that may be available over the life of the plan. Major federal sources of funds include the Congestion Mitigation & Air Quality Program (CMAQ), Federal Highways programs, Federal Transit Administration grants, and others.

The Region received funding from the Federal Highway Administration (FHWA), in accordance with the SAFETEA-LU Technical Corrections Act of 2008 (Public Law No. 110-244). This funding has been provided to the Tahoe Region specifically to carry out the transportation planning process, environmental review, and preliminary engineering and design to complete environmental documentation for transportation projects. As a partner to delivering transportation improvements, the Central Federal Lands Highway Division of FHWA maintains oversight of the funds, and coordinates with TMPO by reviewing the delivery plan, procurement processes, and project progress. The TMPO Federal Transportation Improvement Program (FTIP) is used to program and monitor federal funding for transportation projects for a four-year term. Federal legislation requires projects to be included in the RTP and the FTIP in order to be eligible for federal transportation funding[2]. This RTP is consistent with the current FTIP and includes additional projects for programming in future FTIPs. Once a project has federal funding secured and is scheduled to use that funding within a four-year time frame, the project progresses from *Mobility 2035* to the FTIP. While projects may be shown in *Mobility 2035* when their funding is not yet certain, projects on the FTIP must have a guarantee of funding.

The recent passage of a new federal transportation bill, entitled Moving Ahead for Progress in the 21st Century (MAP-21), provided a two year authorization of federal transportation programs. MAP-21 was signed by the President of the United States on July 6, 2012 and is effective October 1, 2012 through September 30, 2014. The most significant changes from the previous authorizing bill, SAFETEA-LU, are program consolidation, performance based planning and funding allocations. While Tahoe-specific funding language was not carried forward in MAP-21, two programs provide opportunities for the Lake Tahoe Region. They are the Federal Lands Access Program and Federal Lands Transportation Program. These new programs replace the Federal Lands Highway program going forward and look to improve connections to public lands from urban areas and circulation improvements within federally-managed recreation areas. TMPO will work with FHWA, Caltrans and NDOT to implement the new provisions of MAP-21 and any subsequent bill as of October 1, 2014.

1 23 CFR 450.322(f)(10)(i)

2 23 CFR 450.322(a) and 23 CFR 450.324(a)

STATE FUNDING

Over $360 million in State of California and Nevada funds will be pursued over the life of the plan. Expected California and Nevada revenue sources include State Transit Assistance and Local Transportation Fund, the State Transit Improvement Program (STIP), California State Highway Operation and Protection Program (SHOPP), and Nevada State Funds. The first four years of the constrained scenario funding forecast (Figure 6-2) are consistent with the four-year State Transportation Improvement Program (STIP) fund estimate.

At the state level, transportation revenues are also linked to gasoline taxes, which have been outstripped by inflation and rising construction costs. Although overall state budget concerns linger in both California and Nevada, the passage of Proposition 22 in November 2010 ensures that the State of California may not reallocate local transportation funds for other purposes.

LOCAL FUNDING

Local jurisdictions and agencies will pursue over $930 million in local revenue to pay for transportation investment strategies, including stormwater retrofits and operation and maintenance of the existing system. Forecasted local revenue sources include: transit farebox revenues, hotel occupancy taxes (TOT), rental car mitigation funds, air quality impact mitigation funds, Regional Surface Transportation Program (RSTP) funds, and others.

In addition to the local funding sources included in this 'constrained' funding scenario, there are additional local, regional, and super-regional revenue sources (revenue sources that draw from an area encompassing a region greater than the Lake Tahoe Basin) that Tahoe's transportation partners are considering. Diversifying the Region's revenue strategy with additional local and regional revenue sources could add stability to transportation funding in the Basin. Because the Region is still exploring additional local funding strategies, they are discussed in more detail in the Tier 2 scenario, and in the Appendix.

ENVIRONMENTAL IMPROVEMENT PROGRAM

The Environmental Improvement Program (EIP) is a restoration program unique to the Lake Tahoe Region. It was conceived in association with the 1997 Presidential Forum at Lake Tahoe, when President Clinton and others convened to focus efforts on protecting the Lake for future generations. The EIP is designed to help restore Lake Tahoe's clarity and environment and encompasses hundreds of capital improvement, research, and operation and maintenance projects in the Tahoe Basin. Projects cover the areas of watershed protection, air quality and transportation, forest stewardship, and recreation and scenic resources. Many of the projects are geared toward helping meet the local commitment to the Lake Tahoe Total Maximum Daily Load program (TMDL).

Mobility 2035 lists environmental improvement projects and associated revenue sources related to roadway stormwater treatment and transportation. In 1997, the Lake Tahoe Presidential Forum helped renew and increase federal, state, and local commitments to the EIP. Through 2010, approximately $1.5 billion has been invested by the federal government, the states of California and Nevada, local governments, and the private sector to implement the EIP. Moving forward, the EIP will need additional resources to continue critical restoration projects, including TMDL projects; this funding will be sought through public-private partnerships. Given the scarce resources available, the program will prioritize projects to ensure those that receive funding deliver the most environmental gain.

Currently, local jurisdictions have developed or are in the process of developing stormwater load reduction programs. While some reasonably foreseeable funding has been identified for these projects, many of the projects do not have identified funding sources. *Mobility 2035's* Tier 2 scenario explores possible funding sources for these projects.

TRANSPORTATION PLAN STRATEGY PACKAGES/ ALTERNATIVES

As part of its effort to analyze a range of transportation alternatives, TMPO has grouped transportation investments into three groups, identified here as strategies A, B, and C. The three transportation strategy alternatives include subsets of transportation projects from the Tier 1 (constrained) and Tier 2 (unconstrained) lists. Each of these sets of transportation investments also relates to one of the five land use alternatives considered for the Regional Plan Update process. The strategy packages are as follows.

TRANSPORTATION STRATEGY A

Transportation Strategy A represents the status quo of projects in the Basin, assuming no additional revenues. This strategy includes operation and maintenance of the existing system and the construction of projects on the Tier 1 project list that are already significantly in progress. This strategy package aligns with land use Alternatives 1 (No Project) and 5 (Similar Rate of Development and Regulatory Structure to the 1987 Regional Plan) in the Regional Plan Update process.

