

TAHOE TRANSPORTATION DISTRICT (TTD)

BUDGET FINANCE COMMITTEE

Meeting Agenda

Parasol Tahoe Community Foundation
Meeting Room
948 Incline Way
Incline Village, NV

September 14, 2018
8:30 a.m.

All items on this agenda are action items unless otherwise noted. Items on the agenda may be taken out of order. The Committee may combine two or more items for consideration. The Committee may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

I. PUBLIC INTEREST COMMENTS

All comments are to be limited to no more than five minutes per person. Comments made cannot be acted upon or discussed at this meeting, but may be placed on a future agenda for consideration.

II. RECOMMENDATION OF APPROVAL OF MINUTES OF AUGUST 10, 2018

III. DISCUSSION ITEMS

(All Items for Possible Recommendation)

	<u>Page</u>
A. Amendment of Fiscal Year 2019 TTD Budget for Review and Possible Action (Item VIII.D.)	148
B. Authorize Contract Extension in the Amount Not to Exceed \$340,000 and Task Orders for Professional Public Outreach Consulting Services for the US 50 South Shore Community Revitalization Project, the SR89/Fanny Bridge Community Revitalization Project (Inclusive of the Meeks Bike Trail Project), and Transit Operations (Item VII.A.)	132
C. Award Contract for Professional Consulting Services for the Recreation Travel Regional Revenue Action Plan in an Amount Not to Exceed \$1,182,000 and Approve the First Task Order for \$332,000 (Item VIII.E.)	190

IV. PUBLIC INTEREST COMMENTS

V. ADJOURNMENT

**TAHOE TRANSPORTATION DISTRICT (TTD)
TAHOE TRANSPORTATION COMMISSION (TTC)
Meeting Agenda**

**Parasol Tahoe Community Foundation
Meeting Room
948 Incline Way
Incline Village, NV**

**September 14, 2018
9:30 a.m.**

All items on this agenda are action items unless otherwise noted. Items on the agenda may be taken out of order. The Board may combine two or more items for consideration. The Board may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

I. CALL TO ORDER AND GENERAL MATTERS

- A. Roll Call and Determination of Quorum of TTD/TTC
- B. Approval of Agenda for September 14, 2018
- C. Approval of Minutes of August 10, 2018

II. PUBLIC INTEREST COMMENTS

At this time, members of the public shall have the opportunity to directly address the Board. All comments are to be limited to no more than five minutes per person. The Board is prohibited by law from taking immediate action on or discussing issues raised by the public that are not listed on this agenda. In addition, members of the public shall have the opportunity to directly address the Board after each item on which action may be taken is discussed by the public body, but before the public body takes action on the item.

III. BUDGET FINANCE COMMITTEE REPORT

IV. TAHOE REGIONAL PLANNING AGENCY ADVISORY PLANNING COMMISSION APPOINTEE REPORT

V. TAHOE TRANSPORTATION COMMISSION (TTC) BUSINESS ITEMS

	<u>Page</u>
A. <i>For Possible Action:</i> Recommend Approval of the Regional Transit Asset Management Targets and State of Good Repair Funding Program to the Tahoe Metropolitan Planning Organization Governing Board	1
B. <i>For Possible Action:</i> Recommend Adoption of the 2019 Federal Transportation Improvement Program to the TMPO Governing Board	8
C. <i>For Possible Action:</i> Open a Public Comment Period on Draft TMPO Linking Tahoe: Active Transportation Plan -Technical Amendment #1	129

VI. ADJOURN AS TTC AND RECONVENE AS TTD

VII. TAHOE TRANSPORTATION DISTRICT (TTD) CONSENT ITEMS

(All items for possible action)

	<u>Page</u>
A. Authorize Contract Extension in the Amount Not to Exceed \$340,000 and Task Orders for Professional Public Outreach Consulting Services for the US 50 South Shore Community Revitalization Project, the SR89/Fanny Bridge Community Revitalization Project (Inclusive of the Meeks Bike Trail Project), and Transit Operations	132

VIII. TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS	<u>Page</u>
A. <i>Informational only:</i> Transit 2019 Plan and Transition Plan Updates	134
B. <i>For Possible Action:</i> Open Public Comment Period for Proposed Fares for the New Route 22 and Extended Paratransit Service Beyond the One Mile Service Range Approved in the 2019 Plan	142
C. <i>For Possible Action:</i> Authorize the Release of a Request for Proposals for the Purchase of Battery-Electric Buses	146
D. <i>For Possible Action:</i> Amendment of Fiscal Year 2019 TTD Budget for Review and Possible Action	148
E. <i>For Possible Action:</i> Award Contract for Professional Consulting Services for the Recreation Travel Regional Revenue Action Plan in an Amount Not to Exceed \$1,182,000 and Approve the First Task Order for \$332,000	190
IX. DISTRICT MANAGER REPORT	
X. BOARD, COMMISSION MEMBER AND STAFF COMMENTS	
XI. PUBLIC INTEREST COMMENTS	
XII. ADJOURNMENT	

COMPLIANCE WITH PUBLIC NOTICE REQUIREMENTS

This notice and agenda has been posted at the TTD office and at the Stateline, Nevada post office. The notice and agenda has also been posted at the North Tahoe Conference Center in Kings Beach, the Incline Village GID office and the North Tahoe Chamber of Commerce and on the TTD website: www.tahoetransportation.org.

For those individuals with a disability who require a modification or accommodation in order to participate in the public meeting, please contact Judi Allen at (775) 589-5502 or jallen@tahoetransportation.org.

Nevada Open Meeting Law Compliance

Written notice of this meeting has been given at least three working days before the meeting by posting a copy of this agenda at the principal office of the Board and at three other separate, prominent places within the jurisdiction of the Board not later than 9 a.m. of the third working day before the meeting.

Written notice of this meeting has been given by providing a copy of this agenda to any person who has requested notice of the meetings of the Board. Such notice was delivered to the postal service used by the Board not later than 9 a.m. of the third working day before the meeting for transmittal to the requester by regular mail, or if feasible for the Board and the requester has agreed to receive the public notice by electronic mail, transmitted to the requester by electronic mail sent not later than 9 a.m. of the third working day before the meeting.

Supporting materials were provided to any person requesting such materials and were made available to the requester at the time the material was provided to the members of the Board or, if provided to the members of the Board at the meeting, were made available to the requester at the meeting and are available on the TTD website: www.tahoetransportation.org. Please send requests for copies of supporting materials to Judi Allen at (775) 589-5502 or jallen@tahoetransportation.org.

**TAHOE TRANSPORTATION DISTRICT
BUDGET FINANCE COMMITTEE MEETING MINUTES
August 10, 2018**

Committee Members in Attendance:

Steve Teshara, SS-TMA
Jaime Wright, TNT-TMA
Marsha Berkbigler, Washoe County

Committee Members Absent:

Will Garner, Placer County, Chair

Others in Attendance:

Carl Hasty, Tahoe Transportation District
Leslie Conard, Tahoe Transportation District
Judi Allen, Tahoe Transportation District

I. PUBLIC INTEREST COMMENTS

No public interest comments were made.

II. RECOMMENDATION OF APPROVAL OF MINUTES OF JULY 13, 2018

Ms. Berkbigler made the motion to recommend approval of the minutes of July 13, 2018. Ms. Wright seconded the motion. The motion passed.

III. DISCUSSION ITEMS

(All Items for Possible Recommendation)

A. Review and Acceptance of the District's Financial Statement of Operations for May 2018

Ms. Conard reviewed this item.

Ms. Berkbigler made the motion to recommend acceptance of the District's Financial Statement of Operations for May 2018. Ms. Wright seconded the motion. The motion passed unanimously.

IV. PUBLIC INTEREST COMMENTS

No public interest comments were made.

V. ADJOURNMENT

**TAHOE TRANSPORTATION DISTRICT / COMMISSION
BOARD MEETING MINUTES
August 10, 2018**

TTD/C Board Members in Attendance:

Steve Teshara, SS-TMA, Chair
Marsha Berkbigler, Washoe County
Peter Kraatz, Placer County
Nancy McDermid, Douglas County
Sue Novasel, El Dorado County
Austin Sass, City of South Lake Tahoe
Andrew Strain, Member at Large
Jaime Wright, TNT-TMA
Kevin Yount, Caltrans
Mike Gabor, U.S. Forest Service

TTD/C Board Members Absent:

Lucia Maloney, Carson City, Vice Chair
Sondra Rosenberg, NDOT
Neil Mortimer, Washoe Tribe

Others in Attendance:

Carl Hasty, Tahoe Transportation District
Joanie Schmitt, Tahoe Transportation District
Tara Styer, Tahoe Transportation District
Nick Haven, Tahoe Regional Planning Agency
Judy Weber, Tahoe Regional Planning Agency
Morgan Beryl, Tahoe Regional Planning Agency
Judi Allen, Tahoe Transportation District

I. TAHOE TRANSPORTATION DISTRICT AND TAHOE TRANSPORTATION COMMISSION CALL TO ORDER AND ROLL

A. Roll Call and Determination of Quorum

The meeting of the Tahoe Transportation District and Tahoe Transportation Commission was called to order by Chairman Teshara at 9:30 a.m., at the Tahoe Regional Planning Agency. Roll call was taken and it was determined a quorum was in attendance for the TTD/TTC.

B. Approval of TTD/TTC Agenda of August 10, 2018

Mr. Teshara requested Items VII. and VIII. follow Item IV. Motion/second by Ms. Novasel/Ms. Berkbigler to approve the TTD/TTC agenda for today's meeting as revised. The motion passed unanimously.

C. Approval of TTD/TTC Meeting Minutes for July 13, 2018

Motion/Second by Ms. Wright/Ms. Berkbigler to approve the TTD and TTC minutes. The motion passed unanimously.

II. PUBLIC INTEREST COMMENTS

No public interest comments were made.

Mr. Strain arrived at 9:33 a.m.

III. BUDGET FINANCE COMMITTEE REPORT

Mr. Teshara reported the committee reviewed the item and recommended the requested action of the items.

IV. TAHOE REGIONAL PLANNING AGENCY ADVISORY PLANNING COMMISSION APPOINTEE REPORT

Mr. Teshara reported the Advisory Planning Commission did not meet in August.

V. TAHOE TRANSPORTATION COMMISSION (TTC) BUSINESS ITEMS

A. Discussion of the Fiscal Year 2019 Nevada Department of Transportation Work Program and the 2019-2022 Draft Statewide Transportation Improvement Program

Mr. Haven introduced Mr. Spencer of Nevada Department of Transportation. Mr. Spencer gave a presentation of NDOT's work program and noted public comment is open through August 30.

Action Requested: Informational Only

B. Conduct Public Hearing for Draft 2019 Federal Transportation Improvement Program

Ms. Weber reviewed this item and a public hearing was conducted. Mr. Kraatz noted Placer County will be submitting comments. Mr. Teshara gave Ms. Weber several comments. Mr. Teshara requested the public comment period remain open one more week until August 17.

Action Requested: For Possible Action

Ms. Novasel made the motion to keep the public comment period open until August 17, 2018. Ms. McDermid seconded the motion. The motion passed unanimously.

C. Informational presentation on www.linkingtahoe.com

Ms. Beryl introduced Rich Looney, Travel Management Coordinator. Ms. Beryl and Mr. Looney reviewed this item. Ms. Wright suggested more collaboration with the North Shore entities.

Marissa Fox, League to Save Lake Tahoe, thanked TTD and TRPA for developing the website and gave an update on the Lime Bikes.

Action Requested: Informational Only

VI. ADJOURN AS TTC AND RECONVENE AS TTD

VII. TAHOE TRANSPORTATION DISTRICT (TTD) CONSENT ITEMS

- A. Review and Acceptance of the District's Financial Statement of Operations for May 2018
- B. Review and Acceptance of the Quarterly Transit Report for the Fourth Quarter of Fiscal Year 2018

Ms. Berkbigler motioned to approve the consent calendar, Ms. Novasel seconded the motion. The motion passed unanimously.

VIII. TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS

- A. Re-open the Public Hearing to Receive Comments on Proposed Changes to TTD Transit Service Operations for Federal Fiscal Year 2019, Close the Public Comment Period, and Adopt Resolution 2018-007 to Approve Transit Service Plan Changes Based on Findings Related to the California Environmental Quality Act, the Regional Transportation Plan, TTD's Transit Master Plan, and Short Range Transit Plan

Mr. Strain recused himself from this item.

Ms. Styer reviewed this item.

Ms. Novasel noted she is in favor of keeping paratransit service in the more rural areas.

Public Comment:

Mike Riley, president of The Ridge Tahoe Board of Directors, introduced Angel Naves, Director of Operations for The Ridge Tahoe. Mr. Riley stated The Ridge Tahoe started operations in 1983 and has always supported transit services.

Mr. Naves noted The Ridge Tahoe has been contributing to the transit system for 15 years, which comes from an assessment collected from the owners of the Association. Mr. Naves stated he is thankful for the reconsideration of retaining Route 23 service.

Marissa Fox, League to Save Lake Tahoe, stated the League extends their sincere gratitude for the open communication, however they continue to be concerned regarding by TTD's reliance on the unidentified private company to provide winter shuttles and the potential increase in vehicle miles traveled.

Andrew Strain, representing Heavenly, recommended the Board take the action with a budget for the change in service.

Liz Otterstrom, Tahoe Village, had concerns regarding the proposed reduced service hours.

Bart Libby, parent of paratransit rider, expressed how important the paratransit service is on many levels for developing independent skills and giving his son his freedom.

Abrile Vivanco, Tahoe Village HOA, has two concerns, the first is the elimination of the winter routes which will create a huge impact on parking and safety at the top of Kingsbury, the second is in regard to the unknown changes of the stops.

Ms. Styer explained the stop changes are still being evaluated and any new stops will need permits.

Mr. Hasty noted an article that was published after the last Board meeting implied the District is headed towards bankruptcy, which is inaccurate. Mr. Hasty explained that like any local government, there can be resource issues that needs to be adjusted for and that he transit service is staying, and the District is taking steps to address how to be sustainable and be in a position to enhance its resources. Mr. Teshara noted staff will return to September meeting with a full roll-out plan, including a budget showing how the paratransit service will be maintained.

Action Requested: For Possible Action

Ms. Novasel made a motion to close the public hearing, adopt Resolution 2018-007 and modify Exhibit A of Resolution 2018-007 to retain Paratransit Service to Christmas Valley and North Upper Truckee. The last sentence of bullet 4 of the Change Summary will be struck. Ms. Berkbigler seconded the motion. The motion passed unanimously.

B. Request to Appoint Replacement of Ron Treabess to the District's Finance Committee

Mr. Teshara reviewed this item.

Action Requested: For Possible Action

Ms. Berkbigler/Mr. Kraatz made the motion to appoint Ms. Wright to the District's Finance Committee. The motion passed unanimously.

Mr. Hasty introduced Mr. Yount as the Caltrans representative to the Board.

Mr. Strain left at 11:35 a.m.

IX. DISTRICT MANAGER REPORT

Mr. Hasty noted the Annual Federal Summit event was held, with the District providing the transit. He added during Senator Feinstein's luncheon, Mr. Teshara reported on the District's regional revenue efforts.

X. BOARD, COMMISSION MEMBER AND STAFF COMMENTS

Mr. Kraatz commented Placer County is close to completing the Dollar Creek shared use trail and hopes to have a ribbon cutting in October.

Ms. Wright noted a new transit website was launched for the North Shore and Truckee.

Mr. Yount stated Caltrans will be releasing the Sustainable Communities planning grant in mid-September with applications due in November.

Mr. Nygaard noted the Fanny Bridge project will be extended into next year.

XI. PUBLIC INTEREST COMMENTS

No public interest comments were made.

XII. ADJOURNMENT

The meeting adjourned at 12:00 p.m.

Respectfully Submitted:

*Judi Allen
Executive Assistant
Clerk to the Board
Tahoe Transportation District*

(The above meeting was recorded in its entirety, anyone wishing to listen to the aforementioned tapes, please contact Judi Allen, Clerk to the Board, (775) 589-5502.)

MEMORANDUM

Date: September 10, 2018
To: Tahoe Transportation Commission (TTC)
From: TRPA Staff
Subject: Recommend Approval of the Regional Transit Asset Management Targets and State of Good Repair Funding Program to the Tahoe Metropolitan Planning Organization Governing Board

Action Requested:

It is requested the TTC recommend approval of regional Transit Asset Management (TAM) targets and establishment of the Tahoe Fleet Replacement Fund (Attachment A) to the Tahoe Metropolitan Planning Organization (TMPO) Governing Board.

Staff Recommendation:

Staff recommends the TTC Board recommend approval of the regional TAM targets and establishment of the Tahoe Fleet Replacement Fund to the TMPO Governing Board.

Project Description/Background:

In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) required Metropolitan Planning Organizations (MPOs) to establish and use a performance-based approach to transportation decision making and development of transportation plans. Each MPO must establish performance targets that address the MAP-21 transit asset management (TAM) performance measures by October 1, 2018. TRPA, acting as the Tahoe Metropolitan Planning Organization (TMPO), will reassess and set TAM targets every four years for the Lake Tahoe Region through a collaborative process with both transit operators, the Tahoe Transportation District (TTD) and Placer County operating Tahoe Truckee Area Regional Transit (TART). The TAM targets identified in Attachment A are interim targets that will be reassessed during the next update of the Regional Transportation Plan (RTP) and memorialized by an amendment to the TRPA/Transit Operator Memorandum of Understanding (MOU).

In addition to the TAM target setting process, TRPA, TTD, and TART have proposed to establish a regional state of good repair (SGR) funding program to maximize limited federal and state funding for transit asset replacement. Beginning next fiscal year (FY

KS/ja

AGENDA ITEM: V.A.

2020), TRPA will annually apportion federal and state capital replacement funds from FTA 5339, 5310, and TDA SGR programs into a “Tahoe Fleet Replacement Fund.” The capital replacement program will identify priority projects by utilizing a regional capital replacement list that ranks transit assets from greatest to lowest replacement need based on designated criteria. The list will be updated annually by TRPA based on data provided by TTD and TART. In addition to the new TAM guidelines and performance measures, the Tahoe Fleet Replacement Fund process will be amended into the TRPA/Transit Operator MOU between TRPA, TART and TTD.

Contact Information:

If you have any questions or comments regarding this item, please contact Kira Smith at ksmith@trpa.org or (775) 589-5236.

Attachment:

- A. Lake Tahoe Performance-Based Planning: Regional Transit Asset Management Targets and Tahoe Fleet Replacement Fund

KS/ja

AGENDA ITEM: V.A.

Lake Tahoe Performance-Based Planning: Regional Transit Asset Management Targets and Tahoe Fleet Replacement Fund

September 2018

Tahoe Regional Planning Agency

Tahoe Transportation District

Placer County - Department of Public Works

Performance-Based Planning and Programming Requirements

In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) required Metropolitan Planning Organizations (MPOs) to establish and use a performance-based approach to transportation decision making and development of transportation plans. Each MPO must establish performance targets that address the MAP-21 transit asset management (TAM) performance measures by October 1st, 2018. The Tahoe Regional Planning Agency (TRPA), acting as the Tahoe Metropolitan Planning Organization (TMPO), will reassess and set TAM targets every four years for the Lake Tahoe Region through a collaborative process with both transit agencies, the Tahoe Transportation District (TTD) and Placer County operating Tahoe Truckee Area Regional Transit (TART). TRPA, TTD, and TART will cooperatively develop and share information related to transportation performance data and targets to be used in tracking progress toward attainment of critical outcomes for the Region.

In addition to setting TAM targets, every transit agency is required to develop a TAM Plan if it owns, operates, or manages capital assets to provide public transportation and if it receives federal financial assistance as a recipient or subrecipient. The Federal Transit Administration (FTA) classifies transit agencies into two groups with different TAM Plan requirements. TTD and TART are both considered Tier II agencies because they operate fewer than 100 vehicles across all fixed route modes. As Tier II agencies, TTD and TART included in their TAM Plans an inventory of assets, a condition assessment of inventoried assets, a description of their decision support tools and methodology, and a prioritized list of investments. TRPA will incorporate each agency's TAM goals, performance measures, targets, and process into the regional performance-based planning process and TAM/SGR funding program.

Transit Asset Management Target Setting

The TAM Final Rule 49 US 625 became effective October 1st, 2016 and established four performance measures. Transit agencies and MPOs must set performance targets for asset classes in rolling stock, equipment, facilities, and infrastructure. Neither TTD nor TART own or operate infrastructure. Transit agencies set targets based on their own fiscal year and asset class and document their transit asset management process in the TAM Plan. TRPA, in coordination with TTD and TART, sets one region-wide target for each asset type for all transit providers in the Lake Tahoe Region. This allows TRPA to assess progress towards region-wide attainment of transit SGR and better determine how funding decisions support regional targets.

Table 1: Transit Asset Management Asset Categories

Asset Category	Examples	Performance Measure
Rolling Stock	Revenue service vehicles such as buses, cutaway buses, trolley buses, vans.	The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
Equipment	Non-revenue service vehicles including automobiles, other rubber tire vehicles, and other steel wheel vehicles.	The percentage of non-revenue service vehicles (by type) that exceed the ULB.
Facilities	Administrative, maintenance, passenger, and parking facilities.	The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) scale.

Infrastructure *Not applicable in Tahoe	Fixed guideway, signal systems, and structures (bridges, tunnels, etc.).	The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.
---	--	---

Useful Life Benchmark

The FTA requires transit agencies to inventory their assets and assign ratings based on the asset's age and condition. Useful life benchmark (ULB) is used to measure the performance of revenue vehicles (rolling stock) and service vehicles (equipment) and is a baseline for setting performance measure targets. Each vehicle type's ULB estimates how many years that vehicle can remain in service and still be in a state of good repair. Measuring vehicles based on ULB allows agencies to determine whether it is cost effective to operate an asset before ongoing maintenance costs outweigh replacement costs. When an asset reaches the maximum ULB, it enters the state of good repair backlog and is prioritized for replacement. Lake Tahoe transit operators must deal with difficult winter weather and provide services during severe snow storms. Icy roads, extreme cold weather, and difficult terrain put stress on transit operations and diminish the life cycle of assets. Costs associated with preventative maintenance typically increase when weather conditions worsen. Due to these operational hazards, Lake Tahoe transit operators determined FTA's default ULBs do not accurately reflect actual asset life cycles for Tahoe assets, and are too high to ensure TART and TTD maintain assets in a state of good repair. Under FTA's default ULB, the life cycle for automobiles (AO), buses (BU), cutaway buses (CU), other rubber tire vehicles, and vans are eight years, fourteen years, ten years, fourteen years, and eight years, respectively. TTD, TART, and TRPA met to define the ULB for each vehicle type operating at Lake Tahoe based on actual maintenance data. TART and TTD will use a ULB of eight years for automobiles (AO), twelve years for buses (BU), seven years for cutaway buses (CU), ten years for other rubber tire vehicles, and five years for small cutaways/vans (VN).

Table 2: Lake Tahoe Adjusted Useful Life Benchmark (ULB)

Vehicle Type		Tahoe Adjusted ULB (in years)
AO	Automobile	8
BU	Bus	12
CU	Cutaway bus	7
	Other rubber tire vehicles	10
VN	Small Cutaway/Van	5

Regional Transit Asset Management Targets

TTD and TART set regional asset management targets through the next four fiscal years using the adjusted ULB and FTA's Transit Economic Requirements Model (TERM) scale.

Table 3: Transit Economic Requirements Model (TERM) Scale

TERM Rating	Condition	Description
Excellent	4.8 – 5.0	No visible defects, near-new condition
Good	4.0 – 4.7	Some slightly defective or deteriorated components
Adequate	3.0 – 3.9	Moderately defective or deteriorated components
Marginal	2.0 – 2.9	Defective or deteriorated components in need of replacement
Poor	1.0 – 1.9	Seriously damaged components in need of immediate repair

Considering targets each agency set for their asset classes, pending fleet and equipment purchases, and future funding, TRPA, TTD, and TART set interim regional targets for each asset category and transit asset class operated in Lake Tahoe. Interim targets in Table 4 will be reassessed during the next update of the Regional Transportation Plan (RTP) and memorialized by an amendment to the TRPA/Transit Operator Memorandum of Understanding (MOU).

Table 4: Regional Transit Asset Management Performance Targets

Asset Category	Performance Measure	Estimated Current % (TART)	Estimated Current % (TTD)	Regional Target for 2020 RTP Cycle
ROLLING STOCK				
Bus (BU)	Percentage of buses that exceed ULB of 12 years	36%	38%	42%
Cutaway bus (CU)	Percentage of cutaway buses that exceed ULB of 7 years	100%	0%	100%
Small Cutaway/Van (VN)	Percentage of small cutaway buses and vans that exceed ULB of 5 years	N/A	58%	80%
EQUIPMENT				
Automobile (AO)	Percentage of automobiles that exceed ULB of 8 years	0%	0%	50%
Other rubber tire vehicles	Percentage of other rubber tire vehicles that exceed ULB of 10 years	0%	33%	50%
FACILITIES				
Administrative and maintenance facilities	Percentage of administrative and maintenance facilities rated less than 3.0 on the TERM scale	0%	N/A	0%
Passenger facilities	Percentage of passenger facilities rated less than 3.0 on the TERM scale	16%	22%	30%

State of Good Repair Regional Funding Program

In April 2013, the FTA estimated the nation had an accumulated state of good repair reinvestment shortfall of \$77.7 billion. Many transit agencies lack effective asset condition assessment tools and capacity to establish capital spending priorities. New requirements to complete TAM Plans will help transit agencies prioritize capital spending and coordinate with other regional transit providers. The Tahoe Region receives just over \$1 million from the FTA 5307 and 5339 formula grant programs annually to cover capital transit costs, as shown below.

Table 5: FTA 5307, 5339, 5310 Full-Year Apportionments (FY 2018)

Totals by Operator (Earned + Base)					
	5307-Total	5307-Ops (75%)	5307-Cap (25%)	5339	5310
TTD	\$1,922,810	\$1,442,108	\$480,703	\$255,032	\$49,588
Placer (TART)	\$968,722	\$726,541	\$242,180	\$146,641	\$0
Total	\$2,891,532	\$2,168,649	\$722,883	\$401,673	\$49,588

Source: FTA Full Apportionments FY 2017-2018

TTD and TART both utilize nearly all of the apportioned 5307 capital funds (just over \$700,000 total) for annual preventative maintenance. This leaves about \$400,000 in federal funds to replace, rehabilitate, or purchase buses and equipment. In addition to \$400,000 from the FTA, Lake Tahoe annually receives around \$150,000 through the California Transportation Development Act (TDA) state of good repair (SGR) program. The TDA SGR program is funded through Senate Bill 1 to provide funding to repair highways, bridges and local roads, to make strategic investments in congested commute and freight corridors, and to improve transit service. In sum, the total federal and state money received annually for capital asset replacements or purchases barely covers the cost of a new 35-foot CNG or Diesel bus and would leave a \$300,000 deficit with the purchase of a new electric bus. The funds are currently split between TART and TTD using formulas defined in the TRPA/Transit Operator MOU. With limited funding for fleet replacement, a regional replacement program identified below will be updated and memorialized into the MOU.

Tahoe Fleet Replacement Fund

To maximize limited federal and state funding for transit asset replacement, TRPA, TTD, and TART developed a regional SGR funding program. Beginning next fiscal year (FY 2020) TRPA will annually apportion federal and state capital replacement money from FTA 5339, 5310, and TDA SGR programs into a "Tahoe Fleet Replacement Fund".

This will fund TTD and/or TART projects from a priority list, which is determined using replacement criteria developed collaboratively by TRPA, TTD, and TART. Each vehicle will be evaluated annually based on the following criteria:

1. **Age** – Vehicles whose age exceeds the defined ULB will be prioritized for replacement.
2. **Mileage** – Vehicles with above average mileage will be prioritized for replacement.
3. **Condition assessment** – Maintenance technicians will assess each vehicle using the TERM scale criteria. Vehicles with condition ratings below 3.0 on the TERM scale will be prioritized for replacement.
4. **Maintenance costs** – Vehicles whose cost per mile exceeds the average cost per mile will be prioritized for replacement.

Using these four criteria, assets will be placed on the priority replacement list ranking from greatest replacement need to lowest replacement need. TRPA is responsible for tracking the available funding and authorizing replacement vehicles annually through consultation with TTD and TART. Upon authorization, the operator will be responsible for entering and administering the project in FTA's TrAMS system. The list will be adjusted annually as new vehicles are purchased, old vehicles are replaced, and as new needs arise. Despite a need to increase fleet sizes to accomplish regional transit mode share goals of five percent, the Tahoe Fleet Replacement Fund will be limited to asset replacement only and will not fund new bus purchases for fleet expansion. TRPA, TTD, and TART will continue working together to identify new funding sources for transit and asset management that can potentially be added to this funding program. The new Tahoe Fleet Replacement Fund and TAM program will be amended in to the Transit MOU between TRPA, TART, and TTD.

MEMORANDUM

Date: September 10, 2018

To: Tahoe Transportation Commission (TTC)

From: Tahoe Metropolitan Planning Organization (TMPO) Staff

Subject: Recommend Adoption of the 2019 Federal Transportation Improvement Program to the Tahoe Metropolitan Planning Organization Governing Board

Action Requested:

It is requested the TTC recommend adoption of the 2019 Federal Transportation Improvement Program (FTIP) to the TMPO Governing Board.

Background:

The Tahoe Metropolitan Planning Organization prepares and adopts the FTIP every two years in accordance with the United States Department of Transportation's metropolitan transportation planning and programming regulations Title 23 Code of Federal Regulations Part 450. Regulations require the FTIP to be updated at least every four years, cover a programming period of not less than four years, be financially constrained, and contain a list of projects grouped by year.

The FTIP is a comprehensive four-year program consisting of transportation projects for highway, transit, and bicycle and pedestrian projects that are consistent with the Lake Tahoe Regional Transportation Plan and related local, state, and federal planning processes. Projects programmed in the FTIP are federally funded, regionally significant, or require a federal action. The 2019 FTIP covers federal fiscal years 2018-2019 through 2021-2022.

The draft 2019 FTIP was released on July 10, 2018 for a 30-day public comment period. The comment period was extended by one week, moving the closing date from August 10, 2018 to August 17, 2018. The document was emailed out to transportation partners and was available for viewing on the [TRPA website](#). A public hearing was held at the August 10, 2018 TTC board meeting to solicit comments on the draft 2019 FTIP.

Discussion:

Staff received a total of six comments during the public comment period. All comments were reviewed, responded to, and incorporated in the final 2019 FTIP. The comments and responses are in Attachment A.

JW/ja

AGENDA ITEM: V.B.

The 2019 FTIP is scheduled for adoption on September 26, 2018 at the TMPO Governing Board meeting. Once adopted, the document will be submitted to California and Nevada Departments of Transportation for inclusion in the Statewide TIPs. Final Federal approval is targeted for December 17, 2018.

Additional Information:

If you have any questions regarding this item, please contact Judy Weber at jweber@trpa.org or 775-589-5203.

Attachments:

- A. Public Comments and Responses
- B. Final 2019 FTIP

Below is the record of comments received during the 30-day public comment period for the Draft 2019 Federal Transportation Improvement Program from July 10, 2018 through August 17, 2018. The public comment period was extended by one week; from 8/10/18 to 8/17/18.

Number	Name	Agency	Date Received	Comment
1	Abhijit Badge	Caltrans	7/18/18	<ol style="list-style-type: none"> 1. FTA 5310 Program: explain basis for revenue/programming for FYs 20/21 through 2021/22. 2. CTIPS Ids: 220-0000-0137, 220-0000-0049: Clarify the basis for programming FTA 5310 program funding in future FYs as project list is approved by the CTC on annual basis.
2	Joseph Spencer	NDOT	7/18/18	<ol style="list-style-type: none"> 1. Move SR28 Marlette Creek Water Quality Improvement project into FFY20 due to updated schedule from NDOT Project manager. 2. Incline Way Pedestrian Path project is in an indeterminate state at this time and should be pushed to FFY19.
3	Donaldo Palaroan	El Dorado County	8/8/18	<ol style="list-style-type: none"> 1. El Dorado submitted a request to substitute the Purchase of Bobtail Dump Truck with a Street Sweeper on July 13, 2018. Draft FTIP doesn't make note of this change. 2. Greenway Shared Use Trail Phases 1b&2 Project: <ul style="list-style-type: none"> • The PRIOR column does not show phase of work for ATP PE and CTC PE. There should be a row for each. • Should the fund source Local funds Property Tax be LTCC Bond per LT info? 3. There is a misspelling of project manager's last name. The correct spelling of last name is Palaroan.
4	Steve Teshara	TTC Board, South Shore Transportation Management Association	8/10/18	<ol style="list-style-type: none"> 1. The Tahoe Transportation Commission members need to be added to the contributors' page in the narrative. 2. The impact of northern Nevada should to be mentioned in the Tahoe visitation sentence on page 5. 3. Add how the FTIP will achieve the Performance Measure targets on page 10. 4. Requesting to extend the Public Comment Period (PCP) one week - through 8/17/18.

5	Kansas McGahan/Ryan Decker	Placer County	8/16/18	<p>1. Tahoe City Downtown Access Improvements updates needed:</p> <ul style="list-style-type: none"> • Project Description: The project will implement parking expansion and consolidation at Grove Street, improve pedestrian access and safety at crossings in downtown Tahoe City, and construct a Class 1 path to close a gap in the Lakeside Trail. Improvements are expected to improve vehicular level of service (LOS), reduce reliance on the private automobile and improve pedestrian safety • Project Title: Tahoe City Downtown Access & Mobility Improvements • Increase the TOT to \$250,000 in 18/19 <p>2. Kings Beach Western Approach – Need to add TOT \$100k PE in 18/19</p> <p>3. North Tahoe Regional Trail Phase 1 – increase the TOT dollar amount on the project in 19/20 to match the awarded amount of \$400k.</p>
6	Danielle Hughes	TTD	8/17/18	<p>1. Please remove the US 50 Safety Improvement and Complete Streets-Hwy 50 East Corridor Planning from the Draft FTIP.</p> <p>2. There is no local match programmed on the NV Stateline to Stateline Corridor Improvements – Round Hill Pines to Zephyr Cove.</p>

Below is the comment number, response date, and response.

Number	Date Responded	Response
1	7/19/18	<p>1. The FTA 5310 revenue/programming of \$50,000 (actual \$49,588) is the annual formulaic apportionment TRPA receives under the large UZA designation - population >200,000. The apportionment amount entered over the next four years is based on the FFY 17/18 apportionment of \$49,588 at: https://www.transit.dot.gov/funding/apportionments/table-8-fy-2018-section-5310-enhanced-mobility-seniors-and-people</p> <p>2. CTIPS IDs: 220-0000-0137, 220-0000-0049: The amount programmed in the two CTIPS IDs listed is TRPA's annual formulaic apportionment (above link). The 5310 apportionment is allocated between the two transit operators in the Tahoe Region; TTD and Placer County TART over the four-year FTIP cycle.</p>
2	8/9/18	<p>1. The SR 28 Marlette Creek Water Quality Improvement project was moved to FFY 2020 based on the updated PM schedule. CTIPS ID 220-0000-0144</p> <p>2. Moved out the Incline Way Pedestrian Path project from FFY18 to FFY19. CTIPS ID 220-0000-0110</p>
3	8/8/18	<p>1. Replaced the purchase of Bobtail Dump Truck with a Street Sweeper and updated the project title and description. Increased county match funds by \$88,000. CTIPS ID 220-0000-0147</p> <p>2. Greenway Shared Used Trail Phases 1b&2: Updated the Detailed Backup Listing for Grouped Projects Bicycle and Pedestrian Facilities sheet to show prior phases of work and corresponding funds. Revised fund source from Property Tax funds to Local funds – LTCC Bond funds. CTIPS ID 2200-0000-0110</p> <p>3. Corrected project manager's last name on the El Dorado bike and pedestrian projects.</p>
4	8/10/18	<p>1. Included the Tahoe Transportation Commission members on the contribution page.</p> <p>2. Added Nevada to the FTIP visitation sentence. Page 5</p> <p>3. Expanded on Performance Measures and the targets. Page 10</p> <p>4. Granted the request to extend the public comment period through 8/17/18.</p>
5	8/21/18	<p>1. Tahoe City Downtown Access Improvements project. CTIPS ID 220-0000-0110:</p> <ul style="list-style-type: none"> • Updated the project title and description as noted • Added TOT funds of \$100,000 for PE in 18/19 <p>2. Kings Beach Western Approach project: Added TOT funds of \$100,000 to PE in 18/19. CTIPS ID 220-0000-0141</p> <p>3. North Tahoe Regional Bike Trail Phase 1 project: Increased TOT funds by \$200,000 to PE in 19/20 to match award amount. CTIPS ID 220-0000-0110</p>
6	8/20/18	<p>1. Removed the US 50 Safety Improvement and Complete Streets-Hwy 50 East Corridor Planning project. Local match not secured.</p> <p>2. Nevada Stateline to Stateline Corridor Improvements - Round Hill Pines to Zephyr Cove project: programmed local match (NV License plate fund) \$62,000 to PE 19/20. CTIPS ID 220-0000-0150</p>

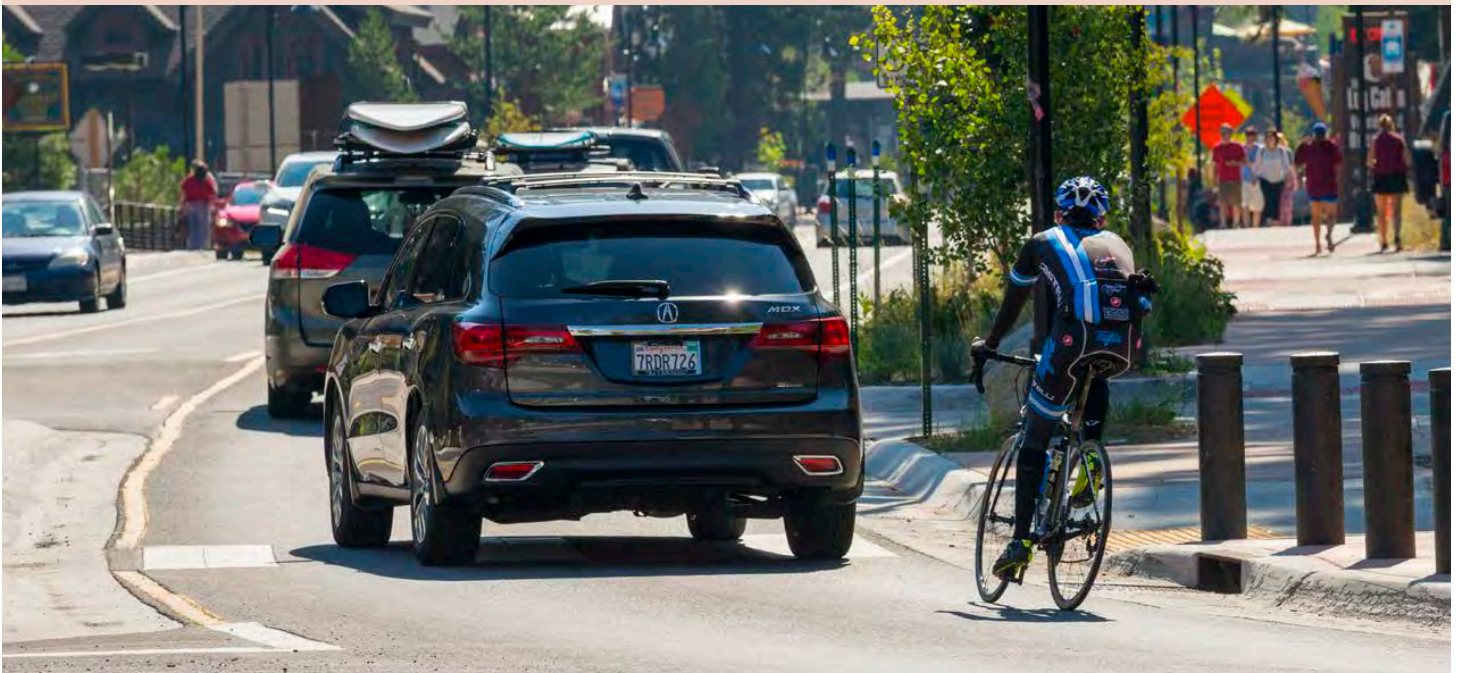


2019 - 2022

TAHOE REGIONAL PLANNING AGENCY

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

FINAL September 2018



2019 Federal Transportation Improvement Program Federal Fiscal Years 2019 - 2022

Prepared by:

Tahoe Regional Planning Agency/
Tahoe Metropolitan Planning Organization
128 Market Street, Stateline, NV 89449
Contact: Judy Weber, Transportation Planner
Phone: 775-589-5203; Email: jweber@trpa.org
www.trpa.org/transportation/

Governing Board

James Lawrence, Chair	Nevada Department of Conservation and Natural Resources Representative
Bill Yeates, Vice Chair	California Senate Rules Committee Appointee
Shelly Aldean	Carson City Representative
Marsha Berkgigler	Washoe County Commissioner, District 1
Casey Beyer	Governor of California Appointee
William "Bud" Hicks	Presidential Appointee
Belinda Faustinos	California Assembly Speaker Appointee
Timothy Cashman	Nevada At-Large Member
Austin Sass	City of South Lake Tahoe Mayor
Nancy McDermid	Douglas County Commissioner
Barbara Cegavske	Nevada Secretary of State
Mark Bruce	Governor of Nevada Appointee
Sue Novasel	El Dorado County Supervisor, District 5
Larry Sevison	Placer County Representative
E. Clement Shute Jr	Governor of California Appointee
Mike Gabor	USFS Forest Engineer (TMPO Board Member)

Tahoe Transportation Commission

Steve Teshara	Chair, South Shore Transportation Management Association
Nancy McDermid	Vice Chair, Douglas County
Marsha Berkgigler	Washoe County
Austin Sass	City of South Lake Tahoe
Andrew Strain	Member at Large
Will Garner	Placer County
Jaime Wright	Truckee-North Tahoe Transportation Management Association
Lucia Maloney	Carson City
Sue Novasel	El Dorado County
Kevin Yount	Caltrans
Sondra Rosenberg	NDOT
Michael Gabor	U.S. Forest Service
Neil Mortimer	Washoe Tribe of California and Nevada

Tahoe Regional Planning Agency Executive Staff

Joanne S. Marchetta	Executive Director
John Marshall	General Counsel
John Hester	Chief Operating Officer
Julie Regan	Chief, External Affairs/Deputy Director

Tahoe Regional Planning Agency Staff Contributors

Judy Weber	Associate Transportation Planner
Michelle Glickert	Principle Transportation Planner
Nick Haven	Long Range and Transportation Planning Division Manager

Disclaimer

The Tahoe Regional Planning Agency (TRPA) 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.