TRANSPORTATION STRATEGY B

Transportation Strategy B represents an optimistic scenario that assumes additional revenue in the future. It includes almost all of the projects on the Tier 1 project list and all projects on the Tier 2 list, including "intercept parking lots with transit shuttles." This strategy does not include waterborne transit. This strategy package aligns with land use Alternative 2 (Low Development, Increased Regulation) in the Regional Plan Update process.

TRANSPORTATION STRATEGY C

Transportation Strategy C represents the Tier 1 project list. This includes the corridor revitalization projects, transit projects, bicycle and pedestrian projects, and Stormwater/TMDL projects. This strategy aligns with land use Alternatives 3 (Low Development, Highly Incentivized Redevelopment) and 4 (Reduced Development, Incentivized Redevelopment) in the Regional Plan Update process. Land use Alternative 3 is also the land use scenario presented in the Sustainable Communities Strategy.

Tier 1 Revenue Forecast (Financially Constrained Scenario)

A baseline forecast has been developed from funding sources that are "reasonably foreseeable" in the future. The forecasts are intended to reflect what has been historically available given variability in federal, state, and local funding priorities and resources, and what is likely to be available if regional partners work concertedly to secure funds. These forecasts also include inflation factors from flat to 2.5 percent, depending on the revenue source.

As shown in Figure 6-2, under the baseline revenue forecast an estimated $1.6 billion will be pursued over the 23-year forecast period. Just over one billion is estimated to be available over the first ten-year period of the plan (2013-2023). This is similar to the amount that was estimated to be available during the first ten years of the 2008 RTP.

Figure 6-1 Reasonably Foreseeable Forecast Revenue Percentages by Source (2013 – 2035)

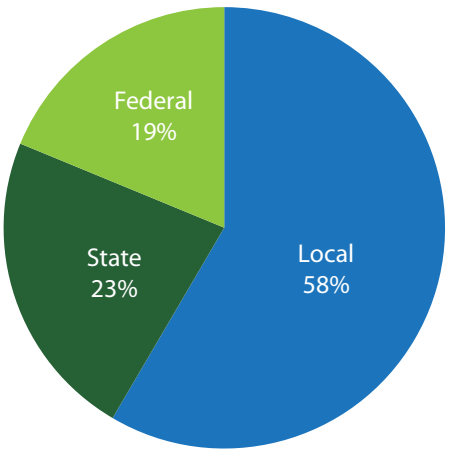

Figure 6-2 Tier 1, Constrained Scenario Funding Forecast 2013-2035

	Assumptions	2013-2023	2024-2035	Total
LOCAL SOURCES				
Farebox Revenues	2% Annual increase	$11,963,624	$16,395,186	$28,358,810
Washoe County Regional Transportation Commission	2% Annual increase	$1,946,994	$2,668,200	$4,615,194
TRPA Rental Car Mitigation Fund	Flat thru 2022/1% increase thereafter	$1,132,725	$1,319,041	$2,451,766
TRPA Air Quality Mitigation Fund	Flat thru 2022/1% increase thereafter	$2,757,326	$3,210,863	$5,968,189
TRPA Water Quality Mitigation Fund	Flat thru 2022/1% increase thereafter	$5,150,266	$5,997,404	$11,147,670
Regional Surface Transportation Program	2% Annual increase	$6,649,716	$9,112,902	$15,762,619
Local Funds	2% Annual Increase	$69,541,622	$75,590,292	$145,131,914
Private Funds	Tahoe Fund/Project Mitigation/South Tahoe Transit Partners	$16,500,000	$14,700,000	$31,200,000
Ferry Partnership (public/private)	$4.6M starting 2015, 20% match thru 2016	$50,181,568	$55,200,000	$105,381,568
O&M (bike trail, ped facilities, roadway, stormwater)	2% Annual increase	$183,235,482	$251,109,522	$434,345,004
Environmental Stormwater/TMDL	Stormwater/TMDL/Washoe Cty SNPLMA/ Tahoe Bond	$145,963,846	$0	$145,963,846
Total Local		$495,023,170	$435,303,410	$930,326,580
STATE SOURCES				
State Transit Assistance and Local Transportation Fund	1.5% Annual increase	$20,309,288	$6,140,962	$26,450,251
Regional Improvement Program (STIP)	Allocation every two years 2% increase	$16,098,504	$18,108,156	$34,206,660
California Proposition 1B (thru 2014)	Discretionary grant	$1,462,683	$0	$1,462,683
California Tahoe Conservancy	2% Annual increase	$5,194,548	$0	$5,194,548
CA Safe Routes to School (SR2S)	Existing allocation	$425,000	$0	$425,000
Nevada Bond Sales (Question #1)	$5M expires 2013	$4,577,027	$0	$4,577,027
Emergency Road Repair	2% Annual increase	$1,216,872	$1,667,625	$2,884,496
California SHOPP & Nevada State	$266M Caltrans/NDOT $10.5M	$287,284,143	$0	$287,284,143
Total State		$336,568,066	$25,916,743	$362,484,809

	Assumptions	2013-2023	2024-2035	Total
FEDERAL SOURCES				
Federal Lands Highway Program	Existing allocation	$14,500,000	$0	$14,500,000
Federal Lands Transportation Program	Annual through USFS 2% increase	$2,433,743	$3,335,250	$5,768,993
Federal Lands Access Program	Tahoe set-aside plus discretionary awards 2% increase	$11,603,571	$16,144,797	$27,748,369
Congestion Mitigation & Air Quality Program	Flat rate thru 2016/2% increase thereafter	$4,302,884	$0	$4,302,884
Demo Section 115	Existing allocation	$1,655,000	$0	$1,655,000
Highway Bridge Program - California	Flat rate thru 2017	$10,000,000	$0	$10,000,000
Highway Safety Improvement Program	2% Annual increase	$1,825,307	$2,651,437	$4,476,744
Transportation Enhancements (CA/NV)	Existing SAFETEA-LU allocation	$784,000	$0	$784,000
Transportation Alternatives (TE, SRTS)	2% Annual increase	$3,283,737	$4,610,227	$7,893,964
Tahoe Restoration Act	Stormwater Management -10 years	$72,000,000	$0	$72,000,000
FTA 5308 Clean Fuels and Grant Program	$1M expires March 31, 2014	$1,000,000	$0	$1,000,000
FTA 5309 Fixed Guideway Capital Investment	Flat rate thru 2016	$2,600,000	$0	$2,600,000
FTA 5309 Fixed Guideway Capital Investment - New Starts	Waterborne allocation	$35,123,313	$0	$35,123,313
FTA 5311 Rural Area Formula Grants	Flat rate thru 2014/2.5% increase thereafter	$24,589,814	$35,583,840	$60,173,655
FTA 5339 Bus and Bus Facilities	Flat rate thru 2016/2.5% increase thereafter	$2,347,223	$3,361,708	$5,708,932
FTA 5310 Enhancement Mobility of Seniors and individuals with Disabilities	Flat rate thru 2016/2.5% increase thereafter	$1,760,417	$2,521,281	$4,281,699
Scenic Byways Program	$2,000,000 existing allocation	$2,000,000	$0	$2,000,000
Public Lands Highway	$2,526,442 existing allocation	$2,526,442	$0	$2,526,442
Federal Aviation Administration Airport Improvement Program	CSLT annual assumptions	$13,237,626	$8,956,605	$22,194,231
Transportation Investment Generating Economic Recovery	Discretionary grant award	$7,000,000	$0	$7,000,000
Southern Nevada Public Lands Management Act	Placer Cty $7M	$7,000,000	$0	$7,000,000
Total Federal		$221,573,078	$77,165,146	$298,738,224
Total Local/State/Federal		**$1,053,164,314**	**$538,385,298**	**$1,591,549,613**

For detailed revenue assumptions, see the Appendix.

Tier 1 Project List (Financially Constrained Scenario)

Federal law requires that long-range transportation plans and Transportation Improvement Programs (TIPs) be *fiscally constrained*. To meet these requirements, this section presents the transportation projects and programs proposed in this plan (Figures 6-3 and 6-4), along with their estimated cost.

The Tier 1 project list is based on extensive discussions with the local jurisdictions, state departments of transportation, and regional planning and implementation partners. The list reflects high priority projects that are currently in development, or are needed to meet the vision and goals of transportation planning for the Region. Project implementers provided the projects, cost estimates, and expected timing for each project listed. Due to revenue constraints, in some cases TMPO pushed project timelines further out than was indicated by local partners. The timelines shown are for planning purposes only and in no way limit projects once funding becomes available.

Some of the projects on the list may be wholly or partially funded by non-transportation dollars. Water quality and TMDL projects in particular may fall into this category.

As stated in the federal transportation bill[3], costs of future transportation projects must use "year of expenditure dollars" rather than "constant dollars." This means that they must account for inflation to better reflect the time-based value of money, and the potential change in costs at the time of implementation. In order to reflect this provision, the TMPO has adjusted projected costs for future projects assuming a two percent annual adjustment for inflation. This inflation adjustment does not assume any additions to project development costs due to regulatory changes. If costs do change in this regard, *Mobility 2035* will be amended to capture these changes.

PROJECT PRIORITIZATION

The projects included on the Tier 1 project list have been selected as priority projects based on their potential to most expeditiously and effectively achieve the Vision, Goals and Policies presented in Chapter 2. Priority projects are those that help the Region meet TRPA environmental threshold standards, reduce greenhouse gas impacts, improve mobility, and serve the needs of traditionally under-represented groups. Priority projects for each project category are most often identified through more detailed studies or plans, such as short-range transit studies, or the Lake Tahoe Region Bicycle and Pedestrian Plan.

3 Title 23 CFR Part 450.322(f) (10) (iv)

Figure 6-3 Tier 1 Constrained Scenario Project List: Cost and Implementation Steps

No.	Trans Alt A	Trans Alt B	Trans Alt C	Project Strategies	Cost 2013 Dollars	Project Objective	Location	Implementing Agency	Est. Year Complete	Est. Cost in Year of Expenditure Dollars
Corridor Revitalization										
1	A	B	C	Kings Beach Commercial Core Improvement Project	$35,000,000	Bike/Ped/WQ	Placer	Placer	2015	$36,414,000
2	A	B	C	State Route 89/Fanny Bridge Community Revitalization Project	$20,000,000	Bridge/ Intersection	Placer	Placer	2018	$22,081,616
3		B	C	US 50 South Shore Community Revitalization Project	$75,000,000	Bike/Ped/WQ	El Do/Douglas	TTD	2017	$81,182,412
4		B	C	Sierra Boulevard Complete Streets Project from US HWY 50 to Barbara Avenue (includes US 50 and Sierra Boulevard intersection improvements)	$3,155,000	Safety/Bike/Ped/WQ	CSLT	CSLT	2015	$3,282,462
Corridor Revitalization Total					**$133,155,000**					**$142,960,490**
Transit Strategies										
5	A		C	Lake Tahoe Waterborne Transit Project	$42,200,000	Transit Capital	NV/CA	TTD	2015	$43,904,880
6	A		C	Lake Tahoe Waterborne Transit Operations	$4,600,000	Transit Operations	NV/CA	TTD	2015-2023	$41,400,000
									2024-2035	$55,200,000
7		B	C	BlueGo Service Operational Enhancements	$749,500	Transit Operations	El Do/Douglas	TTD	2016-2023	$7,009,091
									2024-2035	$12,748,825
8		B	C	BlueGo Transit Capital Enhancements	$9,940,000	Transit Capital	El Do/Douglas	TTD	2016	$2,122,416
									2018	$3,312,242
									2022	$5,903,757
9		B	C	TART Service Operational Enhancements	$734,867	Transit Operations	Placer	Placer	2016-2023	$6,872,248
									2024-2035	$12,499,921
10		B	C	TART Transit Capital Enhancements	$1,896,300	Transit Capital	Placer	Placer	2016	$2,012,369
11		B	C	East Shore Service Operational Enhancement	$518,000	Transit Operations	Various locations	Various	2016-2023	$4,845,927
									2024-2035	$8,811,062
12		B	C	East Shore Transit Capital Enhancement	$5,200,000	Transit Capital	Various locations	TTD	2016	$5,518,282
13		B	C	Inter-Regional Service Operational Enhancement (cost shown is annual subsidy required, not total cost)	$560,512	Transit Operations	Various locations	Various	2016-2023	$5,241,734
									2024-2035	$9,534,182
14		B	C	Inter-Regional Transit Capital Enhancement	$3,793,751	Transit Capital	Various locations	Various	2016	$4,025,959
15	A		C	City of South Lake Tahoe (TVL) Aviation Capital	$17,850,000	AIP Capital	CSLT	CSLT	2024	$22,194,231
Transit Strategies Total					**$88,042,930**					**$253,157,127**