TABLE OF CONTENTS

EXECUTIVE SUMMARY	1
GLOSSARY: ACRONYMS AND DEFINITIONS	3
SECTION 1: REGIONAL SNAPSHOT	5
SECTION 2: FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM	6
SECTION 3: LAKE TAHOE TRANSPORTATION PLANNING STRUCTURE	7
3.1 TAHOE REGIONAL PLANNING AGENCY	8
3.2 TAHOE METROPOLITAN PLANNING ORGANIZATION.....	8
3.3 REGIONAL TRANSPORTATION PLANNING AGENCY (CA ONLY)	9
3.4 TAHOE REGIONAL PLANNING AGENCY ADVISORY PLANNING COMMISSION	9
3.5 TAHOE TRANSPORTATION COMMISSION.....	9
3.6 TAHOE TRANSPORTATION DISTRICT.....	9
SECTION 4: CONSISTENCY WITH PLANS AND STATE AND FEDERAL PROGRAMMING	10
4.1 LAKE TAHOE REGIONAL PLAN.....	10
4.2 REGIONAL TRANSPORTATION PLAN.....	10
4.3 SUSTAINABLE COMMUNITIES STRATEGY	10
4.4 PERFORMANCE MANAGEMENT.....	11
4.5 PUBLIC PARTICIPATION PLAN.....	13
4.6 LAKE TAHOE ENVIRONMENTAL IMPROVEMENT PROGRAM.....	13
4.7 CALIFORNIA PROGRAMMING.....	13
4.8 NEVADA PROGRAMMING	13
4.9 FEDERAL PROGRAMMING.....	14
SECTION 5: 2019 FTIP DEVELOPMENT	14
5.1 AGENCY CONSULTATION	14
5.2 PRELIMINARY FINANCIAL ESTIMATES.....	14
5.3 PROJECT SELECTION, PRIORITIES, AND REGIONAL GRANT PROGRAM	15
5.4 EXPEDITED PROJECT SELECTION PROCESS.....	15
5.5 PUBLIC PARTICIPATION.....	16
5.6 VISUALIZATION	16
SECTION 6: FINANCIAL CONSTRAINT/PLAN AND FUNDING SOURCES	17
6.1 FINANCIAL CONSTRAINT	17
6.2 FINANCIAL PLAN	17
6.3 FUNDING SOURCES IDENTIFIED IN THE FTIP.....	18
SECTION 7: AMENDING THE FTIP	18

7.1 AMENDMENTS.....18

7.2 ADMINISTRATIVE MODIFICATIONS.....19

SECTION 8: COMPLIANCE AND ANNUAL LISTING OF OBLIGATED PROJECTS19

8.1 PROJECT MONITORING19

8.2 TITLE VI AND ENVIRONMENTAL JUSTICE 20

8.3 ANNUAL LISTING OF OBLIGATED PROJECTS 20

SECTION 9: AIR QUALITY CONFORMITY 20

SECTION 10: 2017 FTIP ACCOMPLISHMENTS21

SECTION 11: OPERATIONS AND MAINTENANCE OF THE EXISTING SYSTEM.....21

APPENDICES

APPENDIX A: REGIONAL GRANT PROGRAM.....23

APPENDIX B: FINANCIAL SUMMARY.....47

APPENDIX C: CTIPS PROJECT SHEETS AND GROUPED PROJECTS BACKUP LISTS.....53

APPENDIX D: AMENDING THE FTIP77

APPENDIX E: EPA AIR QUALITY CONFORMITY DOCUMENTATION..... 84

APPENDIX F: TAHOE BASIN MAP87

APPENDIX G: FTIP CHECKLIST AND DEVELOPMENT GUIDANCE 89

APPENDIX H: BOARD RESOLUTION ADOPTION OF 2019 FTIP.....102

APPENDIX I: PUBLIC NOTICE.....105

APPENDIX J: PUBLIC COMMENTS AND RESPONSES107

EXECUTIVE SUMMARY

The Lake Tahoe Region is an area of exceptional natural beauty, with one of the world's deepest, clearest lakes surrounded by pine forests, meadows, and snow-capped mountain peaks. Split by the California and Nevada border, this Jewel of the Sierra is a national treasure. Protecting its sensitive environment is a top priority for the Tahoe Regional Planning Agency (TRPA) and dozens of public, private, and nonprofit partners at the local, state, and federal level. The Region's exceptional natural attributes are the biggest driver of its \$5 billion annual economy, which is based on outdoor recreation and tourism that also contribute to some of the Region's largest transportation challenges.

As the Lake Tahoe Region's federally recognized metropolitan planning organization (MPO), TRPA plays a leading role in identifying and planning solutions for its transportation challenges. Created through a Bi-State Compact between California and Nevada, TRPA leads the cooperative effort to preserve, restore, and enhance the Lake Tahoe Region, while improving local communities and visitors' interactions with its irreplaceable environment.

TRPA, in its role as the Tahoe Metropolitan Planning Organization (TMPO), is required to prepare and adopt a Federal Transportation Improvement Program (FTIP) under the federal transportation bill - Fixing America's Surface Transportation (FAST) Act. The FAST Act funds surface transportation programs for fiscal years 2016 through 2020. It mandates States and MPOs to take a performance-based approach to planning and programming. The TMPO continues to highlight the connection between project effectiveness and monitoring performance toward meeting regional and local goals. An effort to identify and implement best in practice performance metrics and intuitive public engagement tools to track progress is underway. This process is intended to provide useful information for decision-making, while fostering program alignment. TRPA's performance-based transportation planning framework incorporates Federal performance-based planning requirements outlined in MAP-21 and the FAST Act, TRPA threshold and Regional Plan performance measures, and various state metrics of performance.

TRPA has been developing and will continue to refine performance measures and now targets for the future regional transportation planning process required Safety, Pavement, Bridge, System Performance, Freight and applicable Congestion Mitigation and Air Quality (CMAQ) measures. Since this performance-based planning approach informs the Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP) to implement regional, state, and federal projects selected in the TIP it includes a process where performance in achieving regional goals is weighted to ensure projects funded will help us toward achieving existing and future goals that improve safety.

The FTIP for the Lake Tahoe Basin is a comprehensive four-year program that complies with the FAST Act requirements and consists of transportation projects for highway, transit, bicycle and pedestrian projects that receive federal funds, require a federal action, or are regionally significant. TMPO 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 TIP serves as a short-range program that implements the long-range RTP priority projects. A TIP must be updated at least every four years, covering a programming period of four years, and contain a list of projects grouped by year. Federal law requires a TIP to be financially constrained by year, meaning the amount of dollars programmed to the projects must not exceed the amount of dollars

2019 Federal Transportation Improvement Program

estimated to be available and include a financial plan to demonstrate that the projects can be implemented and funded as programmed. Projects must be listed in the current RTP constrained project list prior to being programmed in the TIP.

The 2019 FTIP programs the Region's priority transportation projects over the next four federal fiscal years (FFY) 2019 through 2022. The projects are recommended for various stages of development during the program period. The project listings include the location and description of proposed work, project cost, anticipated funding sources, and the scheduled year of work. The FTIP is a fluid document, as a project schedule is modified, so is the FTIP.

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 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
TAMP	Transit Asset Management Program
TAP	Transportation Alternative Program
TART	Tahoe Truckee Area Regional Transit

2019 Federal Transportation Improvement Program

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 Tahoe Region is located on the border of the states of California and Nevada, between the Sierra Crest and the Carson Range. Approximately two-thirds of the Region is in California, with one-third within the state of Nevada. The Tahoe Region contains an area of about 501 square miles, of which approximately 191 square miles comprise the surface waters of Lake Tahoe and includes a 37 square mile urban boundary containing the commercial and residential activity. Lake Tahoe dominates the features of the Region and is the primary focus of local and regional environmental regulations to protect its exceptional water clarity.

The Region has about 55,000 full-time residents and 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. Its largest population centers are the City of South Lake Tahoe and unincorporated communities of Meyers and Stateline on the South Shore, and unincorporated communities of Tahoe City, Kings Beach, and Incline Village on the North Shore. Newly available data show that nearly 10 million vehicles travel to Lake Tahoe each year. This heavy visitation is in large part a result of Lake Tahoe's central location in the Northern California and Nevada Megalopolis, a corridor of growing metropolitan areas that extends from the San Francisco Bay Area south to the San Joaquin Valley, and eastward to Sacramento and Reno. More than 15 million people live in this corridor and many of them drive up to Lake Tahoe to enjoy its world-class summer and winter recreation opportunities.

As the Lake Tahoe Region's federally-designated metropolitan planning organization, the Tahoe Regional Planning Agency (TRPA) plays a leading role in identifying and planning solutions for its transportation challenges. Created through a Bi-State Compact between California and Nevada, TRPA leads the cooperative effort to preserve, restore, and enhance the Lake Tahoe Region, while improving local communities and visitors interactions with its irreplaceable environment.

Lake Tahoe and the surrounding areas provide a major recreational opportunity for residents of the nearby states. The primary market for recreation at Lake Tahoe is from northern California, mainly the Sacramento and San Francisco Bay Area. Overnight and day visitors can more than triple the Region's population during peak periods. Growth industries for the Tahoe Region include health services, green building, and environmental education. Lake Tahoe is incorporating data driven analysis in investment decisions that create more walkable, mixed-use town centers served by reliable and convenient public transit, with streets that encourage biking and walking as much as driving.

Serving the resident and visitor populations are public and private fixed route transit, shuttles, trolleys, demand-responsive services, a regional bicycle trail network, and a local and regional highway network. There are seven access points to the Basin from outside the Region. A variety of state route segments encircle the Lake. The most important of these are the three major roads that ring Lake Tahoe: US Highway 50; State Route 28; and State Route 89. These three roads connect community centers around Lake Tahoe to each other, and serve as the principal links to outside regions in both states. In addition to their important role as regional connectors, these roads serve as the 'main streets' of the Region's largest community areas. Intersecting and supplementing these regional roadways are 619 miles of local streets. These local routes include a range of facility types from urban-style arterial streets and roadways in South Lake Tahoe, California and Stateline, Nevada, many with sidewalks and bicycle facilities, to rural county roads outside of urban centers.

2019 Federal Transportation Improvement Program

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 and operated by Tahoe Transportation District. The transit systems have incorporated a variety of public and private services, including fixed route and demand response transit, as well as neighborhood and ski shuttle services. Both the North and South Shores are additionally served by visitor trolleys, ski and 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 Airporter 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 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.

The TMPO continues to highlight the connection between project effectiveness and monitoring performance toward meeting regional and local goals. An effort to identify and implement best in practice performance metrics and intuitive public engagement tools to track progress is underway. This process is intended to provide useful information for decision-making, while fostering program alignment. TRPA's performance-based transportation planning framework incorporates Federal performance-based planning requirements outlined in MAP-21 and the FAST Act, TRPA threshold and Regional Plan performance measures, and various state metrics of performance. TMPO is working closely with California Department of Transportation (Caltrans) and Nevada Department of Transportation (NDOT) to refine and enact these performance measures such as safety, a new federal measure with a regional goal of reducing crashes.

SECTION 2: Federal Transportation Improvement Program

The Federal Transportation Improvement Program (FTIP) for the Lake Tahoe Basin is a comprehensive four-year program that complies with the FAST Act requirements and consists of transportation projects for highway, transit, bicycle and pedestrian projects that receive federal funds, require a federal action, or are regionally significant. TMPO prepares and adopts the program every two years in conjunction with local agencies, Caltrans and NDOT, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

The TMPO Federal Transportation Improvement Program for the Lake Tahoe Region is a four-year comprehensive listing of surface transportation projects, highways, transit, bicycle and pedestrian projects, that is consistent with the Regional Transportation Plan and related local, state, and federal planning processes. 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.

2019 Federal Transportation Improvement Program

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 listed in the FTIP. Federal law also requires TIPs to be fiscally constrained which means including only projects and programs that have reasonably foreseeable funding sources. The FTIP also needs to 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 FTIP must be updated at least every four years, cover a programming period of no 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 2019 FTIP covers federal fiscal years 2019 through 2022. 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 the current Regional Transportation Plan (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 adopted RTP constrained project list that have committed or reasonably available funding. TMPO's 2019 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 Lake Tahoe Info Transportation Tracker (Tracker) online at: <https://transportation.laketahoeinfo.org/>. The FTIP project information, including both California and Nevada, is transferred from the Tracker to the California Transportation Improvement Program System (CTIPS) for programming. Then the Nevada project information is transferred from CTIPS to the Nevada electronic Statewide Transportation Improvement Program (eSTIP): <http://estip.nevadadot.com/default.asp>.

The eSTIP allows NDOT, in partnership with local agencies, to adopt and amend the various Transportation Improvement Programs and the Statewide Transportation Improvement Program (STIP) electronically via a web-based application. The eSTIP provides access for the Metropolitan Planning Organization to manage TIP projects in one system that flow into the NDOT Statewide TIP. The eSTIP also provides an interactive public website allowing for increased transparency.

SECTION 3: Lake Tahoe 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 planning authorities must work in conjunction to implement transportation planning for the area. 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.

The Lake Tahoe Region includes three integrated regional transportation planning authorities:

1. Specific to the Lake Tahoe Region, the [Bi-State Compact](#) (PL 96-551) states the TRPA Regional Plan shall include a transportation plan.
2. In the State of California TRPA is the designated the Regional Transportation Planning Agency, which requires maintaining a Regional Transportation Plan.
3. Designed by federal law, TRPA is the Metropolitan Planning Organization which provides the authority to direct federal transportation funding and requires maintaining a Long Range Transportation Plan.

3.1 Tahoe Regional Planning Agency

The Tahoe Regional Planning Agency is a unique bi-state agency established by a Compact between the states of California and Nevada and ratified in public law by the U.S. Congress. The original Compact was approved in 1969 (Public Law 91-148). It was revised in 1980 (Public Law 96-551). The Compact's essential purpose is to protect and restore the environment of the Lake Tahoe Basin, maintain the equilibrium between the Region's natural endowment and its manmade environment, and preserve the scenic beauty and recreational opportunities of the region. The Agency's top priorities and overall land use and resource management strategy is set by the TRPA Regional Plan. Community engagement, environmental gain, operational efficiency and streamlined operations are critical to TRPA's efforts to protect and restore this special place.

TRPA receives direction on decisions from a 15-member Governing Board, a 21-member Advisory Planning Commission as well as many stakeholders and members of the public. The Agency also reports on our activities regularly to the Nevada and California state legislatures. The TRPA Governing Board meets monthly and its meetings are open to the public, including those sections of any TRPA meeting during which the Governing Board acts as the TMPO and the Regional Transportation Planning Agency for the California side of the Tahoe Basin (See 3.3 below).

3.2 Tahoe Metropolitan Planning Organization

The Tahoe MPO was authorized by Congress in the Transportation Equity Act for the 21st Century (TEA-21), Public Law 105-178. Based on subsequent required actions taken by the States of California and Nevada and local governments in the Region, TMPO was formally launched on July 1, 1999. As the federally designated transportation planning agency for the Tahoe Region, TMPO is responsible for taking all actions under federal regulations required of metropolitan planning organizations. TMPO's defined area of jurisdiction is concurrent with that of the TRPA.

The TMPO's role is to provide planning, funding, and technical assistance that encourages a transportation system that is multi-modal and sustainable. [TRPA's 15-member Governing Board](#) and a representative from the U.S. Forest Service serve as the board for the Tahoe Metropolitan Planning Organization. TMPO Board meetings are conducted as part of TRPA meetings. These meetings are open to the public.

It is important to note that these two governing bodies, although they include many of the same representatives, have diverse responsibilities. The TRPA's overriding obligation is adherence to the 2019 Federal Transportation Improvement Program

Tahoe Regional Planning Compact, including the responsibility to achieve and maintain environmental threshold carrying capacity standards (“Thresholds”). The TMPO’s mission is to provide policy decisions on transportation plans and programs.

3.3 Regional Transportation Planning Agency (California Only)

TRPA is designated in California state statutes as the Regional Transportation Planning Agency (RTPA) for the California portion of the Lake Tahoe Region. As an RTPA, TRPA must fulfill various statutory requirements, including those of the Transportation Development Act (TDA), coordination with Caltrans in the development of a Regional Transportation Plan and Regional Transportation Improvement Program, and other project-related activities. The TRPA Governing Board indicates that it is sitting as the RTPA when taking RTPA actions, but no change to the Governing Board membership occurs.

3.4 Tahoe Regional Planning Agency Advisory Planning Commission

The Advisory Planning Commission (APC) is established under the Compact to support and assist the Governing Board with technical and scientific issues. The 19-member Commission is made up of local planners, general members of the community and other representatives who are experts in their fields. Each month, the Advisory Planning Commission holds open meetings and encourages the public to take an active role in the decision-making process.

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) provides the TMPO board with technical input and recommendations on transportation plans and programs. The commission also provides additional opportunity for public participation at its monthly meetings. It includes representatives from the Tahoe Transportation District, TRPA Advisory Planning Commission, Washoe Tribe of California and Nevada, and U.S. Forest Service. The TTC board meets on a monthly basis and its meetings are open to the public.

3.6 Tahoe Transportation District

The Tahoe Transportation District (TTD) was established in Article IX of the 1980 Tahoe Regional Planning Compact (Public Law 96-551) as a special purpose district and given the responsibility for facilitating and delivering safe, environmentally positive transportation programs and projects, including transit operations. Our bi-state partner, TTD, implements projects and operates transit services throughout the Tahoe Region. [TTD](#) is responsible for implementing specific projects, plans and transit services that have regional significance. TTD and TMPO work closely to coordinate investments in transportation infrastructure and transit services.

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 2019 FTIP was developed:

4.1 Lake Tahoe Regional Plan

The TRPA adopted its first Regional Plan consistent with the requirements of Public Law 96-551 in 1987. The Regional Plan Update was adopted by the Governing Board on December 12, 2012. This document is required by the Tahoe Regional Planning Compact and is a comprehensive 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 integrates 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 (RTP) is the conforming long-range transportation plan that meets federal, state, and TRPA requirements. Linking Tahoe RTP provides the framework for investment in the transportation system that is needed to support the regional and community goals set forth in the TRPA's Regional Plan and the Area Plans. Linking Tahoe identifies planned transportation projects and programs that will shape the Region's transportation system over the next 20 years and lays out the funding plan necessary to implement that system. The plan focuses on transit, bicycle and pedestrian, and technology strategies to support lake clarity, economic stability, safety, and quality of life, and minimize the Region's impact on the global climate.

The RTP includes 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. Linking Tahoe: 2017 RTP can be found at: <http://www.trpa.org/regional-plan/regional-transportation-plan/>

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 Performance Management

Transportation Performance Management represents a strategic approach to transportation planning that uses transportation system information to make investment and policy decisions to achieve transportation goals. Performance-based planning defines current transportation performance levels, establishes target performance levels, and identifies strategies for achieving these targets. This approach was strengthened with the passing of MAP-21 and continuation of the FAST Act, which requires Transportation Performance Management be incorporated in to plans and programs that Metropolitan Planning Organizations produce.

To incorporate the new federal performance requirements into the Federal Transportation Improvement Program, Tahoe Metropolitan Planning Organization is required to show (1) that the FTIP “makes progress towards achieving [the region’s] performance targets” and (2) that the FTIP includes, “to the maximum extent practicable, a description of the anticipated effect of the FTIP towards achieving the performance targets.”

Performance Measure Targets

The development of Transportation Performance Management for TRPA includes various performance targets, some of which are still under development in cooperation with FHWA, State DOTs, and transportation partners. The Federal performance measures are split into three groupings under the title Performance Management (PM):

- PM1: Safety (the only one at this time to have established targets)
- PM2: Pavement and Bridges on the National Highway System
- PM3: System Reliability, Freight, Congestion, and Air Quality

Performance Measure 1: Safety

FHWA Safety (PM1) Final Rule, effective April 14, 2016, supports the data-driven performance focus of the Highway Safety Improvement Program (HSIP) and establishes the following five performance measures for five-year rolling averages for:

- (1) Number of Fatalities;
- (2) Rate of Fatalities per 100 million Vehicle Miles Travel (VMT);
- (3) Number of Serious Injuries;
- (4) Rate of Serious Injuries per 100 million VMT, and;
- (5) Number of Non-motorized Fatalities and Non-motorized Serious Injuries.

These Safety PMs are applicable to all public roads regardless of ownership or functional classification. The Safety PM Final Rule also establishes a common national definition for serious injuries. MPOs could establish targets for the same five safety PMs for all public roads in the MPO planning area or agree to support the established State DOT target.

TMPO opted to support the adopted California Department of Transportation and Nevada Department of Transportation Safety Performance Measure Targets below.

Performance Measure and the Target Based on the 5-Year Rolling Average

Performance Target	California - Percent Reduction (2018)	Nevada - Reduction Rate (2017)
Number of Fatalities	-7.69%	1
Rate of Fatalities (per 100M VMT)	-7.69%	.05
Number of Serious Injuries	-1.5%	1
Rate of Serious Injuries (per 100M VMT)	-1.5%	.05
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	-10%	N/A

The projects contained within the 2019 FTIP have been developed in accordance with the applicable provisions and requirements of 23 CFR Part 450 and are expected to support the achievement of these targets. These targets will be achieved through the implementation of investment priorities through the programming of transportation projects in the 2019 FTIP and subsequent FTIP Amendments and Administrative Modifications. The following are some of the projects within the FTIP worth highlighting that will help further the region in meeting these targets to promote safety and reduce congestion through the implementation of investments in transportation projects.

- *Kings Beach Western Approach*, multi-benefit project improving mobility & walkability
- *Lake Tahoe Boulevard Class I Bike Trail*, creating paths for a safer cycling experience
- *Meyers Corridor Operational Improvement project*, creating multimodal transportation improvements like visible crosswalks for bicycle and pedestrian movements

Performance Measure 2 and 3:

Performance Measure 2: Pavement and Bridges on the National Highway System and Performance Measure 3: System Reliability, Freight, Congestion, and Air Quality targets have not been adopted as of July 2018. Once the performance measure targets are adopted, TMPO has up to 180 days after adoption to either agree to support the State DOT targets or establish targets specific to the MPO planning area. Future FTIP amendments will include incorporating target details and project support for reaching the targets.

Performance Management is the foundation of the TMPO's Regional Grant Program. Proposed transportation improvements are scored utilizing a project assessment tool that incorporates goals from the most recently adopted Sustainable Community Strategy/ Regional Transportation Plan (SCS/RTP). The SCS/RTP Goals also incorporate the federal performance measures; safety, congestion management, and system preservation. One of the main components of the selection process is how the project will help the region achieve its goals. Projects that are incorporated into the FTIP that are not selected through the MPO grant process still must align with the RTP/SCS Goals.

For additional and most recent information visit the TRPA Transportation website section on Transportation Performance Management (<http://www.trpa.org/transportation/>).

4.5 Public Participation Plan

TMPO's Public Participation Plan was approved by the TMPO Board on July 26, 2016. The purpose of the Plan is to ensure that public participation is an integral and effective part of TMPO's activities. Consistent public outreach and input is one of the most important foundations for developing transportation planning, programming, and project delivery documents and investments. The Public Participation Plan can be found at: <http://www.trpa.org/transportation/outreach/>

4.6 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. EIP project information can be found at: <https://eip.laketahoeinfo.org/>

4.7 California Programming

California Regional Transportation Planning Agencies (RTPA) 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 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 SHOPP does not have any Tahoe projects programmed for the 2018 Cycle.

The STIP and SHOPP projects are programmed in the FTIP and incorporated into the Federal Statewide Transportation Improvement Program. Caltrans is also the recipient of federal transportation funds, such as, Surface Transportation Block Grant, Congestion Mitigation and Air Quality Program, and Federal Transit Administration funds.

4.8 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, Transportation Alternative Program, and Federal Transit Administration funds.