No.	Trans Alt A	Trans Alt B	Trans Alt C	Project Strategies	Cost 2013 Dollars	Project Objective	Location	Implementing Agency	Est. Year Complete	Est. Cost in Year of Expenditure Dollars
Bike and Pedestrian Strategies										
16		B	C	Pioneer Trail Pedestrian Upgrades Project from Lake Tahoe Blvd/US Hwy 50 to Larch Avenue	$1,500,000	Sidewalk	CSLT	CSLT	2014	$1,530,000
17		B	C	Harrison Avenue from Lakeview Ave to Los Angeles Ave	$1,200,000	C-I/Shared Use	CSLT	CSLT	2014	$1,224,000
18	A	B	C	Nevada Stateline to Stateline Bikeway from Incline Village to Sand Harbor	$10,000,000	C-I/Shared Use or Class II/ Bike Lane	Washoe	Washoe/NDOT/TTD	2023	$12,189,944
19	A	B	C	Sawmill Road from Echo View Estates to US Hwy 50	$1,500,000	C-I/Shared Use	El Do	El Do	2014	$1,530,000
20		B	C	Lake Tahoe Blvd from D Street to Boulder Mountain Drive	$2,700,000	C-I /Shared Use and Class II/Bike Lane	El Do	El Do	2014	$2,754,000
21		B	C	Dollar Creek Shared-Use Trail	$2,500,000	C-I /Shared Use	Placer	Placer	2015	$2,601,000
22	A	B	C	South Tahoe Greenway from Sierra Tract to Stateline Phase I	$5,000,000	C-I /Shared Use	CSLT	CTC	2015	$5,202,000
23	A	B	C	Nevada Stateline to Stateline South Demo from Stateline to Round Hill Pines Beach	$9,000,000	C-I/ Shared Use	Douglas	TTD	2014	$9,180,000
24	A	B	C	US Hwy 50-El Dorado Beach Trail from El Dorado Beach to Ski Run Boulevard	$2,950,000	C-I/ Shared Use	CSLT	CSLT	2015	$3,069,180
25		B	C	Homewood Multi-Use Trail from Fawn Street to Cherry Street	$1,950,000	C-I/ Shared Use	Placer	TCPUD	2014	$1,989,000
26		B	C	West Shore Bike Trail Extension - from Meeks Bay to Sugar Pine Point State Park	$2,000,000	C-I/ Shared Use	Placer	TCPUD/TTD	2015	$2,080,800
27		B	C	US Hwy 50 from Existing Linear Park Trail to Park Avenue	$374,000	C-I/ Shared Use	CSLT	CSLT	2023	$455,904
28		B	C	South Lake Tahoe Bicycle Bridges Repair	$230,000	C-I/ Shared Use	CSLT	CSLT	2013	$230,000
29		B	C	US Hwy 50 - From Kingsbury Grade to Lake Parkway	$130,000	Sidewalk	Douglas	Douglas	2015	$135,252
30		B	C	Third Street - Safe Routes to School Improvements	$300,000	C-III /Bike Route/Sidewalk	CSLT	CSLT	2016	$318,362
31		B	C	Tahoe Island Drive Safe Routes to School Project	$560,000	C-III Bike Route/Sidewalk	CSLT	CSLT	2016	$594,276
32		B	C	Washington Avenue Safe Routes to School Project	$180,000	C-III Bike Route/Sidewalk	CSLT	CSLT	2024	$223,807
33		B	C	Blackwood Avenue Safe Routes to School Project	$210,000	Sidewalk	CSLT	CSLT	2024	$261,109
34		B	C	Spruce Avenue Safe Routes to School Project	$300,000	Sidewalk	CSLT	CSLT	2024	$373,012
35		B	C	Nevada Stateline to Stateline from Crystal Bay to Incline	$20,000,000	C-1/Shared Use	Washoe	TTD	2022	$23,901,851
36	A	B	C	Washoe County Master Plan Bike/Ped Improvements	$690,000	C-I, C-II, C-III, Sidewalk	Washoe	Washoe	2015	$717,876
37	A	B	C	Lake Parkway Sidewalk	$580,000	Sidewalk	Douglas	NDOT	2013	$580,000
38		B	C	Park Ave (West) - from Pine Blvd to US Hwy 50/End of Linear Park Path	$121,000	C-I/ Shared Use	CSLT	CSLT	2025	$153,457
39		B	C	US Hwy 50 - City of South Lake Tahoe City Limits to Sawmill Blvd	$2,900,000	C-I/ Shared Use	El Do	El Do	2024	$3,605,785
40		B	C	Al Tahoe Trail - from Lake Tahoe Blvd/US Hwy 50 to Al Tahoe Bike Trail	$793,000	C-I /Shared Use	CSLT	CSLT	2016	$841,538
41		B	C	West Shore Trail Improvements - from SR 28/89 to Tahoma	$700,000	C-I/ Shared Use	El Do/ TCPUD	El Do/TCPUD	2020	$804,080
42		B	C	Truckee River Trail Widening - from Tahoe City to Squaw Valley	$1,875,000	C-I/ Shared Use	Placer	TCPUD	2024	$2,331,327
43		B	C	Sunnyside to Sequoia Trail - from Sunnyside Resort to Lower Sequoia/SR 89	$975,000	C-I/ Shared Use	Placer	TCPUD	2018	$1,076,479
44		B	C	National Avenue East Side - from Toyon Road to Existing Forest Service Path	$480,000	C-I/ Shared Use	Placer	Placer	2017	$519,567
45		B	C	Venice Drive - from Tahoe Keys to 15th Street	$35,000	C-III /Bike Route	CSLT	CSLT	2019	$39,416
46		B	C	Class I Path Reconstruction	$700,000	Class I	CSLT	CSLT	2014	$714,000
Bike and Pedestrian Strategies Total					**$72,433,000**					**$81,227,024**

No.	Trans Alt A	Trans Alt B	Trans Alt C	Project Strategies	Cost 2013 Dollars	Project Objective	Location	Implementing Agency	Est. Year Complete	Est. Cost in Year of Expenditure Dollars
Stormwater Strategies-Caltrans (Capital)										
47	A	B	C	ED 50 EA 1A731 Near South Lake Tahoe, from Johnson Pass Road to Incline Road. PPNO 3233A	$21,672,000	Erosion Control/WQ	El Do	Caltrans	2014	$22,105,440
48	A	B	C	ED 50 EA 1A732 In and near South Lake Tahoe, from South Tahoe Airport entrance Road to SR 89. PPNO 3233B	$18,761,000	Erosion Control/WQ	El Do	Caltrans	2014	$19,136,220
49	A	B	C	ED 89 EA 1A842 In and near South Lake Tahoe, from US Hwy 50 to Cascade Road. Stormwater + bike lanes from "Y" to SLT City Limits. PPNO 3453B	$30,023,000	Erosion Control/WQ	El Do	Caltrans	2014	$30,623,460
50	A	B	C	ED 89 EA 1A843 Near South Lake Tahoe, from Cascade Road to north of Eagle Falls Sidehill Viaduct. PPNO 3453C	$21,553,000	Erosion Control/WQ	El Do	Caltrans	2016	$22,872,216
51	A	B	C	ED 89 EA 1A844 Near South Lake Tahoe, from North of Eagle Falls Sidehill Viaducts to Meeks Creek. PPNO 3453D	$31,072,000	Erosion Control/WQ	El Do	Caltrans	2015	$32,327,309
52	A	B	C	ED 89 EA 1A845 Near Tahoma from Meeks Creek Bridge to Wilson. PPNO 3453E	$18,879,000	Erosion Control/WQ	El Do	Caltrans	2017	$20,435,237
53	A	B	C	PLA 89 EA 2A920 Near Tahoe City from 0.2 mile south of the El Dorado/Placer County Line to the Truckee River Bridge. (PM27.2/27.4 and 0.0/T8.5). PPNO 3454	$68,962,000	Erosion Control/WQ	Placer	Caltrans	2015	$71,748,065
54	A	B	C	ED 50 EA 3C380 In South Lake Tahoe, north of SR 89 to Trout Creek Bridge. Stormwater + bike lanes and pedestrian improvements. PPNO 3258	$39,290,000	Erosion Control/WQ	El Do	Caltrans	2016	$41,694,862
55	A	B	C	ED 50 EA 1A734 In South Lake, west of Ski Run Blvd to Nevada Stateline. PPNO 3233D	$7,640,000	Erosion Control/WQ	El Do	Caltrans	2013	$7,640,000
56	A	B	C	ED 50 EA 1F110 In South Lake Tahoe, from Herbert Avenue to Takela Drive. Stormwater runoff treatment. Financial Contribution Only (FCO).	$4,375,000	Erosion Control/WQ	El Do	Caltrans	2013	$4,375,000
57	A	B	C	PLA 89 EA 3F440 In Tahoe City, from Route 89/28 junction to 0.5 mile north of Alpine Meadows Road. Install drainage facilities. PPN O5286	$4,000,000	Erosion Control/WQ	Placer	Caltrans	2014	$4,080,000
Stormwater Strategies- Caltrans Total					**$266,227,000**					**$277,037,809**
Stormwater Strategies-NDOT (Capital)										
58	A	B	C	DO20090015-12 US 50 Spooner Summit Storm Drain project from Spooner Summit to CC/DO county line. DO 13.00 to 14.00 to conduct NEPA study for the construction of drop inlet replacement, placement of new drop inlets, slope flattening, grading, concrete curb and gutters, channel work	$45,000	Erosion Control/WQ	Carson	NDOT	2013	$45,000
59	A	B	C	CC199808-12 SR 28 from the 0.13 ME of the CC/WA county line to the CC/WA county line. CC 3.82 to 3.95	$729,000	Erosion Control/WQ	Carson	NDOT	2013	$729,000
60	A	B	C	WA20090176-12 SR28 Tahoe Blvd at the intersection of Mt. Rose Highway (SR431). WA8.13 Construct a roundabout	$2,000,000	Erosion Control/WQ	Washoe	NDOT	2013	$2,000,000
61	A	B	C	DO2011001-13 US 50 from Cave Rock to SR 28 Spooner Junction. Final design and construction of slope stability, water quality and erosion control improvements	$7,425,000	Erosion Control/WQ	Douglas	NDOT	2013	$7,425,000
62	A	B	C	New TMDL and Retrofit Projects ($1M per year, starts 2016)	$1,000,000	TMDL	Various location	NDOT	2023	$7,000,000
Stormwater Strategies- NDOT Total					**$11,199,000**					**$17,199,000**