4.9 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 with federal funding to be included in the RTP, the FTIP, and the FSTIP in order to request authorize of funds. The TRPA 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 discretionary grants that are allocated on an annual basis. Federal fund sources have eligibility criteria that a project must meet in order to be considered for the fund source.

SECTION 5: 2019 FTIP Development

The FTIP development and approval process typically spans a total of 11 months from beginning to end. In April 2018, staff initiated the FTIP development process. The following dates outline significant milestones in the document's development:

January 2018	Caltrans FTIP development workshop
April - June 2018	Development of draft 2019 FTIP
July 10, 2018	Start 30-day public comment period
August 10, 2018	Public Hearing - TTC Board meeting
August 10, 2018	Close 30-day public comment period
September 14, 2018	TTC Board recommendation of 2019 FTIP approval to GB
September 26, 2018	TMPO Governing Board adoption of 2019 FTIP
October 1, 2018	FTIP to Caltrans and NDOT
December 17, 2018	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. With the enactment of the FAST ACT, Tahoe has received an increase in the annual apportionments for formulaic funds for the Region based on the new population designation. This increase has approximately tripled the amount of federal funds flowing into the Region and has allowed for funding of new transportation projects and the maintaining and operating of existing projects. With the increase in funding to the Region, new projects have been incorporated in the 2019 FTIP, along with projects that will continue to advance from the 2017 FTIP.

5.3 Project Selection, Priorities, and Regional Grant Program

The FTIP implements the region's priority projects in the 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. A project performance assessment is also incorporated into the project selection process, it emphasizes projects that can reduce the reliance on the automobile, improve safety, and close gaps in the active transportation and transit network and those identified as priorities in the RTP. The performance assessment uses an enhanced performance-based evaluation system. This system may be adjusted for future selections based on feedback from previous call for projects.

A Call for Projects is announced when federal funding is available through the [Regional Grant Program](#) (RGP). The RGP was created to support the implementation of the Regional Transportation Plan goals, policies, and projects by creating better transportation options and enhancing the transportation system to provide safe, multi-modal, social, and environmental improvements. The program seeks to bundle funding sources when possible and leverage grant funds to increase success and effectiveness of project implementation. The goals and criteria for the Regional Grant Program currently include four different funding sources: Surface Transportation Block Grant (STBG), Active Transportation Program (ATP), Congestion Mitigation and Air Quality (CMAQ), and Nevada Transportation Alternative Program (TAP). The RGP goals and criteria and the individual fund source guidelines are included in Appendix A. A Call for Projects was released in early 2018, soliciting projects for annual apportionments for STBG, ATP MPO, and Nevada TAP funding. The project selection process, the RGP evaluation criteria, and performance assessment determines how the funding is awarded to projects. The awards are included in this FTIP for approval by TRPA. This RGP cycle awarded approximately \$6.6 million in funding.

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 has entered into an EPSP with Caltrans' Office of Federal Programs and the Nevada Department of Transportation. These procedures have been agreed to by partnering agencies, including the State(s) and transit operators within the Region. The projects listed within the FTIP have all been selected based on the regulations of 23 CFR Part 450. Projects from the first four years of the 2017 FTIP have been selected using the approved project selection procedures. The EPSP procedures are outlined below.

TMPO agrees that projects in the four-year FTIP period funded through Congestion Mitigation and Air Quality Program, Surface Transportation Block Grant Program, Federal Transit Administration, Federal Highway Administration, in accordance with 23 U.S.C. 204, the Federal Emergency Relief Program, and all other programs must be programmed through a project selection procedure. This procedure includes consultation with member agencies, transit operators, and state department of transportation. These programmed projects may be advanced or delayed within the four-year FTIP period by TMPO staff consistent with TMPO's adopted Expedited Project Selection Process.

TMPO agrees that projects funded within the State Transportation Improvement Program may be advanced or delayed within the FTIP subsequent to the approval by the California Transportation Commission. TMPO and Caltrans agree that Caltrans may move projects in the State Highway
2019 Federal Transportation Improvement Program

Operation and Protection Program document within the four-year FTIP period without amending the FTIP, with notification to TMPO.

TMPO agrees that projects funded within NDOT's STIP may be advanced or delayed within the four-year FTIP period without amending the FTIP, with notification to the TMPO.

TMPO agrees that projects from all Caltrans' state managed programs may be moved within the four-year FSTIP period by the program managers with notification to TMPO.

Any advancing or delaying of funds through the EPSP process must not negatively impact the deliverability of other projects in the regional program and must not affect the financial constraint of the FTIP. Projects from the first four years of the 2019 FTIP have been selected using the approved project selection procedures.

5.5 Public Participation

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

The FTIP public participation process also satisfies the public participation requirement for development of the Program of Projects (POP) for FTA 5307 and 5339 programs through the 30-day public review and comment period and the public hearing.

5.6 Visualization

The [TRPA 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 FTIP, and studies from the TRPA transportation division, the TMPO, and the RTPA for the State of California.

TRPA maintains reports, studies, and plans online for public download. The TRPA is committed to providing user-friendly access to our online resources. Additional resources to connect the public and agencies to project and monitoring information are provided by the TRPA Transportation Tracker. These can be found at: <https://transportation.laketahoeinfo.org/>.

To help the public find the information they need quickly on TRPA plans, projects, or travel options for getting to or around Tahoe: <http://www.linkingtahoe.com/>.

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 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 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 2019 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, sales tax, and other private funds. The federal and state revenue projections are based on the available data provided through the FHWA, FTA, Caltrans, and NDOT. TRPA 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 TRPA and its transportation partners and if necessary, appropriate actions are taken to modify funding and maintain the financial constraint state of the FTIP.

The Financial Summary identifies the transportation funding revenues that are programmed for the 2019 FTIP cycle for federal fiscal years 2019-2022 (Appendix B). The projects within this document are considered financially constrained and financial information will be adjusted accordingly with the most current information as it becomes available. Accompanying the financial summary are individual

2019 Federal Transportation Improvement Program

project tracking sheets that are produced from the California Transportation Improvement Program System (CTIPS) (Appendix C). 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 2019 FTIP:

Federal Highway Administration Programs

- Congestion Mitigation and Air Quality Program
- Surface Transportation Block Grant Program
- Transportation Alternative Program - Nevada

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

- Active Transportation Program - California
- CA Senate Bill 1 Programs

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
- Transportation Development Act
- TRPA Mitigation Fees
- Local Property Tax
- State Gas Tax
- Sales Tax
- Private Contributions

SECTION 7: Amending the FTIP

Since the TRPA 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 D). When making changes to the FTIP there are three basic categories that a change will be classified as following:

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. A major change in project cost means; additional funding greater than 40 percent of the total project cost or \$10 million for California projects

2019 Federal Transportation Improvement Program

and greater than 40 percent of total project cost or \$5 million for Nevada projects. 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: 7-day public review and comment period
3. Amendments containing Exempt projects requiring no additional Air Quality Conformity Determination: 7-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 TRPA 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.trpa.org/transportation/funding/ftip/>.

SECTION 8: Compliance and Annual Listing of Obligated Projects

8.1 Project Monitoring

TRPA consults with project partners throughout the year to review project timelines and funding schedules. Projects are continuously monitored and updated through the [LT Info Transportation Tracker](#). TRPA will maintain a project contingency list. If an awarded project is not able to meet funding programming and authorization guidelines and milestones, funding may be moved to a project on the contingency list. 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 prior to expiration 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 TMPO for action.

8.2 Title VI and Environmental Justice

TRPA 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. More information about TRPA’s Title VI Program can be found at: <http://www.trpa.org/document/title-vi-program/>.

8.3 Annual Listing of Obligated Projects

Annually the TRPA, 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 [TRPA website](#).

SECTION 9: Air Quality Conformity

The TRPA is responsible for conducting conformity determinations for both the California and Nevada portions of the Tahoe Region where conformity requirements apply. To learn more about Transportation conformity see the [RTP 2017 Transportation Conformity](#).

The 2019 FTIP does not add any non-exempt projects in comparison to the RTP and previous FTIP. In air quality non-attainment and maintenance areas, all projects must be in conformance with the California and Nevada State Implementation Plans (SIP) for air quality standards before they can be included in the FTIP.

On May 21, 2018, the U.S. Environmental Protection Agency (EPA) provided a letter to TRPA documenting that the transportation conformity requirements under Clean Air Action (CAA) section 171 (C) for the Carbon Monoxide (CO) maintenance area for the California portion of the Lake Tahoe basin will end on June 1, 2018 (Appendix E). Tahoe’s approved maintenance plan did not extend the maintenance plan period beyond 20 years from redesignation. Consequently, transportation conformity requirements no longer apply for the CO National Ambient Air Quality Standard for Federal

2019 Federal Transportation Improvement Program

Highway Administration / Federal Transit Administration projects as defined in 40 CFR 93.101 after June 1, 2018. Any RTP or FTIP revisions done after June 1, 2018 no longer need to include CO conformity for the California side of the basin.

In Nevada, where Douglas and Washoe counties are still classified as Limited Maintenance Areas, EPA includes provisions for interagency consultation procedures should Carbon Monoxide concentrations exceed pre-determined triggers.

SECTION 10: 2017 FTIP Accomplishments

The previous FTIP was successful in moving projects forward. The increased federal funding to the Region through the FAST ACT has provided funds to start and continue projects but does not always fully fund them. Given the cost of developing transportation projects in the Tahoe Region it has been difficult to complete projects over the short 4-year life span of a FTIP cycle. There were two amendments and ten administrative modifications processed during the 2017 FTIP cycle. Various projects were awarded funds, two projects were completed, and ongoing projects were carried forward into the 2019 FTIP.

The table below shows the 2017 FTIP notable achievements.

2017 FTIP Accomplishments			
Project	Location	Accomplishment	Lead Agency
SR28/Fanny Bridge Community Revitalization Project Phase 1	Placer County	Fully Funded	Tahoe Transportation District
SR28/Fanny Bridge Community Revitalization Project Phase 2	Placer County	Fully funded	Tahoe Transportation District
SR28 Shared Use Path and Water Quality Improvements GMP2	Washoe County	Fully funded	NDOT
El Dorado Beach East to Ski Run Boulevard Bike Trail	El Dorado County	Complete	City of South Lake Tahoe

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 along with system preservation. 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, are the backbone of the Region's transportation system.

Typical projects include pavement maintenance, water quality treatment, and operational improvements of these roadways. Caltrans primarily utilizes the State Highway Operation and Protection Program (SHOPP), though this 2018 SHOPP cycle does not include any Tahoe projects. NDOT utilizes state funds 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, TTD and Placer County TART, in the Lake Tahoe Region. The transit operators utilize federal (FHWA/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 California SB 1: Road Repair and Accountability Act of 2017 was signed into law April 28, 2017, which enables cities and counties to address significant maintenance, rehabilitation, and safety needs on the local street and road system. It generates over \$5 billion annually for state and local transportation improvements. Cities and counties are slated to receive \$1.5 billion annually at full implementation of SB1 in 2020. SB1 provides an increase in state funds for local governments to expend on roadway O&M in the California portion of the Lake Tahoe Basin. 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.

APPENDIX A: REGIONAL GRANT PROGRAM

2019 Federal Transportation Improvement Program

23 | Page



LINKING TAHOE

Regional Grant Program

Goals and Criteria

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. Four of those funding sources include the State of California Active Transportation Program (ATP) which provides a consistent source of funding each year that supports enhancing and creating new active transportation options. The Congestion Mitigation and Air Quality Program (CMAQ), that provides a flexible funding source to state and local governments within the El Dorado County portion of the Tahoe Region for transportation projects and programs to help meet the Clean Air Act. The Nevada Transportation Alternative Program (TAP), another funding source that provides funding for programs and projects defined as transportation alternatives. And the Surface Transportation Block Grant Program (STBG) that is one of the primary federal funding programs supplied to the Region to implement transportation projects identified in the 2017 Linking Tahoe: Regional Transportation Plan.

The call for projects use an enhanced performance based evaluation system that has been adjusted slightly incorporating feedback from the previous call and may be adjusted in future calls for projects. These goals and criteria are for ATP, Nevada TAP, CMAQ, and STBG funding. A priority list will be created for ATP funding as total dollars may not be available at the time of the call. The final ATP project programming recommendations will coincide with the California Transportation Commission’s (CTC) ATP MPO project selection approval schedule. Other federal and state programs may be added in the future to help simplify the process of applying and help TMPO maximize funding opportunities for our partners by pairing up projects with the best funding source. The application includes a project performance assessment which evaluates how projects best meet the overall Regional Plan goals and policies and those identified as priorities in the [Regional Transportation Plan](#).

Grant Program Goals and Strategic Priorities

The goal of TMPO’s Linking Tahoe Regional Grant Program is to support the implementation of the 2017 Linking Tahoe: Regional Transportation Plan (RTP) goals, policies, and projects by creating better transportation options and enhancing the transportation system to provide safe, multi-modal, social, and environmental improvements. The program seeks to bundle funding sources when possible and leverage grant funds to increase success and effectiveness of project implementation. Project Performance Assessment in the application emphasizes projects that can reduce the reliance on the automobile, improve safety, and close gaps in the active transportation and transit network.

Vision

A first-class transportation system that prioritizes bicycling, walking and transit and serves residents and visitor while contributing to the environment and socioeconomic health of the Region.

The highest priorities for implementation of this Regional Transportation Plan are:

- TRANSIT**
 - Increasing frequency to 30 minute headways
 - Providing free-to-the-user service
 - Improving recreation access
- TRAILS**
 - Closing gaps in the active transportation network with a focus on shared-use paths
- TECHNOLOGY**
 - Signal optimization
 - Transit prioritization
 - Real-time information
 - Vehicle electrification
 - Parking management

Funding Background

These 2018 goals and criteria for the Linking Tahoe Regional Grant Program currently include four different funding sources, STBG, ATP, Nevada TAP, and CMAQ. Some of the overall objectives and eligibility requirements for these funding sources overlap, however each funding source also has more specific objectives and eligibility requirements. The specific objectives and eligibility requirements for each funding source are outlined in the STBG guidelines, ATP guidelines, Nevada Tap guidelines, and CMAQ guidelines attached. All projects must be listed in the 2017 RTP constrained project list to be eligible. As more funding sources become available and are added to this regional grant program, these guidelines will be updated.

- **Surface Transportation Block Grant Overview**

The STBG promotes flexibility in State and local transportation decisions and provides funding to best address State and local transportation needs. STBG funding is sub allocated 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. The funds are allocated and programmed based on a competitive process in accordance with the STBG guidelines.

- **Active Transportation Program Overview**

The ATP was created by Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), to encourage increased use of active modes of transportation, such as walking and biking. The TMPO apportionment is funded through various federal and state funds appropriated in the annual Budget Act. Funds must be awarded and programmed based on a competitive process in accordance with the MPO guidelines.

- **Nevada Transportation Alternatives Program**

The Transportation Alternatives Program (TAP) provides federal funds for community-based projects that expand travel choices and enhance the transportation experience by integrating modes and improving the cultural, historic, and environmental aspects of our transportation infrastructure. TAP funds are made available to the State through the Federal Highway Administration by the Nevada State Department of Transportation. The funds are allocated and programmed based on a competitive process in accordance with the NV Tap guidelines.

- **Congestion Mitigation and Air Quality Program**

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was created under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, and was reauthorized under all Federal Transportation Acts, including Fixing America's Surface Transportation (FAST) Act. 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 funding may be used for a transportation project or program that contributes to the attainment or maintenance of a national ambient air quality standard. The funds are allocated and programmed based on a competitive process in accordance with the CMAQ guidelines.

Initial Screening

TMPO staff will conduct an initial project screening to determine if a submitted project will proceed to the evaluation process. TMPO staff will use the following screening criterion:

1. The project must be listed in the constrained project list of the 2017 Regional Transportation Plan (RTP). Projects may be contained in a “grouped project” or broader category listing in the RTP. Please contact TMPO staff as necessary to confirm.
2. The project must be ready for programming in the Federal Transportation Improvement Program.
3. The project sponsor must demonstrate technical capacity and reliability for delivering similar projects (scale and complexity).
4. Projects requesting construction funding must have environmental, engineering and right-of-way completed by the time funds are requested.

Project Evaluation Criteria

Team evaluators will review and score applications using the following selection criteria and relative weighting (maximum of 70 points):

CRITERIA	POINTS
Work plan and Timeline. Project application should clearly illustrate the current stage of the project, the delivery work plan, and a detailed project timeline with key milestones demonstrating the capacity to deliver in timely manner.	15 points
Demonstrated Need. The applicant should clearly identify the purpose and need of the project. Show whether the project is located within a disadvantaged community for ATP funds only, not STBG. A disadvantaged community for the Tahoe Region is defined as an area that is below the statewide median household income or is within a 2-mile radius of a school with at least 40% of students eligible for free or reduced priced lunch.	10 Points
Project Performance Assessment. Please see the attached Transportation Assessment Metrics and complete the questions within each category and all supplemental questions.	25 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 	15 points
Matching funds. If matching funding are provided, applicant must identify non-federal matching funds. Match is required for STBG, but not for ATP funds. However, project applications that can show match for ATP, or additional committed matching funds for STBG beyond the required amount, will be the most competitive.	5 points

	70 POINTS
--	------------------

Application and Submittal

Please follow the instructions below to successfully submit your application.

1. Download application here: <http://www.trpa.org/transportation/funding/regional-grant-program/>
2. Submit completed application electronically to Judy Weber at jweber@trpa.org.
3. The deadline for submitting an application will vary by the Call for Projects.

MILESTONE	DEADLINE
Call for Projects Released	TBD
Deadline to submit project application	TBD
Staff Selection Committee review and recommendations	TBD
Staff Project Recommendations to Board	TBD
Release Project Recommendations to Awardees	TBD
Project Recommendations presented to Governing Board Committee	TBD
Programming of the projects in the FTIP	TBD
Governing Board Adoption of ATP project recommendations	TBD
CTC approval of ATP MPO Recommendations	TBD
Programming of the ATP projects in the FTIP	TBD

The following schedule lists the major milestone for a regional grant program cycle:

Implementation and Oversight Requirements

See **STBG, ATP, Nevada TAP, and CMAQ Guidelines** for program specific Implementation and Oversight requirements. The following requirements apply for successful applications who are awarded funding:

1. The Implementing Agency must have or be able to obtain a Master Agreement with Caltrans if the project is located within California. Additional time should be included in project time line if there is not an existing Master agreement in place to accurately program funds for expenditure in the appropriate fiscal year.
2. The project sponsor must demonstrate a commitment for ongoing operations and maintenance for any capital project.
3. Keep project details updated in the Lake Tahoe Transportation Tracker Tool: <https://transportation.laketahoeinfo.org/>. The information will be used to program the project in the Federal Transportation Improvement Program and monitor performance.
4. Provide quarterly project updates and schedule changes as necessary via the Lake Tahoe EIP Tracker Tool.

5. California projects must work with Caltrans District Local Assistance (DLA) 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>
6. Nevada projects must work with NDOT on the Local Public Agency (LPA) process. Follow processes in the Nevada Local Public Agency Manual: <http://www.nevadadot.com/home/showdocument?id=1541>

Resources

1. TRPA 2017 Linking Tahoe Regional Transportation Plan: <http://www.trpa.org/regionaltransportationplan/>
2. CTC ATP Guidelines: <http://www.catc.ca.gov/programs/atp/>
3. Caltrans ATP Guidelines: <http://www.dot.ca.gov/hq/LocalPrograms/atp/cycle-4.html>
4. Caltrans Complete Streets Program: <http://www.dot.ca.gov/transplanning/ocp/complete-streets.html>
5. NDOT TAP: <https://www.nevadadot.com/projects-programs/transportation-alternatives-program>
6. NDOT Complete Streets Policy: <https://www.nevadadot.com/home/showdocument?id=8594>
7. FHWA STBG: <https://www.fhwa.dot.gov/specialfunding/stp/>



Tahoe Metropolitan Planning Organization Surface Transportation Block Grant Program Guidelines (Cycle 2)

INTRODUCTION

These guidelines are the specific policies and procedures for the Surface Transportation Block Grant (STBG) program. The intent is to provide information and reference material to assist in the application process for the federal funding made available through the Tahoe Metropolitan Planning Organization (TMPO). These processes are described herein, and outlined below. For more general information on the Linking Tahoe: Regional Grant Program, application materials, and submittal instructions, please see the Linking Tahoe Regional Grant Program Goals and Criteria.

1. The application meets TMPO's Regional Grant Program needs and is applicable to TMPO's regional transportation plan's goals, and incorporates federal, state, and regional performance measures.
2. The application evaluation criteria reflect the goals and performances measures of the TMPO regional transportation plan.
3. The Evaluation Committee includes TMPO staff, with oversight from the TMPO Executive Committee.
4. TMPO has elected to have no minimum project size for the STBG program.

BACKGROUND

The Surface Transportation Block Grant Program is a federal-aid transportation program, administered by the Federal Highway Administration (FHWA), which provides funding used by States and localities for transportation improvement projects. The 2015 Federal transportation legislation Fixing America's Surface Transportation Act (FAST ACT), converted the long-standing Surface Transportation Program into the STBG Program acknowledging the block grant program allows more flexible funding to address State and local transportation needs. The 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. STBG funds are reimbursable federal aid funds, subject to the requirements of Title 23, United States Code. TMPO is required to allocate and program the STBG funds that are apportioned to the Tahoe Region.

PROGRAM GOALS

TMPO's goal of the STBG program is to support the implementation of the 2017 Linking Tahoe: Regional Transportation Plan (RTP) by refining modes of transportation to provide mobility, social, and environmental improvements. The program targets highways, local streets and road improvements, reconstruction and rehabilitation, transit capital, transportation system management, transportation demand management, and bicycle and pedestrian projects.

PROGRAM SCHEDULE AND 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. Programming capacity for this cycle is estimated at a combined total of \$4,000,000 for federal fiscal years 2020 and 2021. Local match is required on all STBG funds; the minimum percentage required depends by states which are listed below. Applicants that are able to demonstrate a greater match than the minimum required will have an opportunity to score higher on the application. The funds will be programmed accordingly to award year and must be obligated prior to the end of the federal fiscal year.