No.	Trans Alt A	Trans Alt B	Trans Alt C	Project Strategies	Cost 2013 Dollars	Project Objective	Location	Implementing Agency	Est. Year Complete	Est. Cost in Year of Expenditure Dollars
Local Roadway TMDL Strategies										
63	A	B	C	CSLT Short-Term TMDL	$25,850,000	Erosion Control/WQ	CSLT	CSLT	2015	$26,894,340
64		B	C	CSLT Long- Term TMDL Implementation	$1,000,000	Erosion Control/WQ	CSLT	CSLT	2016-2023	$7,000,000
65	A	B	C	El Dorado Short-Term TMDL	$17,609,076	Erosion Control/WQ	El Do	El Do	2015	$18,320,483
66		B	C	El Dorado Long-Term TMDL Implementation	$1,200,000	Erosion Control/WQ	El Do	El Do	2016-2023	$8,400,000
67	A	B	C	Placer Short-Term TMDL	$32,289,655	Erosion Control/WQ	Placer	Placer	2015	$33,594,157
68		B	C	Placer Long-Term TMDL Implementation	$5,065,000	Erosion Control/WQ	Placer	Placer	2016-2023	$35,455,000
69	A	B	C	Stormwater Washoe Central Incline Village Phase I	$2,500,000	Erosion Control/WQ	Washoe	Washoe	2013	$2,500,000
70	A	B	C	Stormwater Washoe Central Incline Village Phase II	$3,000,000	Erosion Control/WQ	Washoe	Washoe	2013	$3,000,000
71	A	B	C	Stormwater Washoe West Incline Village Phase I	$3,000,000	Erosion Control/WQ	Washoe	Washoe	2014	$3,060,000
72	A	B	C	Douglas Short-Term TMDL	$2,750,000	Erosion Control/WQ	Douglas	Douglas	2015	$2,861,100
73		B	C	Douglas Long-Term TMDL	$250,000	Erosion Control/WQ	Douglas	Douglas	2023	$1,750,000
Local Roadway TMDL Strategies Total					**$94,513,731**					**$142,835,080**
Transportation System Management and ITS Strategies										
74	A	B	C	US 50 Signal Synchronization & Adaptive Signals / Enhancements	$5,000,000	Signal Coordination	CSLT	Caltrans	2016	$5,306,040
75	A	B	C	Tahoe City Traffic Management Program	$25,000	Traffic Control	Placer	Placer	2013-2023	$310,302
									2024-2035	$425,244
76		B	C	NDOT Complete Streets Project	$100,000	Complete Streets	NV	NDOT	2018	$110,408
77	A	B	C	Meyers Corridor Operations Study	$700,000	Complete Streets	El Do	El Do	2016	$742,846
78	A	B	C	Changeable Message Signs in Nevada	$500,000	ITS	NV	NDOT	2018	$552,040
79	A	B	C	Sierra Traffic Operation System (ITS at Various Locations in CA)	$1,700,000	ITS	El Do	El Do	2018	$1,876,937
80	A	B	C	Traffic Monitoring Stations in Nevada	$200,000	ITS	NV	NDOT	2018	$220,816
81	A	B	C	Intersection Detection Equipment (CSLT Various Locations)	$150,000	ITS	CSLT	CSLT	2016	$159,181
82		B	C	SR 28 Circulation Improvements at Sand Harbor Entrance	$100,000	Lane Configuration	Washoe County	TTD	2019	$112,616
83		B	C	East Shore Parking Improvements	$2,000,000	Parking Management	Washoe County	TTD	2020	$2,297,371
84	A	B	C	East Lake Tahoe Basin Aquatic Species Inspection Station	$1,300,000	AIS Capital	Douglas	TRPA	2013	$1,300,000
Transportation System Management and ITS Strategies Total					**$11,775,000**					**$13,413,803**

2 Will be changed to $5M in final draft RTP.

No.	Trans Alt A	Trans Alt B	Trans Alt C	Project Strategies	Cost 2013 Dollars	Project Objective	Location	Implementing Agency	Est. Year Complete	Est. Cost in Year of Expenditure Dollars
Operations and Maintenance										
85	A	B	C	Bike and Pedestrian Facilities O&M - Placer, TCPUD, ELDO, CSLT, Douglas, Washoe (existing)	$502,272	Operations and Maintenance	Various locations	Various	2013-2023	$6,234,245
									2024-2035	$8,543,533
86	A	B	C	Transit O&M - BlueGo, TART, Washoe, Placer, Douglas (existing)	$7,207,119	Operations and Maintenance	Various locations	Various	2013-2023	$89,455,408
									2024-2035	$122,591,456
87	A	B	C	Streets and Roads O&M - Placer, ELDO, CSLT, Douglas, NDOT, Caltrans, Washoe (existing, does not reflect future TMDL implementation)	$12,745,042	Operations and Maintenance	Various locations	Various	2013-2023	$158,192,605
									2024-2035	$216,790,268
88	A	B	C	Stormwater Treatment Facilities O&M - Placer, ELDO, CSLT, NDOT, Washoe (existing)	$1,810,601	Operations and Maintenance	Various locations	Various	2013-2023	$22,473,342
									2024-2035	$30,797,912
89	A	B	C	Safety and Rehabilitation Projects (Minor Projects-NV)	$1,800,000	Roadway/ Rehabilitation	NV	NDOT	2030	$2,520,435
90	A	B	C	Minor SHOPP Projects-CA	$2,800,000	Roadway/ Rehabilitation	CA	Caltrans	2030	$3,920,676
91	A	B	C	Emergency Roadway Repair Program	$100,000	Roadway/ Rehabilitation	CA/NV	Caltrans/NDOT	2013-2023	$1,241,209
									2024-2030	$942,847
Operations and Maintenance Total					**$26,965,034**					**$663,703,935**
Program Total					**$704,310,695**					**$1,591,534,267**

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Figure 6-4 Tier 1 Scenario Program List: Cost and Implementation Steps

Program	Annual Cost (2013 Dollars)				Total Cost[1]	Next Steps
BlueCommute/BlueVisitor (including public information campaign)	$40,000	TDM	TMPO	2013-2016	$164,864	TMPO will dedicate additional staff time to this effort beginning in 2013.
Dynamic Ridesharing	$40,000	TDM	TMPO	2013-2016	$164,864	TMPO will dedicate additional staff time to this effort beginning in 2013.
Improve implementation of Employer Trip Reduction Program	$20,000	TDM	TMPO	2013-2016	$82,432	TMPO will dedicate additional staff time to this effort beginning in 2013.
Real-time Information on Transit Service	$40,000	Transit	TMPO	2013-2016	$164,864	This is included in BlueGO's planned operations budget.
Create one branded payment method	$40,000	Transit	TMPO	2013-2016	$164,864	TMPO to work with TMAs to implement
Develop parking management strategies	NA	TDM	TMPO	2013-2016	NA	TMPO will begin collaboration with localities to develop appropriate parking management strategies beginning in 2013.
Programs Total	**$180,000**				**$741,888**	

1 Costs are staff costs to be incorporated into existing budgets, and not shown on the revenue scenario.

Tier 2 Revenue Sources

The projects shown in Figures 6-3 and 6-4 have identified funding streams that are assumed to be obtainable by local partners over the course of *Mobility 2035*. The TMPO has also identified additional projects or programs that may be implemented, should additional funding become available. These additional projects and programs, which do not have identified funding sources, are considered the Tier 2 projects, or the "unconstrained" scenario.