- **Estimated Funding Available:**

Surface Transportation Block Grant		
	19/20	20/21
California State	\$48,981	\$1,564,185
Nevada State	\$1,220,705	\$1,220,705
Total	\$1,269,686	\$2,784,890

- **Local Match Requirements:**

Project sponsors are required to provide local match for the STGB funding (23 U.S.C. 120). The non-federal match requirement is:

- 11.47% for California
- 5% for Nevada

ELIGIBILITY OVERVIEW

Eligible applicants include local, state, and regional government entities and transit operators within in the projected urbanized area boundary for the Tahoe Region.

1. Projects must be listed in the 2017 RTP constrained project list.
2. Projects must meet eligibility requirements included in 23 U.S.C.133 related to project location, eligibility, and planning. <https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm#d>
3. Project sponsors must provide the applicable non-federal match.
4. Applicants must be able to comply with all federal and state laws, regulations, policies and procedures required to enter into a Master Agreement and follow the processes in the Caltrans Local Assistance Procedures Manual: <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm>
Additional time should be included in project time line if there is not an existing Master agreement in place to illustrate funds will be obligated and expended in the appropriate fiscal year.

5. Applicants must be able to comply with all federal and state laws, regulations, policies and procedures and follow the processes in the Nevada Local Public Agency manual:
<https://www.nevadadot.com/home/showdocument?id=1541>
6. All phases of work are eligible: Environmental, Preliminary Engineering, Right of Way, Construction.

ELIGIBLE PROJECTS AND ACTIVITIES

Funds are available for a variety of projects including but not limited to:

1. Highway, local streets and road improvements
2. Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways and bridges. For highway and road improvements, the road functional classification has to be above a minor collector. Use the CRS maps link provided below to find the road functional classification. http://www.dot.ca.gov/hq/tsip/hseb/crs_maps/
3. Bicycle and pedestrian facilities
4. Highway and transit safety infrastructure improvements
5. Transportation system management and transportation demand management
6. Ferry boats and terminal facilities

For additional information regarding project eligibility please refer to the [FHWA](#) guidance.

INITIAL PROJECT EVALUATION ELIGIBILITY SCREENING

TMPO staff will conduct an initial project screening to determine if a submitted project will proceed to the evaluation process. TMPO staff will use the following screening criterion:

1. The project must be listed in the constrained project list of the 2017 Regional Transportation Plan (RTP). Projects may be contained in a “grouped project” or broader category listing in the RTP. Please contact TMPO staff as necessary to confirm.
2. The project must be ready for programming in the Federal Transportation Improvement Program.
3. The project sponsor must demonstrate technical capacity and reliability for delivering similar projects (scale and complexity).
4. Projects requesting construction funding must have environmental, engineering and right-of-way completed by the time funds are requested.

PROJECT EVALUATION CRITERIA

Team evaluators will review and score applications using the following selection criteria and relative weighting (maximum of 70 points):

Work plan and Timeline. Project application should clearly illustrate the current stage of the project, the delivery work plan, and a detailed project timeline with key milestones demonstrating the capacity to deliver in timely manner.	15 points
Demonstrated Need. The applicant should clearly identify the purpose and need of the project.	10 points
Project Performance Assessment. The applicant will show how the project meets TMPO's goals and performance measures. Please see the attached Transportation Assessment Metrics and complete the questions within each category and all supplemental questions.	25 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 	15 points
Matching funds. The applicant must clearly identify the applicable non-federal matching funds. Project applications that can show increased match for STBG will be the most competitive.	5 points
TOTAL POINTS	70 points

IMPLEMENTATION AND OVERSIGHT REQUIREMENTS

Beyond the implementation and oversight requirements set forth in the Linking Tahoe: Regional Grant Program Goals and Criteria, all STBG funded projects must also follow and be aware of the below requirements:

1. Applicants must work with Caltrans District Local Assistance to prepare 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>
2. Nevada projects must work with NDOT on the Local Public Agency (LPA) process. Follow processes in the Nevada Local Public Agency Manual: <https://www.nevadadot.com/home/showdocument?id=1541>
3. To ensure timely use of funds, TMPO shall retain the right to redirect program funding to other agencies and projects so as not to lose funding to the Tahoe Region. For STBG funded projects, TMPO will maintain a project contingency list. If an awarded project is not able to meet funding programming and authorization guidelines and milestones, funding may be moved to a project on the contingency list.



Tahoe Metropolitan Planning Organization 2018 Active Transportation Program Guidelines

INTRODUCTION

The Tahoe Metropolitan Planning Organization's (TMPO's) 2018 Active Transportation Program (ATP) guidelines are consistent with and support the California Transportation Commission's (CTC) cycle 4 ATP guidelines. TMPO's process, specifically its application, evaluation criteria, and evaluation committee do differ slightly from the CTC's process. These processes are described herein, and outlined below. For more general information on the Linking Tahoe: Regional Grant Program, application materials, and submittal instructions, please see the Linking Tahoe Regional Grant Program Guidelines.

1. Applicants can jointly submit their applications as a request for ATP funds as well as Surface Transportation Block Grant (STBG) funds if eligible for both types of funding. These guidelines are part of the Linking Tahoe: Regional Grant Program, which at times may include multiple funding sources – ATP and STBG. Projects will only be funded through the ATP program if they are eligible under the CTC's eligibility requirements and submitted in the State-Wide Call. Projects not funded in the State Call will be eligible for the MPO Call.
2. The State ATP application will need to be resubmitted to the TMPO with the main criteria from the Regional Grant Program (RGP) application and the Performance Assessment completed. The Performance Assessment helps TMPO meet its Regional Grant Program needs, is fine tuned to be applicable to TMPO's regional transportation plan's goals, and incorporates federal, state, and regional performance measures. The application still meets the CTC requirement of qualifying as a PSR or PSR equivalent (including cost estimate and plans).
3. The State's application evaluation criteria reflect many of the regional goals and performance measures of the TMPO regional transportation plan, which also support the goals and mission of the CTC and Caltrans' Active Transportation program.
4. As required by CTC, the Evaluation Committee includes multidisciplinary advisory group of TMPO staff, with oversight from the TMPO Executive Committee. Staff representatives come from the following TRPA departments: Long Range, Transportation and Current Planning. Evaluation committee expertise includes transit, active transportation, environmental improvements and project implementation. A final recommendation for project awardee(s) will be submitted to the CTC for final approval.

5. As noted in the CTC's cycle 4 ATP guidelines, MPO's "may use a different minimum funding size." The TMPO has elected to decrease the minimum project size from \$250,000 to \$50,000, which is approximately 30% of the annual funds competitively distributed by the TMPO.
6. The final ATP project programming recommendations will coincide with the CTC's cycle 4 ATP MPO project selection approval in June 2019.
7. TMPO will create a contingency list of projects from those unfunded projects received to be amended into the program in the event a programmed project is delivered for less or fails, approve and recommend such amendments for Commission approval. This contingency list will be provided to the Commission and will be in effect only until the adoption of the next statewide program.
8. In conformance with the CTC ATP guidelines, a minimum of 25 percent of the funds distributed to each MPO must benefit disadvantaged communities. A disadvantaged community for the Tahoe Region, which uses CTC approved definitions, is defined as an area that is below the statewide median household income or is within a 2-mile radius of a school with at least 40% of students eligible for free or reduced priced lunch. To determine if your project is within a disadvantaged community, review this map: <http://www.trpa.org/wp-content/uploads/maps/BasinWideDisadvantagedCommunities.pdf>. For other qualifying requirements, please see CTC's cycle 4 ATP guidelines.

BACKGROUND

The ATP was created by Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), to encourage increased use of active modes of transportation, such as walking and biking. The ATP consolidates various transportation programs - including the federal Transportation Alternatives Program, state Bicycle Transportation Account, and federal and state Safe Routes to School programs - into a single program. The program funding is segregated into three components and is distributed as follows:

- 50% to the state for a statewide competitive program;
- 10% to small urban and rural regions with populations of 200,000 or less for the small urban and rural area competitive program, and;
- 40% to Metropolitan Planning Organizations in urban areas with recognized populations greater than 200,000 for the large urbanized area competitive program.

The MPO apportionment is funded through various federal and state funds appropriated in the annual Budget Act. Funds must be awarded and programmed based on a competitive process in accordance with the MPO guidelines.

PROGRAM GOALS

TMPO's goal of the ATP is to support the CTC and Caltrans' active transportation program goals and the implementation of the 2017 Linking Tahoe: Regional Transportation Plan (RTP) by increasing active modes of transportation to provide mobility, social, and environmental improvements. The program

targets active transportation projects, including but not limited to bike, pedestrian, and safe routes to schools.

PROGRAM SCHEDULE AND FUNDING

The funding is allocated by the state of California through the CTC and must be awarded to projects located entirely within the California portion of the Tahoe Region. Funding capacity for this cycle is estimated at a total of \$326,000 or \$163,000 annually for 2019/20 and 2020/21 and \$209,000 annually for 2021/22 and 2022/23. There is no local match required on ATP funds, however, applicants that are able to demonstrate a match will have an opportunity to score higher on the application.

APPLICATION REQUIREMENTS

Applicants to the Linking Tahoe: Regional Grant Program ATP funds, must fill out a brief TMPO application including the TMPO Project Assessment and include the State of California ATP application. The state project application must include the signature of the Chief Executive Officer or other officer authorized by the applicant's governing board. The state has five different applications available for applicants to complete depending on the project type and size. It is incumbent on the applicant to complete the application appropriate for their project. The five application types are:

- Large Project, Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost of greater than \$7 million will be considered a Large Project and must use the Large Project application. Any project requesting over \$10M in ATP funding will be required to host an onsite field review with Caltrans and CTC staff.
- Medium Project, Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost between \$1.5 million to \$ 7 million will be considered a Medium Project and must use the Medium Project application.
- Small Project, Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost less than \$1.5 million will be considered a Small Project and must use the Small Project application.
- Non-infrastructure Only
- Plan

DEFINITION OF DISADVANTAGED COMMUNITIES (DAC)

The TMPO has elected to use a different criterion for determining which projects benefit a DAC. The TMPO ATP application requires that the applicant clearly identify whether the project is located within a disadvantaged community using the Project Assessment form. A disadvantaged community for the Tahoe Region is defined as an area that is below the statewide median household income or is within a 2-mile radius of a school with at least 40% of students eligible for free or reduced priced lunch.

ELIGIBILITY OVERVIEW

1. Projects must be listed in the 2017 RTP constrained project list.
2. Projects must be submitted to the State ATP Call before being considered for the MPO Call. Template located here: <http://www.catc.ca.gov/programs/atp/>. If the project is not funded or does not receive all funding it can then be submitted to the MPO ATP Call for Projects. All final recommendations are sent for approval to the California Transportation Commission.

3. Allocation of funds must follow the Caltrans 2019 ATP Guidelines: <http://www.dot.ca.gov/hq/LocalPrograms/atp/cycle-4.html> and CTC 2019 ATP Guidelines: <http://www.catc.ca.gov/programs/atp/>
4. Applicants must be able to comply with all federal and state laws, regulations, policies and procedures required to enter into a Master Agreement and follow the processes in the Caltrans Local Assistance Procedures Manual: <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm>
Additional time should be included in project time line if there is not an existing Master agreement in place to illustrate funds will be obligated and expended in the appropriate fiscal year.
5. All phases of work are eligible: Environmental, Preliminary Engineering, Right of Way, Construction.

ELIGIBLE PROJECTS AND ACTIVITIES

Funds are available for a variety of projects including but not limited to:

1. New bicycle and pedestrian facilities
2. Improvements to existing bikeways and walkways
3. Safe routes to school projects
4. Connectivity of bike paths
5. Education programs to increase active transportation
6. Establishment or expansion of bike share program
7. Installation of traffic control devices to improve safety of pedestrian and bicyclists

INITIAL PROJECT EVALUATION ELIGIBILITY SCREENING

TMPO staff will conduct an initial project screening to determine if a submitted project will proceed to the evaluation process. TMPO staff will use the following screening criterion:

1. The project must have been submitted to the State ATP Call for projects.
2. The project must be listed in the constrained project list of the 2017 Regional Transportation Plan (RTP). Projects may be contained in a “grouped project” or broader category listing in the RTP. Please contact TMPO staff as necessary to confirm.
3. The project must be ready for programming in the Federal Transportation Improvement Program; ATP is funded from various federal and state funds appropriated in the annual Budget Act.
4. The project sponsor must demonstrate technical capacity and reliability for delivering similar projects (scale and complexity).
5. Projects requesting construction funding must have environmental, engineering and right-of-way completed by the time funds are requested.

IMPLEMENTATION AND OVERSIGHT REQUIREMENTS

Beyond the implementation and oversight requirements set forth in the Linking Tahoe: Regional Grant Program Goals and Criteria, all ATP funded projects must also follow and be aware of the below requirements:

1. The CTC has specific reporting requirements for ATP projects. Implementing agencies must submit the following reports to CTC and the MPO:
 - a. progress reports (semi-annual or quarterly),
 - b. completion report and
 - c. final delivery report.
2. Applicants must work with Caltrans District Local Assistance to prepare the Allocation request for the CTC and 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>

3. To ensure timely use of funds, TMPO shall retain the right to redirect program funding to other agencies and projects so as not to lose funding to the Tahoe Region. For ATP funded projects, TMPO will maintain a project contingency list. If an awarded project is not able to meet funding programming and allocation guidelines and milestones, funding may be moved to a project on the contingency list, with approval from the CTC. Extension requests for a project in the MPO selected portion of the program must include a recommendation by the MPO, consistent with the preceding requirements.
4. Allocation requests for a project in the MPO selected portion of the program must include a recommendation by the MPO.

PROJECT EVALUATION CRITERIA

Team evaluators will review and score applications using the following selection criteria and relative weighting (maximum of 70 points):

Work plan and Timeline. Project application should clearly illustrate the current stage of the project, the delivery work plan, and a detailed project timeline with key milestones demonstrating the capacity to deliver in timely manner.	15 points
Demonstrated Need. The applicant should clearly identify the purpose and need of the project and whether the project is located within a disadvantaged community. A disadvantaged community for the Tahoe Region is defined as an area that is below the statewide median household income or is within a 2-mile radius of a school with at least 40% of students eligible for free or reduced priced lunch.	10 points
Project Performance Assessment. The applicant will show how the project meets TMPO's goals and performance measures. Please see the attached Transportation Assessment Metrics and complete the questions within each category and all supplemental questions.	25 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 	15 points
Matching funds. If matching funding are provided, applicant must identify non-federal matching funds. Match is not required for ATP funds. However, project applications that can show match for ATP will be the most competitive.	5 points
TOTAL POINTS	70 points



Tahoe Metropolitan Planning Organization 2018 Nevada Transportation Alternatives Set-Aside Program Guidelines (Cycle 2)

INTRODUCTION

The Tahoe Metropolitan Planning Organization's (TMPO's) 2018 Nevada Transportation Alternative (TAP) guidelines are consistent with and support Nevada Department of Transportation's (NDOT) TAP guidelines. TMPO's process, specifically its application, evaluation criteria, and evaluation committee do differ slightly from the NDOT's process. These processes are described herein, and outlined below. For more general information on the Linking Tahoe: Regional Grant Program, application materials, and submittal instructions, please see the Linking Tahoe Regional Grant Program Guidelines.

1. Applicants can jointly submit their applications as a request for TAP funds as well as Nevada's Surface Transportation Block Grant (STBG) funds if eligible for both types of funding. These guidelines are part of the Linking Tahoe Regional Grant Program, which currently includes both funding sources – TAP and STBG. Projects will only be funded through the TAP program if they are eligible under the NDOT's eligibility requirements.
2. The application is formatted to meet TMPO's Regional Grant Program needs, fine-tuned to be applicable to TMPO's regional transportation plan's goals, and incorporate federal, state, and regional performance measures.
3. The application evaluation criteria reflect the goals and performance measures of the TMPO regional transportation plan, which also support the goals and mission of the NDOT's Transportation Alternative Program.
4. The Evaluation Committee includes TMPO staff, with oversight from the TMPO Executive Committee.
5. TMPO has elected to have no minimum project size for the NV TAP program.

BACKGROUND

The Transportation Alternatives Program (TAP) was established in 2012 and authorized under section 1122 of the federal "MAP 21" surface transportation authorization legislation. This program consolidated multiple programs from the 2005 Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)— including Transportation Enhancement (TE) activities and Safe Routes to School (SRTS). The MAP-21 legislation provided for a reserved portion of federal surface transportation funds to be apportioned to a State under section 104(b) of title 23 to carry out the TAP. The TAP program provides funding for programs and projects defined as transportation alternatives.

The 2015 Fixing America's Surface Transportation (FAST) Act replaced the Transportation Alternatives Program (TAP) with a set-aside of Surface Transportation Block Grant Program funding for transportation alternatives (TA). The set-aside provides funds for projects or activities described in section 101 (a) (29) or 213. These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

The MPO apportionment is made available to the State through the Federal Highway Administration and administered by the Nevada State Department of Transportation. Funds must be awarded and programmed based on a competitive process in accordance with the MPO guidelines.

PROGRAM GOALS

TMPO's goal of the TAP is to support the NDOT's TAP goals and the implementation of the 2017 Linking Tahoe: Regional Transportation Plan (RTP) by increasing active modes of transportation to provide mobility, social, and environmental improvements. The program targets creating safe, accessible, attractive communities through active transportation projects, including bike and pedestrian facilities, safe routes to schools, and environmental/vegetation management efforts.

PROGRAM SCHEDULE AND FUNDING

The funding is allocated by the state of Nevada through NDOT and must be awarded to projects located entirely within the Nevada portion of the Tahoe Region. Programming capacity for this cycle is estimated at \$362,000 for federal fiscal years 2019 thru 2021. A minimum of 5% local match is required on TAP funds; however, applicants that are able to demonstrate above the minimum will have an opportunity to score higher on the application.

ELIGIBILITY OVERVIEW

1. Projects must be listed in the 2017 RTP constrained project list.
2. Projects must meet the eligibility requirements in the FHWA Transportation Alternative guidance: https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm
3. Applicants must be able to comply with all federal and state laws, regulations, policies and processes required in the Nevada DOT Local Public Agency Manual: <https://www.nevadadot.com/home/showdocument?id=1541>
4. Project sponsor must also carry out and comply with all Federal, State and local laws, and acquire environmental approvals and any required permits from the appropriate Federal, State and local agencies.
5. Project sponsors must provide the applicable non-federal match.
6. All phases of work are eligible: Environmental, Preliminary Engineering, Right of Way, Construction.

ELIGIBLE PROJECTS AND ACTIVITIES

Funds are available for a variety of projects including but not limited to:

1. Bicycle and pedestrian facilities
2. Improvements to existing bikeways and walkways

3. Safe routes to school projects
4. Connectivity of bike paths
5. Education programs to increase active transportation
6. Establishment or expansion of bike share program
7. Installation of traffic control devices to improve safety of pedestrian and bicyclists

See the FHWA site for detailed information on eligible projects:

https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm#EligibleProjects

INITIAL PROJECT EVALUATION ELIGIBILITY SCREENING

TMPO staff will conduct an initial project screening to determine if a submitted project will proceed to the evaluation process. TMPO staff will use the following screening criterion:

1. The project must be listed in the constrained project list of the 2017 Regional Transportation Plan (RTP). Projects may be contained in a “grouped project” or broader category listing in the RTP. Please contact TMPO staff as necessary to confirm.
2. The project must be ready for programming in the Federal Transportation Improvement Program.
3. The project sponsor must demonstrate technical capacity and reliability for delivering similar projects (scale and complexity).
4. Projects requesting construction funding must have environmental, engineering and right-of-way completed by the time funds are requested.

PROJECT EVALUATION CRITERIA

Team evaluators will review and score applications using the following selection criteria and relative weighting (maximum of 70 points):

Work plan and Timeline. Project application should clearly illustrate the current stage of the project, the delivery work plan, and a detailed project timeline with key milestones demonstrating the capacity to deliver in timely manner.	15 points
Demonstrated Need. The applicant should clearly identify the purpose and need of the project and whether the project is located within a disadvantaged community. A disadvantaged community for the Tahoe Region is defined as an area that is below the statewide median household income or is within a 2-mile radius of a school with at least 40% of students eligible for free or reduced priced lunch.	10 points
Project Performance Assessment. The applicant will show how the project meets TMPO’s goals and performance measures. Please see the attached Transportation Assessment Metrics and complete the questions within each category and all supplemental questions.	25 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 	15 points
Matching funds. A minimum of 5% match is required. The applicant must clearly identify the applicable non-federal matching funds. Project applications that can show increased match will be the most competitive.	5 points
TOTAL POINTS	70 points

IMPLEMENTATION AND OVERSIGHT REQUIREMENTS

Beyond the implementation and oversight requirements set forth in the Linking Tahoe: Regional Grant Program Goals and Criteria, all TAP funded projects must also follow and be aware of the below requirements:

1. Applicants must work with NDOT to prepare the funding Request for Authorization process for obligation of the funds. Follow the processes in the NDOT Local Public Agency Manual: <https://www.nevadadot.com/doing-business/about-ndot/ndot-divisions/engineering/design/local-public-agency>
2. To ensure timely use of funds, TMPO shall retain the right to redirect program funding to other agencies and projects so as not to lose funding to the Tahoe Region. For ATP funded projects, TMPO will maintain a project contingency list. If an awarded project is not able to meet funding programming and allocation guidelines and milestones, funding may be moved to a project on the contingency list, with approval from the CTC.

Please see the official USDOT/FHWA TA Set-Aside Implementation Guidance for more information: https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm



Tahoe Metropolitan Planning Organization Congestion Mitigation and Air Quality Improvement Program Guidelines

INTRODUCTION

These guidelines are the specific policies and procedures for the Congestion Mitigation and Air Quality (CMAQ) program. The intent is to provide information and reference material to assist in the application process for the federal funding made available through the Tahoe Metropolitan Planning Organization (TMPO). These processes are described herein, and outlined below. For more general information on the Linking Tahoe: Regional Grant Program, application materials, and submittal instructions, please see the Linking Tahoe Regional Grant Program Goals and Criteria.

1. The application meets TMPO's Regional Grant Program needs and is applicable to TMPO's regional transportation plan's goals, and incorporates federal, state, and regional performance measures.
2. The application evaluation criteria reflect the goals and performances measures of the TMPO regional transportation plan.
3. The Evaluation Committee includes TMPO staff, with oversight from the TMPO Executive Committee.
4. The TMPO has elected to have no minimum project size for the CMAQ program.