This section lists additional potential new or expanded revenue sources that the Region could pursue. Those that seem most likely are included in the TMPO's Tier 2 revenue list. The purpose of this section is not to match specific funding to specific projects, but rather to identify potential new revenue sources, with particular attention paid to innovative revenue sources that not only provide funding for priority projects, but do so in a way that furthers the Region's sustainability goals.

POTENTIAL FUNDING SOURCES

In the current economic and political environment, state and federal funding sources will likely be highly variable for the foreseeable future. Therefore Lake Tahoe partners are considering new sources of locally-generated funding, even looking beyond traditional boundaries to new inter-regional funding partnerships in order to avoid delays to implementation of critically-important projects and programs. In fact, one key element of a sustainable transportation system is reliable funding, including stable sources of local revenue.

As federal and state funding becomes scarce, many communities are making the necessary choices to control their own destiny through various local ballot measures tied to a supported multi-year transportation investment program. There are a few unique challenges that the Tahoe Region faces when considering new sources of local funds, particularly those that must be decided through the ballot. One challenge is that the planning Region contains a complex combination of jurisdictions, cutting through five counties in two states. South Lake Tahoe is the only incorporated city in the Region. Also, local populations are relatively small in comparison to the size of the visitor base that the Region serves. This makes passing local or regional funding measures complicated—not only is it difficult to obtain the concurrence of multiple jurisdictions, but the funding mechanism may be perceived to be an undue burden on the relatively limited population base.

Nevertheless, Tahoe partners must find ways to turn the challenges of Tahoe's multi-jurisdictional nature into opportunities for building strong support for a transportation investment strategy that will not only improve mobility and environmental threshold attainment, but will also lead to economic development opportunities for the Region. In this way, a revenue generation and transportation investment strategy can help create its own stability, by creating jobs and an attractive, exciting place to visit for the long term.

In the future, as regional partners consider additional funding sources, they must look for ways to tie together packages of funding that clearly demonstrate the benefits to all stakeholders, that leverage each other, and that equitably share the burden for funding the Tahoe Region's transportation vision. Potential funding options are briefly discussed below, with particular emphasis on strategies that could be applied locally or at a regional or super-regional level. Additional details on strategies that require further study are included in the Appendix.

THE TRANS-SIERRA TRANSPORTATION COALITION

The Trans-Sierra Transportation Coalition is a developing concept that hinges on the idea that the Lake Tahoe Region affects and benefits populations far beyond its traditional planning boundaries. By acting as a larger partnership, local counties and communities, including those that border Lake Tahoe and the states of California and Nevada, can develop a package of transportation investments that benefit the larger Region as a whole. In so doing, this group could generate support among voters, regional jurisdictions, and state and federal legislative bodies for a comprehensive funding package. The funding package would support a full suite of road, rail, transit, aviation, and bicycle and pedestrian improvements throughout the Region.

This umbrella concept, led by the Tahoe Transportation District (TTD), has already generated initial support among Nevada jurisdictions and local transportation management associations. As the TTD continues to pursue this idea, multiple options for different funding opportunities may become more feasible.

IMPLEMENTING LAKE TAHOE TRANSPORTATION MANDATES

Between the level of visitation to public lands in Lake Tahoe and the federal and state mandate to reduce the dependency on the private automobile (Public Law 96-551 and CA Govt. Code § 66801), it is clear that standard formula distribution of state and federal transportation funding based primarily on residential population is not sufficient to fund the federal and state share of Transportation EIP improvements. In addition to new local funding sources under consideration it is necessary to improve federal and state funding participation in order to represent the over 85% public land ownership in the Lake Tahoe Region. TMPO will continue to work with federal and state partners to fine-tune existing funding formulas to utilize a blended population number that includes second homeowners, full-time residents, and visitors. This adjustment could accelerate sustainable transportation investments identified in *Mobility 2035* (Tier 1 & 2 projects).

PURSUE INCREASED FLEXIBILITY IN THE USE OF TRANSPORTATION FUNDS

Funding programs are divided into many silos and their use can be highly restricted. This makes project planning and development complex and time consuming. The Tahoe Region's legislative platform could actively advocate for greater flexibility in the use of existing transportation funding at Lake Tahoe, as well as for new funding programs that may be on the horizon.

OTHER STRATEGIES

The TMPO and its partners will continue to research additional funding strategies. Other promising strategies that require additional research for application at Lake Tahoe include:

- General Obligation Bonds
- Vehicle License Impact Fee
- Sales Tax
- Redevelopment Agency Tax Increment Funding (Nevada)
- Business Improvement Districts
- Strategic Parking Management
- Parking In-Lieu Fees
- Universal Transit Pass Program
- Public-Private Partnerships
- See the Appendix for more details on these funding strategies.

Tier 2 Project List (Unconstrained Scenario)

The TMPO has identified a set of projects that local partners will implement if some of the additional funding listed above becomes available (Tier 2 projects). These projects are listed in Figure 6-5. All of the projects on the Tier 2 unconstrained project list are included in Transportation Strategy Package B.

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Figure 6-5 Tier 2 Project List (Unconstrained)