BACKGROUND

The Congesting Mitigation and Air Quality Improvement Program (CMAQ) 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. The 2015 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 Program provides 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). CMAQ funds must be invested in the El Dorado County portion of the Tahoe Region, including the City of South Lake Tahoe (CSLT). The funding

may be used for a transportation project or program that contributes to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution.

PROGRAM GOALS

TMPO's goal of the CMAQ program is to support the implementation of the 2017 Linking Tahoe: Regional Transportation Plan (RTP) by refining modes of transportation to provide mobility, social, and environmental improvements. The program targets bicycle and pedestrian projects, engine retrofits, and congestion reduction and traffic flow improvements.

PROGRAM SCHEDULE AND FUNDING

CMAQ funding is apportioned to TMPO by the Federal Highway Administration (FHWA) in accordance with the Federal FAST Act. The funding is allocated by the state of California to the Region. Funding must be awarded to projects in the El Dorado County portion of the Tahoe Region, including the City of South Lake Tahoe. Programming capacity is determined based on the apportionment amount per year. Local match is required on all CMAQ funds; the minimum percentage required is 11.47% which is listed below. Applicants that are able to demonstrate a greater match than the minimum required will have an opportunity to score higher on the application. The funds will be programmed accordingly to award year and must be obligated prior to the end of the federal fiscal year.

- **Local Match Requirements:**

Project sponsors are required to provide local match for the CMAQ funding (23 U.S.C. 120). The non-federal match requirement is:

- 11.47% for California

ELIGIBILITY OVERVIEW

Eligible applicants include local government entities and transit operators within in the El Dorado portion of the Tahoe region including the City of South Lake Tahoe.

1. Projects must be listed in the 2017 RTP constrained project list.
2. Projects must meet eligibility requirements included in 23 U.S.C.133 related to project location, eligibility, and planning. https://www.fhwa.dot.gov/environment/air_quality/cmaq/
3. Project sponsors must provide the applicable non-federal match.
4. Project sponsors must provide a cost-effectiveness emissions reduction analysis on project. http://www.dot.ca.gov/hq/transprog/federal/cmaq/CMAQ_Web_Page.html (Tools and Resources)
5. Applicants must be able to comply with all federal and state laws, regulations, policies and procedures required to enter into a Master Agreement and follow the processes in the Caltrans Local Assistance Procedures Manual: <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm>
Additional time should be included in project time line if there is not an existing Master agreement in place to illustrate funds will be obligated and expended in the appropriate fiscal year.
6. All phases of work are eligible: Environmental, Preliminary Engineering, Right of Way, Construction.

ELIGIBLE PROJECTS AND ACTIVITIES

Funds are available for a variety of projects including but not limited to:

1. Diesel Engine Retrofit s and Other Advance Truck Technologies
2. Congestion Reduction and Traffic Flow Improvements
3. Transportation Control Measures (TMC)
4. Transit Improvements
5. Bicycle and Pedestrian Facilities and Programs
6. Travel Demand Management
7. Public Education and Outreach Activities
8. Transportation Management Associations
9. Carpooling and Vanpooling
10. Car sharing
11. Extreme Low-Temperature Cold Start Programs
12. Inspection/Maintenance (I&M) Programs

For additional information regarding project eligibility please refer to the FHWA guidance:

https://www.fhwa.dot.gov/environment/air_quality/cmaq/

INITIAL PROJECT EVALUATION ELIGIBILITY SCREENING

TMPO staff will conduct an initial project screening to determine if a submitted project will proceed to the evaluation process. TMPO staff will use the following screening criterion:

1. The project must be listed in the constrained project list of the 2017 Regional Transportation Plan (RTP). Projects may be contained in a “grouped project” or broader category listing in the RTP. Please contact TMPO staff as necessary to confirm.
2. The project must generate an emissions reduction, and it must be located in or benefit a nonattainment or maintenance area.
3. The project must be ready for programming in the Federal Transportation Improvement Program.
4. The project sponsor must demonstrate technical capacity and reliability for delivering similar projects (scale and complexity).
5. Projects requesting construction funding must have environmental, engineering and right-of-way completed by the time funds are requested.

PROJECT EVALUATION CRITERIA

Team evaluators will review and score applications using the following selection criteria and relative weighting (maximum of 70 points):

Work plan and Timeline. Project application should clearly illustrate the current stage of the project, the delivery work plan, and a detailed project timeline with key milestones demonstrating the capacity to deliver in timely manner.	15 points
Demonstrated Need. The applicant should clearly identify the purpose and need of the project.	10 points
Project Performance Assessment. The applicant will show how the project meets TMPO's goals and performance measures. Please see the attached Transportation Assessment Metrics and complete the questions within each category and all supplemental questions.	25 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 	15 points
Matching funds. The applicant must clearly identify the applicable non-federal matching funds. Project applications that can show increased match for CMAQ will be the most competitive.	5 points
TOTAL POINTS	70 points

IMPLEMENTATION AND OVERSIGHT REQUIREMENTS

Beyond the implementation and oversight requirements set forth in the Linking Tahoe: Regional Grant Program Goals and Criteria, all CMAQ funded projects must also follow and be aware of the below requirements:

1. Applicants must work with Caltrans District Local Assistance to prepare 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>
2. Applicants must follow the Caltrans CMAQ Guidance: http://www.dot.ca.gov/hq/transprog/federal/cmaq/CMAQ_Web_Page.html
3. To ensure timely use of funds, TMPO shall retain the right to redirect program funding to other agencies and projects so as not to lose funding to the Tahoe Region. For CMAQ funded projects, TMPO will maintain a project contingency list. If an awarded project is not able to meet funding programming and authorization guidelines and milestones, funding may be moved to a project on the contingency list.

APPENDIX B: FINANCIAL SUMMARY

2019 Federal Transportation Improvement Program

47 | Page

TABLE 1: REVENUE

Tahoe Metropolitan Planning Organization

2019 FTIP
(\$'s in 1,000)

Funding Source/Program	NOTES	4 YEAR (FTIP Period)				
		FY 2019	FY 2020	FY 2021	FY 2022	TOTAL
LOCAL						
Sales Tax						
City						
County						
Gas Tax						
Gas Tax (Subventions to Cities)						
Gas Tax (Subventions to Counties)						
Other Local Funds		\$763	\$531	\$183		\$1,477
County General Funds		\$465	\$515	\$5		\$985
City General Funds		\$154	\$16	\$178		\$348
Street Taxes and Developer Fees		\$144				\$144
RSTP Exchange funds						
Transit						
Transit Fares						
Other (See Appendix 1)		\$7,383	\$18,043	\$6,856	\$6,588	\$38,870
Local Total		\$8,146	\$18,574	\$7,039	\$6,588	\$40,347
REGIONAL						
Tolls						
Bridge						
Corridor						
Regional Sales Tax						
Other (See Appendix 2)						
Regional Total						
STATE						
State Highway Operation and Protection Program (SHOPP) ¹						
SHOPP						
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 (ATP) ¹		\$3,707	\$163	\$163	\$209	\$4,242
Highway Maintenance (HM) Program ¹						
Highway Bridge Program (HBP) ¹						
Road Repair and Accountability Act of 2017 (SB1)						
Traffic Congestion Relief Program (TCRP)						
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)						
Other (See Appendix 3)		\$4,127	\$5,716	\$3,322	\$3,322	\$16,487
State Total		\$7,834	\$5,879	\$3,485	\$3,531	\$20,729
FEDERAL TRANSIT						
5307 - Urbanized Area Formula Grants	2	\$2,893	\$2,893	\$2,893	\$2,893	\$11,572
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		\$50	\$50	\$50	\$50	\$200
5311 - Formula Grants for Rural Areas	4	\$2,211	\$2,211	\$2,211	\$2,211	\$8,844
5311f - Intercity Bus						
5337 - State of Good Repair Grants						
5339 - Bus and Bus Facilities Formula Grants		\$402	\$402	\$402	\$402	\$1,608
FTA Transfer from Prior FTIP						
Other (See Appendix 4)						
Federal Transit Total		\$5,556	\$5,556	\$5,556	\$5,556	\$22,224
FEDERAL HIGHWAY						
Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$1,440	\$1,469	\$1,469	\$1,468	\$5,846
Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)						
Coordinated Border Infrastructure Program						
Federal Lands Access Program						
Federal Lands Transportation Program						
GARVEE Bonds Debt Service Payments						
Highway Infrastructure Program (HIP)			\$382			\$382
Highway Infrastructure Program (HIP) - PRIOR						
High Priority Projects (HPP) and Demo						
Highway Safety Improvement Program (HSIP)			\$3,451			\$3,451
National Highway Freight Program (NHFP)						
Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)						
Railway-Highway Crossings Program						
Recreational Trails Program						
SAFETEA-LU Safe Routes to School (SRTS)						
Surface Transportation Block Grant Program (STBGP/RSTP)	3	\$1,973	\$2,048	\$2,047	\$2,047	\$8,115
Other (see Appendix 5)		\$2,098	\$3,183	\$1,283	\$1,221	\$7,785
Federal Highway Total		\$5,511	\$10,533	\$4,799	\$4,736	\$25,579
FEDERAL RAIL						
Other Federal Railroad Administration (see Appendix 6)						
Federal Railroad Administration Total						
Federal Total		\$11,067	\$16,089	\$10,355	\$10,292	\$47,803
INNOVATIVE FINANCE						
TIFIA (Transportation Infrastructure Finance and Innovation Act)						
Other (See Appendix 7)						
Innovative Financing Total						
REVENUE TOTAL		\$27,047	\$40,542	\$20,879	\$20,411	\$108,879

Financial Summary Notes:

- ¹ State Programs that include both state and federal funds
- ² FTA program that includes both California and Nevada states
- ³ STBG CA funds
- ⁴ NV 5311 funds

Caltrans, Division of Transportation Programming
Office of Federal Transportation Management Program
LG: Revised 6/5/2018

TABLE 1: REVENUE - APPENDICES

**Tahoe Metropolitan Planning Organization
2019 FTIP
(\$'s in 1,000)**

Appendix 1 - Local Other

Local Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2019	FY 2020	FY 2021	FY 2022	
TRPA AQ Mitigation	\$160	\$193	\$88		\$441
LTCC Bond Measure	\$650				\$650
Private Funds		\$62	\$180		\$242
Local transportation funds	\$6,573	\$6,588	\$6,588	\$6,588	\$26,337
IVGID		\$11,200			\$11,200
Local Other Total	\$7,383	\$18,043	\$6,856	\$6,588	\$38,870

Appendix 2 - Regional Other

Regional Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2019	FY 2020	FY 2021	FY 2022	
Regional Other Total					

Appendix 3 - State Other

State Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2019	FY 2020	FY 2021	FY 2022	
State Cash - CA Tahoe Conservancy	\$800	\$2,232			\$3,032
Nevada State LT License Plate (NDSL)		\$62			\$62
Nevada State Q1	\$53				\$53
LCTOP	\$228	\$232	\$232	\$232	\$924
TDA	\$2,961	\$3,005	\$3,005	\$3,005	\$11,976
Nevada State Parks	\$85	\$85	\$85	\$85	\$340
Nevada State Funds		\$100			\$100
State Other Total	\$4,127	\$5,716	\$3,322	\$3,322	\$16,487

Appendix 4 - Federal Transit Other

Federal Transit Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2019	FY 2020	FY 2021	FY 2022	
Federal Transit Other Total					

Appendix 5 - Federal Highway Other

Federal Highway Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2019	FY 2020	FY 2021	FY 2022	
Nevada - Surface Transportation Block Grant Program (STBGP/RSTP)	\$1,274	\$3,121	\$1,221	\$1,221	\$6,837
Nevada TAP	\$824	\$62	\$62		\$948
Federal Highway Other Total	\$2,098	\$3,183	\$1,283	\$1,221	\$7,785

Appendix 6 - Federal Railroad Administration Other

Federal Railroad Administration Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2019	FY 2020	FY 2021	FY 2022	
Federal Railroad Administration Other Total					

Appendix 7 - Innovative Other

Innovative Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2019	FY 2020	FY 2021	FY 2022	
Innovative Other Total					

TABLE 2: PROGRAMMED

Tahoe Metropolitan Planning Organization
2019 FTIP
(\$'s in 1,000)

Funding Source/Program		N O T E S	4 YEAR (FTIP Period)				
			FY 2019	FY 2020	FY 2021	FY 2022	TOTAL
LOCAL	Local Total		\$8,146	\$18,574	\$7,039	\$6,588	\$40,347
REGIONAL	Tolls						
	<i>Bridge</i>						
	<i>Corridor</i>						
	Regional Sales Tax Other (See Appendix A)						
	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 (ATP) ¹		\$3,707				\$3,707
	Highway Maintenance (HM) Program ¹						
	Highway Bridge Program (HBP)						
	Road Repair and Accountability Act of 2017 (SB1)						
Traffic Congestion Relief Program (TCRP)							
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42) Other (See Appendix B)		\$4,127	\$5,716	\$3,322	\$3,322	\$16,487	
	State Total		\$7,834	\$5,716	\$3,322	\$3,322	\$20,194
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants	2	\$2,893	\$2,893	\$2,893	\$2,893	\$11,572
	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		\$50	\$50	\$50	\$50	\$200
	5311 - Formula Grants for Rural Areas	4	\$2,211	\$2,211	\$2,211	\$2,211	\$8,844
	5311f - Intercity Bus						
	5337 - State of Good Repair Grants						
	5339 - Bus and Bus Facilities Formula Grants		\$402	\$402	\$402	\$402	\$1,608
	FTA Transfer from Prior FTIP						
	Other (See Appendix C)						
	Federal Transit Total		\$5,556	\$5,556	\$5,556	\$5,556	\$22,224
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$1,440	\$1,264			\$2,704
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)						
	Coordinated Border Infrastructure Program						
	Federal Lands Access Program						
	Federal Lands Transportation Program						
	GARVEE Bonds Debt Service Payments						
	Highway Infrastructure Program (HIP)						
	Highway Infrastructure Program (HIP) - PRIOR						
	High Priority Projects (HPP) and Demo						
	Highway Safety Improvement Program (HSIP)			\$3,451			\$3,451
	National Highway Freight Program (NHFP)						
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)						
	Railway-Highway Crossings Program						
	Recreational Trails Program						
	SAFETEA-LU Safe Routes to School (SRTS)						
	Surface Transportation Block Grant Program (STBGP/RSTP)	3	\$1,968	\$1,782	\$2,047		\$5,797
Other (see Appendix D)		\$2,098	\$3,183	\$902		\$6,183	
	Federal Highway Total		\$5,506	\$9,680	\$2,949		\$18,135
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)						
	Federal Railroad Administration Total						
	Federal Total		\$11,062	\$15,236	\$8,505	\$5,556	\$40,359
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix F)						
	Innovative Financing Total						
PROGRAMMED TOTAL			\$27,042	\$39,526	\$18,866	\$15,466	\$100,900

Financial Summary Notes:

- ¹ State Programs that include both state and federal funds.
- ² FTA program that includes both California and Nevada funds
- ³ STBG CA funds
- ⁴ NV 5311 funds

TABLE 2: PROGRAMMED - APPENDICES

Tahoe Metropolitan Planning Organization
2019 FTIP
(\$'s in 1,000)

Appendix A - Regional Other

Regional Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2019	FY 2020	FY 2021	FY 2022	
Regional Other Total					

Appendix B - State Other

State Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2019	FY 2020	FY 2021	FY 2022	
State Cash - California Tahoe Conservancy	\$800	\$2,232			\$3,032
Nevada State LT License Plate (NDSL)		\$62			\$62
Nevada State Q1	\$53				\$53
LCTOP	\$228	\$232	\$232	\$232	\$924
TDA	\$2,961	\$3,005	\$3,005	\$3,005	\$11,976
Nevada State Parks	\$85	\$85	\$85	\$85	\$340
Nevada State funds		\$100			\$100
State Other Total	\$4,127	\$5,716	\$3,322	\$3,322	\$16,487

Appendix C - Federal Transit Other

Federal Transit Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2019	FY 2020	FY 2021	FY 2022	
Federal Transit Other Total					

Appendix D - Federal Highway Other

Federal Highway Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2019	FY 2020	FY 2021	FY 2022	
Nevada - Surface Transportation Block Grant Program	\$1,274	\$3,121	\$840		\$5,235
Nevada TAP	\$824	\$62	\$62		\$948
Federal Highway Other Total	\$2,098	\$3,183	\$902		\$6,183

Appendix E - Federal Railroad Administration Other

Federal Railroad Administration Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2019	FY 2020	FY 2021	FY 2022	
Federal Railroad Administration Other Total					

Appendix F - Innovative Finance Other

Innovative Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2019	FY 2020	FY 2021	FY 2022	
Innovative Other Total					

TABLE 3: REVENUE-PROGRAMMED

Tahoe Metropolitan Planning Organization
2019 FTIP
(\$'s in 1,000)

Funding Source/Program		4 YEAR (FTIP Period)				
		FY 2019	FY 2020	FY 2021	FY 2022	TOTAL
LOCAL	Local Total					
REGIONAL	Tolls					
	<i>Bridge</i>					
	<i>Corridor</i>					
	Regional Sales Tax					
	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 (ATP) ¹		\$163	\$163	\$209	\$535
	Highway Maintenance (HM) Program ¹					
	Highway Bridge Program (HBP) ¹					
	Road Repair and Accountability Act of 2017 (SB1)					
Traffic Congestion Relief Program (TCRP)						
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)						
Other						
	State Total		\$163	\$163	\$209	\$535
FEDERAL TRANSIT	5307 - 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		\$205	\$1,469	\$1,468	\$3,142
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)					
	Coordinated Border Infrastructure Program					
	Federal Lands Access Program					
	Federal Lands Transportation Program					
	GARVEE Bonds Debt Service Payments					
	Highway Infrastructure Program (HIP)		\$382			\$382
	Highway Infrastructure Program (HIP) - PRIOR					
	High Priority Projects (HPP) and Demo					
	Highway Safety Improvement Program (HSIP)					
	National Highway Freight Program (NHFP)					
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)					
	Railway-Highway Crossings Program					
	Recreational Trails Program					
	SAFETEA-LU Safe Routes to School (SRTS)					
	Surface Transportation Block Grant Program (STBGP/RSTP)	\$5	\$266		\$2,047	\$2,318
Other			\$381	\$1,221	\$1,602	
	Federal Highway Total	\$5	\$853	\$1,850	\$4,736	\$7,444
FEDERAL RAIL	Other Federal Railroad Administration					
	Federal Railroad Administration Total					
	Federal Total	\$5	\$853	\$1,850	\$4,736	\$7,444
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)					
	Other					
	Innovative Financing Total					
REVENUE - PROGRAMMED TOTAL		\$5	\$1,016	\$2,013	\$4,945	\$7,979

APPENDIX C: CTIPS PROJECT SHEETS AND GROUPED PROJECTS BACKUP LISTS

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

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0147	TITLE (DESCRIPTION): Tallac Historic Site, Valhalla, and the Visitor Center Improvements (Install day use parking spaces, monitoring equipment, and path signage)	MPO Aprv:
CT PROJECT ID:			MPO ID.: USFS002		State Aprv:
COUNTY: El Dorado County	ROUTE: 89		PM:		Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY

IMPLEMENTING AGENCY: USDA Forest Service
PROJECT MANAGER: Jenny Hebert
PHONE: (530) 543-2857
EMAIL: jenniferhebert@fs.fed.us

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	06/11/2018	JWEBER	Adoption - New Project	0	350,000		

* Local Funds -		<u>PRIOR</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>22/23</u>	<u>23/24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: Private Funds	RW									
* Funding Agency:	CON			42,000						42,000
	Total:			42,000						42,000

* RSTP -		<u>PRIOR</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>22/23</u>	<u>23/24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE									
* Fund Type: STP Local	RW									
* Funding Agency: Caltrans	CON			308,000						308,000
	Total:			308,000						308,000

Project Total:		<u>PRIOR</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>22/23</u>	<u>23/24</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON			350,000						350,000
	Total:			350,000						350,000

Comments:
***** Version 1 - 05/21/2018 *****
New Project. RTP Appendix B -1. TPC \$11M, phase \$350,000

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

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0138	TITLE (DESCRIPTION): Purchase Street Sweeper (Purchase a high-efficiency street sweeper for El Dorado County)	MPO Aprv:
CT PROJECT ID:			MPO ID.: ELDO05		State Aprv:
COUNTY: El Dorado County	ROUTE:		PM:		Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY

IMPLEMENTING AGENCY: El Dorado County
PROJECT MANAGER: Russ Wigart

PHONE: (530) 573-7924

EMAIL: russell.wigart@edcgov.us

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	08/27/2018	JWEBER	Adoption - Carry Over	0	300,000		

* CMAQ -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
* Fund Type: Congestion Mitigation	RW									
* Funding Agency:	CON			190,000						190,000
	Total:			190,000						190,000

* Local Funds -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
* Fund Type: County Funds	RW									
* Funding Agency:	CON			110,000						110,000
	Total:			110,000						110,000

Project Total:		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
	PE									
	RW									
	CON			300,000						300,000
	Total:			300,000						300,000

Comments:

***** DFTIP Version 1 - 05/14/2018*****
2017 Carry over. RTP Appendix B-6. Updated from Bobtail Dump Truck to Street Sweeper. Increased local county funds by \$88,000. Cost-effectiveness \$135.85 \$/kg/day

***** Version 1 - 06/27/2016 *****
New project. RTP 87

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

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0140	TITLE (DESCRIPTION): Purchase of Street Sander Truck (Purchase of a street sander Carb 2021 compliant vehicle. Replace existing sander/spreader truck with new truck and Epoke abrasives distribution system.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: CSLT05		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: El Dorado County	ROUTE:		PM:		

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)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	06/11/2018	JWEBER	Adoption - Carry Over	0	477,000		

* CMAQ -		<u>PRIOR</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>22/23</u>	<u>23/24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE									
* Fund Type: Congestion Mitigation	RW									
* Funding Agency:	CON		399,000							399,000
	Total:		399,000							399,000

* Local Funds -		<u>PRIOR</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>22/23</u>	<u>23/24</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>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>22/23</u>	<u>23/24</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON		477,000							477,000
	Total:		477,000							477,000

Comments:
***** DFTIP Version 1 - 05/14/2018*****
2017 Carry Over. Cost effectiveness 2,179.92 \$/kg/day
RTP Appendix B-6

***** Version 2 - 11/02/2017 *****
Delete CMAQ \$390,000 19/20. Add CMAQ \$399,000 18/19. Move Local fund match from 19/20 to 18/19. Traded funds with Conservancy.
***** 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:	EA:	CTIPS ID: 220-0000-0141	TITLE (DESCRIPTION): Kings Beach Western Approach (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.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: PL001		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Placer County Placer County	ROUTE: 267 28		PM:		

IMPLEMENTING AGENCY: Placer County
PROJECT MANAGER: Kansas McGahan
PHONE: (530) 581-6217
EMAIL: kmcgahan@placer.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	08/22/2018	JWEBER	Adoption - Carry Over	0		1,650,000	850,000

* RSTP -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 1 of 3	PE	650,000								650,000
	RW									
* Fund Type: STP Local	CON									
* Funding Agency: Caltrans	Total:	650,000								650,000

* Local Funds -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 2 of 3	PE	100,000	100,000							200,000
	RW									
* Fund Type: County Funds	CON									
* Funding Agency:	Total:	100,000	100,000							200,000

* Other State -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 3 of 3	PE									
	RW	850,000	800,000							1,650,000
* Fund Type: State Cash	CON									
* Funding Agency: California Tahoe Conservancy	Total:	850,000	800,000							1,650,000

Project Total:		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
	PE	750,000	100,000							850,000
	RW	850,000	800,000							1,650,000
	CON									
	Total:	1,600,000	900,000							2,500,000

Comments:
***** DFTIP Version 1 - 05/14/2018*****
2017 Carry Over. Add \$100,000 TOT in 18/19
Previous Title: Mobility Improvements at SR 267/ SR 28 Intersection. Add ROW \$800,000 18/19.
RTP Appendix B-1.