No.	Strategies	Cost 2013 Dollars	Project Objective	Location	Implementing Agency	Est. Year Construction Complete	Est. Cost in Year of Expenditure Dollars
Transit Strategies							
1	Stateline Transit Center to Zephyr Cove/Kingsbury Elementary School via US 50 East	$80,600	Transit Operations	Douglas	TTD	2017-2023	$669,958
						2024-2035	$1,370,988
2	Meyers Circulator/South Y Transit Station to Meyers via LTCC & Lake Tahoe Airport	$233,800	Transit Operations	El Dorado	TTD	2017-2023	$1,943,376
						2024-2035	$3,976,885
3	South Lake Tahoe City Circulator/South Y Transit Station to Kelly Ridge	$167,900	Transit Operations	City of South Lake Tahoe	TTD	2017-2023	$1,395,607
						2024-2035	$2,855,941
4	Intercept Parking Lots with Shuttles to Town Centers (Operations Only)	$23,000,000	Transit Operations	Basin-wide	TTD	2024-2035	$396,822,382
5	TART Service Operational Enhancements (West Shore and North Shore Neighborhood Shuttles)	$600,000	Transit Operations	North/West Shore	Placer	2024-2035	$10,351,888
6	Inter-Regional Transit Capital Enhancement	$200,000	Transit Capital	Various Locations	Various	2016	$212,242
7	Lake Lapper Operational	$240,000	Transit Operations	Basin-wide	TTD	2020-2023	$1,200,187
						2024-2035	$4,082,345
8	Lake Lapper Capital	$30,000	Transit Capital	Basin-wide	TTD	2020	$34,461
Transit Strategies Total		**$24,552,300**					**$424,916,259**
Bike and Pedestrian Strategies							
9	NSR 207/Kingsbury Grade From - Basin Bndy/US Hwy 50	$20,000,000	C-II /Bike Lane	Douglas	NDOT	2030	$28,004,828
10	Round Hill Bike Path Connector 2 - From Round Hill Bike Path to McFaul Way	$3,131	C-III /Bike Route	Douglas	Douglas	2023	$3,817
11	South Ave - From Melba to Third Street	$4,051	C-III /Bike Route	CSLT	CSLT	2023	$4,938
12	South Tahoe Greenway from Sierra Tract to Stateline Phase II	$3,000,000	C-I /Shared Use	CSLT	CTC	2018	$3,312,242
13	South Tahoe Greenway "Y" Connector	$3,000,000	C-I /Shared Use	CSLT	CTC	2018	$3,312,242
14	Blitzen Rd - From SR 89 Near Meyers to Santa Claus Drive	$2,000,000	C-I /Bike Route	El Dorado County	El Dorado	2023	$2,587,213
15	US Hwy 50 - from H Street (South) to CSLT City Limits	$884,390	C-I/ Shared Use	CSLT	CSLT	2023	$1,099,628
16	State Route 28 (North Side) - from Preston Field to Northwood Blvd	$591,559	C-I/ Shared Use	Washoe	Washoe/NDOT	2018	$653,129
17	Nevada Stateline to Stateline Bikeway - from Sand Harbor to Carson County Line	$11,400,000	C-I /Shared Use or Class II/Bike Lane	Washoe	Washoe/NDOT/ TTD	2023	$13,896,536
18	North Tahoe Bike Trail Phase II (Cedar Flats to North Tahoe Regional Park)	$13,500,000	C-I /Shared Use	Placer	Placer	2021	$15,817,402
19	Brockway Vista Multi-Use Trail	$3,000,000	C-I /Shared Use	Placer	Placer	2017	$3,247,296
20	Lake Forest Road Bike Trails - From SR 28	$242,783	C-I /Shared Use	Placer	Placer	2015	$252,591
21	Bijou Neighborhood Bicycle Route Improvements	$153,928	C-II & C-III/Bike Lane	CSLT	CSLT	2015	$160,147
22	Pope/Baldwin Path Reconstruction and Expansion - From 15th St to Spring Creek/Fallen Leaf Lake	$2,000,000	C-I/ Shared Use	El Do	USFS	2019	$2,252,325
23	Nevada Stateline to Stateline Bikeway - from Washoe County Line to Douglas County Line	$11,400,000	C-I /Shared Use	Washoe/Douglas	TTD	2023	$13,896,536
24	South Tahoe Greenway - from Meyers to Sierra Tract	$14,187,000	C-I /Shared Use	El Do	CTC	2021	$16,622,332
25	Lakeside Trail Phase 2C - from Mackinaw to Commons Beach	$3,000,000	C-I/ Shared Use	Placer	TCPUD	2020	$3,446,057
Bike and Pedestrian Strategies Total		**$88,366,842**					**$108,569,261**

No.	Strategies	Cost 2013 Dollars	Project Objective	Location	Implementing Agency	Est. Year Construction Complete	Est. Cost in Year of Expenditure Dollars
TMDL Strategies- Caltrans							
26	TMDL Projects - amount unknown to be determined	$0	Erosion Control/WQ	El Dorado/Placer	Caltrans	2013-2035	$0
TMDL Strategies- Caltrans Total		$0					$0
TMDL Strategies- NDOT							
27	Tahoe Mobile BMP Project	$2,550,000	Erosion Control/WQ	Douglas/Washoe	NDOT	2031	$2,550,000
28	Long-Term TMDL Strategies	$144,150,000	Erosion Control/WQ	Douglas/Washoe	NDOT	2031	$144,150,000
TMDL Strategies- NDOT Total		**$146,700,000**					**$146,700,000**
Local Roadway TMDL Strategies							
29	Long-Term TMDL CSLT	$1,000,000	Erosion Control/WQ	CSLT	CSLT	2014-2035	$11,000,000
30	Long-Term TMDL EL Dorado	$1,200,000	Erosion Control/WQ	El Dorado	El Dorado	2014-2035	$13,200,000
31	Long-Term TMDL Placer	$5,650,000	Erosion Control/WQ	Placer	Placer	2014-2035	$62,150,000
32	Long-Term Washoe TMDL	$500,000	Erosion Control/WQ	Washoe	Washoe	2014-2035	$5,500,000
33	Stormwater Washoe WC6	$3,300,000	Erosion Control/WQ	Washoe	Washoe	2015	$3,433,320
34	Stormwater Washoe WC7	$1,700,000	Erosion Control/WQ	Washoe	Washoe	2016	$1,804,054
35	Long-Term TMDL Douglas	$250,000	Erosion Control/WQ	Douglas	Douglas	2035	$2,750,000
Local TMDL Strategies Total		**$13,600,000**					**$99,837,374**
Transportation System Management and ITS Strategies							
36	Caltrans Complete Streets Project	$100,000	Complete Streets	El Dorado	Caltrans	2020	$114,869
37	South Lake Tahoe Basin Aquatic Invasive Species Inspection Station	$1,300,000	AIS Capital	El Do	TRPA	2013	$1,300,000
38	North East Lake Tahoe Basin Aquatic Invasive Species Inspection Station	$1,300,000	AIS Capital	Washoe	TRPA	2013	$1,300,000
39	North West Lake Tahoe Basin Aquatic Invasive Species Inspection Station	$1,300,000	AIS Capital	Placer	TRPA	2013	$1,300,000
Transportation System Management and ITS Strategies Total		**$4,000,000**					**$4,014,869**
Program Total		**$277,219,142**					**$784,037,762**