***** Version 1 - 06/27/2016 *****
New project. RTP 1
Total cost \$5M

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

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

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)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	06/27/2018	JWEBER	Adoption - Carry Over	0	3,680,000		

* Local Funds -		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
* Fund Source 1 of 4	PE									
	RW									
* Fund Type: Local Transportation Funds	CON		505,000	505,000	505,000	505,000				2,020,000
* Funding Agency:	Total:		505,000	505,000	505,000	505,000				2,020,000

* FTA Funds -		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
* Fund Source 2 of 4	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON		243,000	243,000	243,000	243,000				972,000
* Funding Agency:	Total:		243,000	243,000	243,000	243,000				972,000

* FTA Funds -		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
* Fund Source 3 of 4	PE									
	RW									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	CON		147,000	147,000	147,000	147,000				588,000
* Funding Agency:	Total:		147,000	147,000	147,000	147,000				588,000

* FTA Funds -		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
* Fund Source 4 of 4	PE									
	RW									
* Fund Type: FTA 5310 Elderly & Disabilities	CON				50,000	50,000				100,000
* Funding Agency:	Total:				50,000	50,000				100,000

Project Total:		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
	PE									
	RW									
	CON		895,000	895,000	945,000	945,000				3,680,000
	Total:		895,000	895,000	945,000	945,000				3,680,000

Comments:

***** DFTIP Version 1 - 06/11/2018*****
2017 Carry over. RTP Appendix B-2

***** Version 4 - 05/31/2018 *****
Adding in FTA FY18 full year apportionment (5307 \$243,000 & 5339 \$147,000)
***** Version 3 - 07/18/2017 *****
Updating 5307 and 5339 with full year apportionment published 7/10/17 - increase \$24,000 and \$4,000 respectively
***** Version 2 - 03/01/2017 *****
Adding additional FFY17 FTA 5307 and 5339 apportionment. Toll credits will be used for match.

***** 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: 03	PPNO:	EA:	CTIPS ID: 220-0000-0049	TITLE (DESCRIPTION): TTD Transit Capital (Bus and Bus Facilities and Preventative Maintenance)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TMC0406		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Various Counties	ROUTE:	PM:			

IMPLEMENTING AGENCY: Tahoe Transportation District
PROJECT MANAGER: GEORGE FINK

PHONE: (775) 589-5325

EMAIL: gfink@tahoetransportation.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	06/27/2018	JWEBER	Adoption - Carry Over	0	3,044,000		

* FTA Funds -		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
* Fund Source 1 of 3	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON		481,000	481,000	481,000	481,000				1,924,000
* Funding Agency:	Total:		481,000	481,000	481,000	481,000				1,924,000

* FTA Funds -		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
* Fund Source 2 of 3	PE									
	RW									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	CON		255,000	255,000	255,000	255,000				1,020,000
* Funding Agency:	Total:		255,000	255,000	255,000	255,000				1,020,000

* FTA Funds -		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
* Fund Source 3 of 3	PE									
	RW									
* Fund Type: FTA 5310 Elderly & Disabilities	CON		50,000	50,000						100,000
* Funding Agency:	Total:		50,000	50,000						100,000

Project Total:		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
	PE									
	RW									
	CON		786,000	786,000	736,000	736,000				3,044,000
	Total:		786,000	786,000	736,000	736,000				3,044,000

Comments:

***** DFTIP Version 1 - 06/11/2018*****

2017 Carry Over. Toll Credits for match. RTP Appendix B-2

***** Version 22 - 05/31/2018 *****

Adding FTA FY18 full year apportionment (5307 \$481,000, 5339 \$255,000, 5310 \$50,000). Toll Credits for match.

***** Version 21 - 05/09/2018 *****

Add FTA 5339 (c) Low-No Emission Bus grant \$850,000 17/18. Purchase one battery electric bus. Toll Credits for match.

***** Version 20 - 10/18/2017 *****

Technical Correction: add FY16/17 UZA 5310 funds \$85k. TDC for match. Funds will enhance vehicle and facilities to improve access to transit services.

***** Version 19 - 07/18/2017 *****

Updating 5307 and 5339 with the full year apportionment published on 7/10/17 - reduce \$1,000 and increase \$8,000 respectively

***** Version 18 - 03/01/2017 *****

Adding additional FFY17 FTA 5307 and 5339 apportionment. Toll credits will be used for match.

***** 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)
Transit System**

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0098	TITLE (DESCRIPTION): Grouped Projects for Operating Assistance to Transit 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: Various Counties	ROUTE:		PM:		

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER: JUDY WEBER
PHONE: (775) 589-5203
EMAIL: jweber@trpa.org

PROJECT VERSION HISTORY (Printed Version is Shaded) (Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	06/26/2018	JWEBER	Adoption - Carry Over	0	55,277,000		

* FTA Funds -		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
* Fund Source 1 of 7	PE									
	RW									
* Fund Type: FTA 5311 - Non Urbanized	CON		2,211,000	2,211,000	2,211,000	2,211,000				8,844,000
* Funding Agency: Nevada DOT	Total:		2,211,000	2,211,000	2,211,000	2,211,000				8,844,000

* CMAQ -		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
* Fund Source 2 of 7	PE									
	RW									
* Fund Type: Congestion Mitigation	CON			200,000						200,000
* Funding Agency:	Total:			200,000						200,000

* Local Funds -		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
* Fund Source 3 of 7	PE									
	RW									
* Fund Type: Local Transportation Funds	CON		6,068,000	6,083,000	6,083,000	6,083,000				24,317,000
* Funding Agency:	Total:		6,068,000	6,083,000	6,083,000	6,083,000				24,317,000

* Other State -		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
* Fund Source 4 of 7	PE									
	RW									
* Fund Type: Low Carbon Transit Operations Program (LCTOP)	CON		228,000	232,000	232,000	232,000				924,000
* Funding Agency:	Total:		228,000	232,000	232,000	232,000				924,000

* Nevada State -		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
* Fund Source 5 of 7	PE									
	RW									
* Fund Type: Nevada State	CON		85,000	85,000	85,000	85,000				340,000
* Funding Agency:	Total:		85,000	85,000	85,000	85,000				340,000

* FTA Funds -		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
* Fund Source 6 of 7	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON		2,169,000	2,169,000	2,169,000	2,169,000				8,676,000
* Funding Agency:	Total:		2,169,000	2,169,000	2,169,000	2,169,000				8,676,000

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

* Other State -		<u>PRIOR</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>22/23</u>	<u>23/24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 7	PE									
	RW									
* Fund Type: TDA	CON		2,961,000	3,005,000	3,005,000	3,005,000				11,976,000
* Funding Agency:	Total:		2,961,000	3,005,000	3,005,000	3,005,000				11,976,000

Project Total:		<u>PRIOR</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>22/23</u>	<u>23/24</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON		13,722,000	13,985,000	13,785,000	13,785,000				55,277,000
	Total:		13,722,000	13,985,000	13,785,000	13,785,000				55,277,000

Comments:

***** DFTIP Version 1 - 06/11/2018*****
 2017 Carry over. RTP Appendix B-2
 ***** Version 20 - 05/31/2018 *****
 Updating FTA 5307 with the full year apportionment for FY18 - increase by \$1,018,000. Toll credits for match. Increase Local funds by \$1,322,000 and LCTOP by \$50,000 in FY17/18
 ***** Version 19 - 10/18/2017 *****
 Technical Correction: Delete FY16/17 5310 UZA funds. Move to Capital. Remaining funds \$40,000 discretionary (w/TDC \$40k for match)
 ***** Version 18 - 07/18/2017 *****
 Updating FTAS307 and 5310 with the full year apportionment published on 7/10/17 - increase 5307 by \$68,000 and 5310 by \$1,000
 ***** Version 17 - 05/04/2017 *****
 Add FY16/17 FTA 5310 \$80,000 (funded w/100% federal funds w/TC)
 ***** Version 16 - 03/01/2017 *****
 Adding additional FFY17 FTA 5307 & 5310 apportionment. Toll credits will be used for match.

***** DFTIP Version 1 - 05/18/2016 *****
 New Grouped Project. Toll Credits will be used for local match. RTP 7 & 9

**TAHOE METROPOLITAN PLANNING ORGANIZATION
2019 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 Appendix B-2				Date	7/01/2018
Project Title	Tahoe Transportation District Transit Operations										
	Fund Source	Phase	Prior	18/19	19/20	20/21	21/22	Total			
	FTA 5307	CON		\$1,442,000	\$1,442,000	\$1,442,000	\$1,442,000	\$5,768,000			
	FTA 5311 - NV	CON		\$2,211,000	\$2,211,000	\$2,211,000	\$2,211,000	\$8,844,000			
	CMAQ	CON		\$0	\$200,000	\$0	\$0	\$200,000			
	Local funds	CON		\$2,768,000	\$2,783,000	\$2,783,000	\$2,783,000	\$11,117,000			
	LCTOP	CON		\$103,000	\$107,000	\$107,000	\$107,000	\$424,000			
	TDA	CON		\$1,264,000	\$1,308,000	\$1,308,000	\$1,308,000	\$5,188,000			
	NV State Parks	CON		\$85,000	\$85,000	\$85,000	\$85,000	\$340,000			
Project Description	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	775-589-5325				
Comments	Carry Over from 2017 FTIP. Toll credits will be used for match. Cost Effectiveness 351.059 \$/kg/day										
CTIPS ID	220-0000-0098	MPO ID	TRANS02	COUNTY	Placer	RTP Appendix B-2				Date	7/01/2018
Project Title	Placer County TART Transit Operations										
	Fund Source	Phase	Prior	18/19	19/20	20/21	21/22	Total			
	FTA 5307	CON		\$727,000	\$727,000	\$727,000	\$727,000	\$2,908,000			
	Local Funds	CON		\$3,300,000	\$3,300,000	\$3,300,000	\$3,300,000	\$13,200,000			
	LCTOP	CON		\$125,000	\$125,000	\$125,000	\$125,000	\$500,000			
	TDA	CON		\$1,697,000	\$1,697,000	\$1,697,000	\$1,697,000	\$6,788,000			
Project Description	Tahoe Truckee Area Region Transit (TART) operations. The project will provide operational assistance to Placer County within the California portion of the Tahoe Region.										
Agency	Placer County Department of Public Works		Project Manager	Will Garner		Phone	530-525-9137				
Comments	Carry Over from 2017 FTIP. Local funds for match.										
TOTAL COST											\$55,277,000

PROJECT TOTALS	Prior	18/19	19/20	20/21	21/22	Total
	\$0	\$13,722,000	\$13,985,000	\$13,785,000	\$13,785,000	\$55,277,000

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

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

IMPLEMENTING AGENCY: Tahoe Transportation District
PROJECT MANAGER: RUSS NYGAARD
PHONE: (775) 589-5503
EMAIL: rmygaard@tahoetransportation.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	06/14/2018	JWEBER	Adoption - Carry Over	0		2,029,000	8,082,000

* Nevada State -		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
* Fund Source 1 of 8	PE	1,020,000								1,020,000
	RW									
* Fund Type: Southern Nevada Public Lands Management Act	CON									
* Funding Agency: USDA Forest Service	Total:	1,020,000								1,020,000

* Federal Disc. -		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
* Fund Source 2 of 8	PE	2,000,000								2,000,000
	RW									
* Fund Type: FEDERAL LANDS HIGHWAYS PROGRAM	CON									
* Funding Agency: Federal Highway Administration (FHWA)	Total:	2,000,000								2,000,000

* Federal Disc. -		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
* Fund Source 3 of 8	PE	1,000,000								1,000,000
	RW									
* Fund Type: Public Land Hwys	CON									
* Funding Agency: Federal Highway Administration (FHWA)	Total:	1,000,000								1,000,000

* CMAQ -		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
* Fund Source 4 of 8	PE									
	RW		1,041,000							1,041,000
* Fund Type: Congestion Mitigation	CON									
* Funding Agency:	Total:		1,041,000							1,041,000

* Local Funds -		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
* Fund Source 5 of 8	PE									
	RW		144,000							144,000
* Fund Type: Developer Fees	CON									
* Funding Agency:	Total:		144,000							144,000

* RSTP -		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
* Fund Source 6 of 8	PE	2,605,000								2,605,000
	RW		69,000							69,000
* Fund Type: STP Local	CON									
* Funding Agency: Caltrans	Total:	2,605,000	69,000							2,674,000

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

* RSTP -		<u>PRIOR</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>22/23</u>	<u>23/24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 8	PE	1,384,000								1,384,000
	RW	736,000								736,000
* Fund Type: STP Local	CON									
* Funding Agency: Nevada DOT	Total:	2,120,000								2,120,000
<hr/>										
* Local Funds -		<u>PRIOR</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>22/23</u>	<u>23/24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 8 of 8	PE	73,000								73,000
	RW	39,000								39,000
* Fund Type: County Funds	CON									
* Funding Agency:	Total:	112,000								112,000
<hr/>										
Project Total:		<u>PRIOR</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>22/23</u>	<u>23/24</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	8,082,000								8,082,000
	RW	775,000	1,254,000							2,029,000
	CON									
	Total:	8,857,000	1,254,000							10,111,000

Comments:

***** DFTIP Version 1 - 05/21/2018*****

Carry Over 2017 FTIP. RTP Appendix B-1. TPC \$75M
Replaced CMAQ shortfall of \$69,000 with CA STBG \$69,000 18/19

***** 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)
Local Highway System**

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0110	TITLE (DESCRIPTION): 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))	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: GROUP1		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Various Counties	ROUTE:		PM:		

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER: JUDY WEBER

PHONE: (775) 589-5203

EMAIL: jweber@trpa.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	08/30/2018	JWEBER	Adoption - Carry Over	0	15,120,000	704,000	4,943,000

* CMAQ -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 1 of 12	PE	262,000								262,000
	RW									
* Fund Type: Congestion Mitigation	CON	203,000		874,000						1,077,000
* Funding Agency:	Total:	465,000		874,000						1,339,000

* Other State -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 2 of 12	PE	110,000								110,000
	RW									
* Fund Type: STPL State Exchange	CON									
* Funding Agency:	Total:	110,000								110,000

* Other State -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 3 of 12	PE	300,000								300,000
	RW									
* Fund Type: State Cash	CON			2,232,000						2,232,000
* Funding Agency:	Total:	300,000		2,232,000						2,532,000

* Local Funds -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 4 of 12	PE	102,000	95,000		65,000					262,000
	RW	160,000								160,000
* Fund Type: TRPA Air Quality Mitigation	CON		65,000	193,000						258,000
* Funding Agency:	Total:	262,000	160,000	193,000	65,000					680,000

* Local Funds -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 5 of 12	PE	97,000								97,000
	RW		29,000	16,000						45,000
* Fund Type: City Funds	CON		47,000		178,000					225,000
* Funding Agency:	Total:	97,000	76,000	16,000	178,000					367,000

* Other Fed -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 6 of 12	PE	692,000								692,000
	RW		13,000							13,000
* Fund Type: Active Transportation Program (ATP)	CON		3,694,000							3,694,000
* Funding Agency:	Total:	692,000	3,707,000							4,399,000

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

		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Local Funds -										
* Fund Source 7 of 12	PE									
	RW									
* Fund Type: Local Measure	CON		650,000							650,000
* Funding Agency:	Total:		650,000							650,000
* RSTP -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 8 of 12	PE	106,000	1,100,000	837,000	500,000					2,543,000
	RW		299,000	137,000						436,000
* Fund Type: STP Local	CON	348,000	500,000	500,000	1,547,000					2,895,000
* Funding Agency: Caltrans	Total:	454,000	1,899,000	1,474,000	2,047,000					5,874,000
* Other Fed -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 9 of 12	PE									
	RW									
* Fund Type: Highway Safety Improvement Program	CON			3,451,000						3,451,000
* Funding Agency:	Total:			3,451,000						3,451,000
* Other Fed -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 10 of 12	PE		26,000							26,000
	RW									
* Fund Type: Transportation Alternatives Program (TAP)	CON		559,000							559,000
* Funding Agency: Nevada DOT	Total:		585,000							585,000
* Local Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 11 of 12	PE		1,000							1,000
	RW									
* Fund Type: County Funds	CON		29,000							29,000
* Funding Agency: Washoe County Public Works	Total:		30,000							30,000
* Local Funds -		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 12 of 12	PE	50,000	200,000	400,000						650,000
	RW		50,000							50,000
* Fund Type: County Funds	CON		50,000							50,000
* Funding Agency: Placer County	Total:	50,000	300,000	400,000						750,000
Project Total:		<u>PRIOR</u>	<u>18-19</u>	<u>19-20</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	1,719,000	1,422,000	1,237,000	565,000					4,943,000
	RW	160,000	391,000	153,000						704,000
	CON	551,000	5,594,000	7,250,000	1,725,000					15,120,000
	Total:	2,430,000	7,407,000	8,640,000	2,290,000					20,767,000

Comments:

***** DFTIP Version 1 - 06/11/2018*****

2017 Carry Over. See Detailed backup listing for specific updates.

Two new projects: Apache Pedestrian Safety and Connectivity. North Tahoe Regional Bike Trail Phase 1 RTP Appendix B-1 & 3

***** Version 24 - 06/01/2018 *****

Al Tahoe Safety & Mobility Enhancement project - add STBG-CA \$137,000 and local match \$16,000 to 19/20. Move ATP funds \$1,866,000 and City funds \$47,000 from 17/18 to 18/19.

***** Version 23 - 02/01/2018 *****

Adding two new projects and updating three existing projects with STBG and local match..

1. Existing -Meyers Corridor Operational Improvement project: Add STBG-CA \$500,000 and Local AQ of \$57,000 to 18/19.
2. Existing - Class 1 Bike Path: East San Bernardino - West San Bernardino: Add STBG - CA \$500,000 and AQ \$86,000 to 18/19
3. Existing - Lake Tahoe Blvd Class 1 Bike Trail: Add STBG (CA) \$249,000 and City funds of \$29,000 to 18/19.
4. New Project: Tahoe City Downtown Access Improvements, add STBG-CA \$650,000 and local NLTRA \$150,000 to 18/19
5. New Project: West Shore Highway Crossing Improvements: Add ATP \$163,000 and local NLTRA \$50,000 in 17/18 & in 18/19

***** Version 22 - 11/02/2017 *****

Greenway project- delete CMAQ \$399,000 18/19 for trade with City. Meyers Op project - move prior CMAQ \$262,000 and RSTP \$110,000 to 19/20.

***** Version 21 - 08/23/2017 *****

Incline Way Path move \$27,000 in funds from CON to PE. Sierra Blvd project add ATP-GGRF \$2,900,000 in 17/18.

***** Version 20 - 05/10/2017 *****
Add 4 new projects, add HSIP \$3,451,000,

***** Version 19 - 03/01/2017 *****
Adding El Dorado Beach East to Ski Run Blvd Bike Trail back into the FTIP. Needed additional funds to complete project - CMAQ funds \$510,000 and local funds \$75,000.

***** Version 18 - 01/17/2017 *****
Al Tahoe Safety and Mobility project - added local match of \$36,148 in 16/17 & \$46,852 in 17/18. Toll Credit will be used for remaining match.

***** 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
2019 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 Appendix B-1				Date 7/01/2018		
Project Title	Fund Source	Phase	Prior	18/19	19/20	20/21	21/22	Total				
Al Tahoe Safety and Mobility Enhancement Project	Active Transportation Program	PE	\$279,000					\$279,000				
		CON		\$1,866,000				\$1,866,000				
	STBG - CA	ROW				\$137,000			\$137,000			
		PE	\$36,000						\$36,000			
	Local City Funds	ROW				\$16,000			\$16,000			
		CON			\$47,000				\$47,000			
Project Description				\$315,000	\$1,913,000	\$153,000	\$0	\$0	\$2,381,000			
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.	Chuck Taylor		Phone	530-542-6042		Tracker No.	03.01.02.0005		
Comments Carry Over from 2017 FTIP. Advancing STBG funds in 19/20 to 18/19 via EPSP												
CTIPS ID: 220-0000-0110		MPO ID: GROUP1		COUNTY: El Dorado		RTP Appendix B-3				Date 7/1/2018		
Project Title	Fund Source	Phase	Prior	18/19	19/20	20/21	21/22	Total				
Lake Tahoe Blvd Class 1 Bike Trail	Local City Funds	PE	\$61,000					\$61,000				
		ROW		\$29,000				\$29,000				
	CMAQ	CON					\$178,000		\$178,000			
		PE	\$203,000						\$203,000			
	STBG	ROW			\$249,000				\$249,000			
		CON					\$1,547,000		\$1,547,000			
Project Description				\$264,000	\$278,000	\$0	\$1,725,000	\$0	\$2,267,000			
Design and construct Class 1 bike trail, ADA compliant ramps, and streetlights along the 0.6 mile section of Lake Tahoe Blvd from the Intersection of Viking Way to the intersection of State Hwy 89 and US Highway 50 (Viking Way to South Wye).												
Agency	City of South Lake Tahoe		Project Mgr.	Jim Marino		Phone	530-542-6027		Tracker No.	03.01.02.0094		
Comments Carry Over 2017 FTIP.												
CTIPS ID: 220-0000-0110		MPO ID: GROUP1		COUNTY: Placer		RTP Appendix B-1				Date 7/1/2018		
Project Title	Fund Source	Phase	Prior	18/19	19/20	20/21	21/22	Total				
West Shore Highway Crossing Improvements	Active Transportation Program	ROW	\$163,000	\$13,000				\$176,000				
		CON		\$150,000				\$150,000				
	NLTRA TOT	PE	\$50,000						\$50,000			
		CON			\$50,000				\$50,000			
	Project Description				\$213,000	\$213,000	\$0	\$0	\$0	\$426,000		
	This project will update State Highway RTE 89 pedestrian crossings on the west shore of Lake Tahoe, for safety and ADA requirements based on existing highway geometrics.											
Agency	Placer County		Project Mgr.	Kansas McGahan		Phone	530-581-6271		Tracker No.	03.01.02.0125		
Comments Carry Over 2017 FTIP.												
CTIPS ID: 220-0000-0110		MPO ID: GROUP1		COUNTY: Placer		RTP Appendix B-1				Date 8/22/2018		
Project Title	Fund Source	Phase	Prior	18/19	19/20	20/21	21/22	Total				
Tahoe City Downtown Access and Mobility Improvements	STBG	PE		\$600,000				\$600,000				
		ROW		\$50,000				\$50,000				
	NLTRA TOT	PE		\$200,000					\$200,000			
		ROW			\$50,000				\$50,000			
	Project Description				\$0	\$900,000	\$0	\$0	\$0	\$900,000		
	The project will implement parking expansion, circulation, and consolidation at Grove Street, improved pedestrian access and safety at crossings in downtown Tahoe City, and provide the Lakeside Trail missing link. Improvements are expected to improve vehicular level of service (LOS), reduce reliance on the private automobile, and improve pedestrian safety.											
Agency	Placer County		Project Mgr.	Kansas McGahan		Phone	530-581-6271		Tracker No.	03.01.02.0118		
Comments Carry Over 2017 FTIP. TPC \$5,000,000. Updated project title and description and increased TOT by \$100,000 PE 18/19												
CTIPS ID: 220-0000-0110		MPO ID: GROUP1		COUNTY: Placer		RTP Appendix B-3				Date 8/22/2018		
Project Title	Fund Source	Phase	Prior	18/19	19/20	20/21	21/22	Total				
North Tahoe Regional Bike Trail Phase 1	STBG	PE			\$337,000			\$337,000				
		CON			\$400,000			\$400,000				
	NLTRA TOT	PE				\$737,000			\$737,000			
Project Description				\$0	\$0	\$737,000	\$0	\$0	\$737,000			
Construction of approximately 9 miles of Class 1 bike trail that will link the Dollar Hill Multi-use Trail with the North Tahoe Regional Park in Tahoe Vista.												
Agency	Placer County		Project Mgr.	Kansas McGahan		Phone	530-581-6271		Tracker No.	03.01.02.0011		
Comments New Project. TPC \$12,000,000. Increased TOT by \$200,000 PE 19/20												
CTIPS ID: 220-0000-0110		MPO ID: GROUP1		COUNTY: El Dorado		RTP Appendix B-1				Date 8/22/2018		
Project Title	Fund Source	Phase	Prior	18/19	19/20	20/21	21/22	Total				
Meyers Corridor Operational Improvement Project	AQ Mitigation	PE	\$210,000	\$95,000				\$305,000				
		CON			\$128,000			\$128,000				
	CMAQ	PE	\$262,000					\$262,000				
		CON			\$484,000			\$484,000				
	RSTP	PE	\$110,000					\$110,000				
	STBG	PE			\$500,000	\$500,000			\$1,000,000			
		CON				\$3,451,000			\$3,451,000			
	HSIP	CON						\$3,451,000				
	Project Description				\$582,000	\$595,000	\$4,563,000	\$0	\$0	\$5,740,000		
	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. Add lighting, signage, and provide multimodal transportation improvements.											
Agency	El Dorado County		Project Mgr.	Donaldo Palaroan		Phone	530-573-7920		Tracker No.	03.01.02.0074		
Comments Carry Over 2017 FTIP. TPC \$12,000,000												

**TAHOE METROPOLITAN PLANNING ORGANIZATION
2019 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 Appendix B-3				Date
Project Title		Fund Source	Phase	Prior	18/19	19/20	20/21	21/22	Total	
Class 1 Bike Path: East San Bernardino - West San Bernardino		PE		\$52,000					\$52,000	
		AQ Mitigation	CON		\$65,000	\$65,000			\$130,000	
		STBG	PE	\$454,000					\$454,000	
			CON		\$500,000	\$500,000			\$1,000,000	
Project Description		Construct approximately 0.37 miles of Class I bike path from East San Bernardino Avenue, west of the Upper Truckee River, to Tahoe Paradise Park in the community of Meyers.								
Agency	El Dorado County	Project Mgr.	Donaldo Palaroan	Phone	530-573-7920	Tracker No.	03.01.02.0040			
Comments	Carry Over 2017 FTIP. Replaced CMAQ with STBG 19/20 funds.									

CTIPS ID: 220-0000-0110		MPO ID: GROUP1		COUNTY: El Dorado		RTP Appendix B-3				Date
Project Title		Fund Source	Phase	Prior	18/19	19/20	20/21	21/22	Total	
South Tahoe Greenway Shared Use Trail Phases 1b&2		PE		\$250,000					\$250,000	
		Active Transportation Program	CON		\$1,678,000				\$1,678,000	
		California Tahoe Conservancy	PE	\$300,000					\$300,000	
			CON			\$2,232,000			\$2,232,000	
		LTCC Bond Measure	CON		\$650,000				\$650,000	
		CMAQ	CON			\$390,000			\$390,000	
Project Description		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.								
Agency	El Dorado County	Project Mgr.	Donaldo Palaroan	Phone	530-573-7920	Tracker No.	03.01.02.0087			
Comments	Carry over from 2017 FTIP. Cost Effectiveness 36.825 \$/kg/day. Project transferred from CA Tahoe Conservancy to El Dorado County.									

CTIPS ID: 220-0000-0110		MPO ID: GROUP1		COUNTY: El Dorado		RTP Appendix B-1				Date
Project Title		Fund Source	Phase	Prior	18/19	19/20	20/21	21/22	Total	
Apache Avenue Pedestrian Safety and Connectivity Project		AQ Mitigation	PE				\$65,000		\$65,000	
		STBG	PE				\$500,000		\$500,000	
Project Description		Mobility improvements along Apache Ave from US50/SR89 intersection to the LT Tahoe Magnet School, providing safe walkable and bikeable roadway.								
Agency	El Dorado County	Project Mgr.	Donaldo Palaroan	Phone	530-573-7920	Tracker No.	03.01.01.0004			
Comments	New Project. TPC \$1,8740,000									

CTIPS ID: 220-0000-0110		MPO ID: GROUP1		COUNTY: Washoe County		RTP Appendix B-3				Date
Project Title		Fund Source	Phase	Prior	18/19	19/20	20/21	21/22	Total	
Incline Way Pedestrian Path		Local County Funds	PE		\$1,000				\$1,000	
			CON		\$29,000				\$29,000	
		TAP Flex STBG (NV)	PE		\$26,000				\$26,000	
			CON		\$559,000				\$559,000	
Project Description		Construct pedestrian path from Southwood Boulevard to 800 feet West of Country Club Drive (.5miles)								
Agency	Washoe County	Project Mgr.	Clara Lawson	Phone	77-328-3603	Tracker No.	n/a			
Comments	Carry Over 2017 FTIP. Moved funds out to 18/19 per NDOT									

Total Grouped Projects Cost: \$18,789,000

	Prior	18/19	19/20	20/21	21/22	Total
Total	\$2,430,000	\$7,407,000	\$8,640,000	\$2,290,000	\$0	\$20,767,000

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

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0149	TITLE (DESCRIPTION): TTD Fleet and Administrative Facility (The plan will complete preliminary design and environmental on a transit facility site and prepare the project for approval and subsequent construction funding.)	MPO Aprv:
CT PROJECT ID:		MPO ID.: TTD18	State Aprv:		
COUNTY: Various Counties	ROUTE:	PM:	Federal Aprv:		EPA TABLE II or III EXEMPT CATEGORY

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	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	06/14/2018	JWEBER	Adoption - New Project	0	463,000		

* RSTP -		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: STP Local	CON				440,000					440,000
* Funding Agency: Nevada DOT	Total:				440,000					440,000

* Local Funds -		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: TRPA Air Quality Mitigation	CON				23,000					23,000
* Funding Agency:	Total:				23,000					23,000

Project Total:		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
	PE									
	RW									
	CON				463,000					463,000
	Total:				463,000					463,000

Comments:
***** Version 1 - 06/13/2018 *****
New Project. Facility site plan. RTP Appendix B-2

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

DIST: NV	PPNO:	EA:	CTIPS ID: 220-0000-0150	TITLE (DESCRIPTION): Nevada Stateline to Stateline Corridor Improvements - Round Hill Pines to Zephyr Cove (Construct a Shared- Use path along US 50 from Round Hill Pines to Zephyr Cove)	MPO Aprv:
CT PROJECT ID:			MPO ID.: TTD19		State Aprv:
COUNTY: Douglas County, Nev	ROUTE: 50		PM:		Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY

IMPLEMENTING AGENCY: Tahoe Transportation District
PROJECT MANAGER: Danielle Hughes
PHONE: (775) 557-4901
EMAIL: dhughes@tahoetransportation.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	08/21/2018	JWEBER	Adoption - New Project	0			1,233,000

* RSTP -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 1 of 2	PE			1,171,000						1,171,000
	RW									
* Fund Type: STP Local	CON									
* Funding Agency: Nevada DOT	Total:			1,171,000						1,171,000

* Nevada State -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 2 of 2	PE			62,000						62,000
	RW									
* Fund Type: Nevada State	CON									
* Funding Agency:	Total:			62,000						62,000

Project Total:		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
	PE			1,233,000						1,233,000
	RW									
	CON									
	Total:			1,233,000						1,233,000

Comments:
***** Version 1 - 06/13/2018 *****
Added local match LT License Plate Program (NDSL)
New Project. RTP Appendix B-3. TPC \$6M

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

DIST: NV	PPNO:	EA:	CTIPS ID: 220-0000-0146	TITLE (DESCRIPTION): Round Hill Pines Resort Highway Intersection (Reconfigure resort entry and intersection with Highway 50 to eliminate existing safety concerns and improve access to the recreation site.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID: USFS001		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Douglas County, Nev	ROUTE: 50		PM:		

IMPLEMENTING AGENCY: USDA Forest Service
 PROJECT MANAGER: Mike Gabor PHONE: (530) 543-2642 EMAIL: mgabor@fs.fed.us

PROJECT VERSION HISTORY (Printed Version is Shaded) (Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	06/12/2018	JWEBER	Adoption - New Project	0.00	580,000		70,000

* RSTP -											
			<u>PRIOR</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>22/23</u>	<u>23/24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2					50,000						50,000
* Fund Type: STP Local						400,000					400,000
* Funding Agency: Nevada DOT						50,000					450,000

* Local Funds -											
			<u>PRIOR</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>22/23</u>	<u>23/24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2					20,000						20,000
* Fund Type: Private Funds						180,000					180,000
* Funding Agency:					20,000	180,000					200,000

Project Total:											
			<u>PRIOR</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>22/23</u>	<u>23/24</u>	<u>BEYOND</u>	<u>TOTAL</u>
					70,000						70,000
						580,000					580,000
					70,000	580,000					650,000

Comments:
 ***** Version 1 - 05/21/2018 *****
 New Nevada Project. TPC \$3M, phase \$650,000. RTP Appendix B -1

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

DIST: NV	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. Relocate on highway parking with parking lot expansions and improved transit stops along the corridor.)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID:			MPO ID.: TTD10		
COUNTY: Various Counties	ROUTE:		PM: 0.0 / 0.0		

IMPLEMENTING AGENCY: Tahoe Transportation District
PROJECT MANAGER: RUSS NYGAARD
PHONE: (775) 589-5503
EMAIL: rnygaard@tahoetransportation.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	06/18/2018	JWEBER	Adoption - Carry Over	0	11,200,000		3,028,000

* Local Funds -		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
* Fund Source 1 of 4	PE	300,000								300,000
	RW									
* Fund Type: Private Funds	CON			11,200,000						11,200,000
* Funding Agency:	Total:	300,000		11,200,000						11,500,000

* Federal Disc. -		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
* Fund Source 2 of 4	PE	500,000								500,000
	RW									
* Fund Type: FEDERAL LANDS HIGHWAYS PROGRAM	CON									
* Funding Agency:	Total:	500,000								500,000

* RSTP -		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
* Fund Source 3 of 4	PE	802,000	1,000,000							1,802,000
	RW									
* Fund Type: STP Local	CON									
* Funding Agency: Nevada DOT	Total:	802,000	1,000,000							1,802,000

* Nevada State -		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
* Fund Source 4 of 4	PE	373,000	53,000							426,000
	RW									
* Fund Type: Nevada State	CON									
* Funding Agency:	Total:	373,000	53,000							426,000

Project Total:		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
	PE	1,975,000	1,053,000							3,028,000
	RW									
	CON			11,200,000						11,200,000
	Total:	1,975,000	1,053,000	11,200,000						14,228,000

Comments:

***** DFTIP Version 1 - 05/14/2018*****
2017 Carry Over. Local fund source is IVGID.
TPC \$60,000,000.

***** Version 3 - 01/25/2018 *****
Adding STBG NV funds - \$1,000,000 and local match - Q1\$53,000 for PE 18/19.
RTP Appendix B page B-3

***** 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 Whole)
Local Highway System**

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0148	TITLE (DESCRIPTION): Nevada Stateline to Stateline Bikeway Incline Village to Sand Harbor (Phase 2) (Along SR 28 at Rocky Point, complete design and construction of off-highway parking, build a connecting path to the Tahoe East Shore Trail, and complete the southbound transit pull-out for the project.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID: TTD17		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Washoe County, Nev	ROUTE: 28		PM:		

IMPLEMENTING AGENCY: Tahoe Transportation District
PROJECT MANAGER: Russ Nygaard
PHONE: (775) 589-5503
EMAIL: rnygaard@tahoetransportation.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	06/15/2018	JWEBER	Adoption - New Project	0	323,000		70,000

		<u>PRIOR</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>22/23</u>	<u>23/24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Other Fed -										
	PE		65,000							65,000
* Fund Source 1 of 2	RW									
* Fund Type: Transportation Alternatives Program (TAP)	CON		174,000	62,000	62,000					298,000
* Funding Agency: Nevada DOT	Total:		239,000	62,000	62,000					363,000

		<u>PRIOR</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>22/23</u>	<u>23/24</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Local Funds -										
* Fund Source 2 of 2	PE		5,000							5,000
* Fund Type: County Funds	RW									
	CON		15,000	5,000	5,000					25,000
* Funding Agency:	Total:		20,000	5,000	5,000					30,000

Project Total:		<u>PRIOR</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>22/23</u>	<u>23/24</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE		70,000							70,000
	RW									
	CON		189,000	67,000	67,000					323,000
	Total:		259,000	67,000	67,000					393,000

Comments:
***** Version 1 - 06/13/2018 *****
New Project. Local Match WC-1 bond. Final element of project. RTP Appendix B-3

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

DIST: NV	PPNO:	EA:	CTIPS ID: 220-0000-0144	TITLE (DESCRIPTION): SR 28 Marlette Creek Water Quality Improvement Project (Located on SR 28, Water Quality Restoration and Erosion Control. From Washoe County line to 1 mile North of the County Line.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID: NDOT02		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Washoe County, Nev	ROUTE: 28		PM:		

IMPLEMENTING AGENCY: Nevada DOT
PROJECT MANAGER: John Bradshaw
PHONE: (775) 888-7670
EMAIL: jbradshaw@dot.nv.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	08/21/2018	JWEBER	Adoption - Carry Over	0	2,000,000		255,000

* RSTP -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 1 of 2	PE	242,000								242,000
	RW									
* Fund Type: STP Local	CON			1,900,000						1,900,000
* Funding Agency: Nevada DOT	Total:	242,000		1,900,000						2,142,000

* Nevada State -		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
* Fund Source 2 of 2	PE	13,000								13,000
	RW									
* Fund Type: Nevada State	CON			100,000						100,000
* Funding Agency: Nevada DOT	Total:	13,000		100,000						113,000

Project Total:		PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	BEYOND	TOTAL
	PE	255,000								255,000
	RW									
	CON			2,000,000						2,000,000
	Total:	255,000		2,000,000						2,255,000

Comments:

***** DFTIP Version 1 - 05/14/2018*****
2017 Carry Over. Moved funds from 2019 to 2020 per NDOT PM schedule

***** Version 1 - 01/29/2018 *****
New Nevada Project. STBG NV \$2,142,000 and local match NV State \$113,000. PE 17/18 and CON 18/19
RTP Appendix B-5 Total project cost \$2,225,000

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

DIST: NV	PPNO: EA:	CTIPS ID: 220-0000-0145	TITLE (DESCRIPTION): East Shore Transit Service Facility Upgrades (Along SR28 on the East Shore of Lake Tahoe, project will enhance transit service to include capital enhancements; bus stop locations, bike and storage facilities, park and ride lots, and transit visitor center.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:		MPO ID: TTD16		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Washoe County, Nev	ROUTE: 28	PM:		

IMPLEMENTING AGENCY: Tahoe Transportation District
PROJECT MANAGER: Danielle Hughes
PHONE: (775) 589-5500
EMAIL: dhughes@tahoetransportation.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	06/18/2018	JWEBER	Adoption - Carry Over	0			289,000

* RSTP -		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
* Fund Source 1 of 2	PE		274,000							274,000
	RW									
* Fund Type: STP Local	CON									
* Funding Agency: Nevada DOT	Total:		274,000							274,000

* Local Funds -		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
* Fund Source 2 of 2	PE		15,000							15,000
	RW									
* Fund Type: County Funds	CON									
* Funding Agency:	Total:		15,000							15,000

Project Total:		PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	TOTAL
	PE		289,000							289,000
	RW									
	CON									
	Total:		289,000							289,000

Comments:
***** DFTIP Version 1 - 05/14/2018*****
Carry over from 2017 FTIP

***** Version 1 - 02/01/2018 *****
New Nevada Project. Add STBG funds \$274,000 and IVGID local match \$15,000 PE in 18/19
RTP Appendix B-2 Total project cost \$5,200,000

APPENDIX D: AMENDING THE FTIP

2019 Federal Transportation Improvement Program

77 | Page

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 E: EPA AIR QUALITY CONFORMITY DOCUMENTATION

2019 Federal Transportation Improvement Program

84 | Page



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

75 Hawthorne Street
San Francisco, CA 94105-3901

MAR 21 2018

Muhaned Aljabiry, Chief
Office of Federal Transportation Management Program
California Department of Transportation
1120 N Street, Rm 4400, MS-82
Sacramento, CA 95814

Dear Mr. Aljabiry:

The U.S. Environmental Protection Agency (EPA) is providing this letter to document that the transportation conformity requirements under Clean Air Act (CAA) section 176(c) for the Carbon Monoxide (CO) maintenance areas included in the table below will end on June 1, 2018. This date marks 20 years from the redesignation of the areas to attainment for the CO National Ambient Air Quality Standard (NAAQS)¹.

California Carbon Monoxide Maintenance Areas

Bakersfield	Chico
Fresno	Modesto
Lake Tahoe North Shore	Lake Tahoe South Shore
Sacramento	San Diego
San Francisco-Oakland-San Jose	Stockton

Under 40 CFR 93.102(b)(4) of the EPA's regulations, transportation conformity applies to maintenance areas through the 20-year maintenance planning period, unless the maintenance plan specifies that the transportation conformity requirements apply for a longer time period. Pursuant to CAA's section 176(c)(5) and as explained in the preamble of the 1993 final rule, conformity applies to areas that are designated nonattainment or are subject to a maintenance plan approved under CAA section 175A. The section 175A maintenance planning period is 20 years, unless the applicable implementation plan specifies a longer maintenance period². The EPA further clarified this conformity provision in its January 24, 2008 final rule³.

The approved maintenance plan for these areas did not extend the maintenance plan period beyond 20 years from redesignation. Consequently, transportation conformity requirements for CO will cease to apply after June 1, 2018 (i.e., 20 years after the effective date of the EPA's approval of the first 10-year maintenance plan and redesignation of the areas to attainment for the CO NAAQS). As a result, these areas' Metropolitan Planning Organizations may reference this letter to indicate that as of June 1, 2018,

¹ See 63 FR 15305 (March 31, 1998) (approval of redesignation request and first 10-year maintenance plan) and 70 FR 71776 (November 30, 2005) (approval of second 10-year maintenance plan)

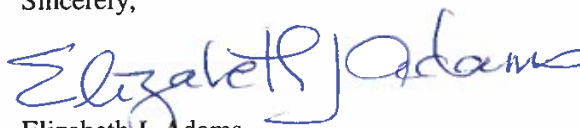
² See 58 FR 62188, 62206 (November 24, 1993)

³ See 73 FR 4420, at 4434-5 (January 24, 2008)

transportation conformity requirements no longer apply for the CO NAAQS for Federal Highway Administration / Federal Transit Association projects as defined in 40 CFR 93.101. Even though the conformity obligation for CO has ended, the terms of the maintenance plans remain in effect and all measures and requirements contained in the plans apply until the state submits, and the EPA approves, a revision to the state plan⁴. Such a State Implementation Plan revision would have to comply with the anti-backsliding requirements of CAA section 110(l), and if applicable, CAA section 193, if the intent of the revision is to remove a control measure or to reduce its stringency.

If you have any questions about the transportation conformity requirements, please contact me at (415) 972-3183 or Karina O'Connor of my staff at (775) 434-8176.

Sincerely,

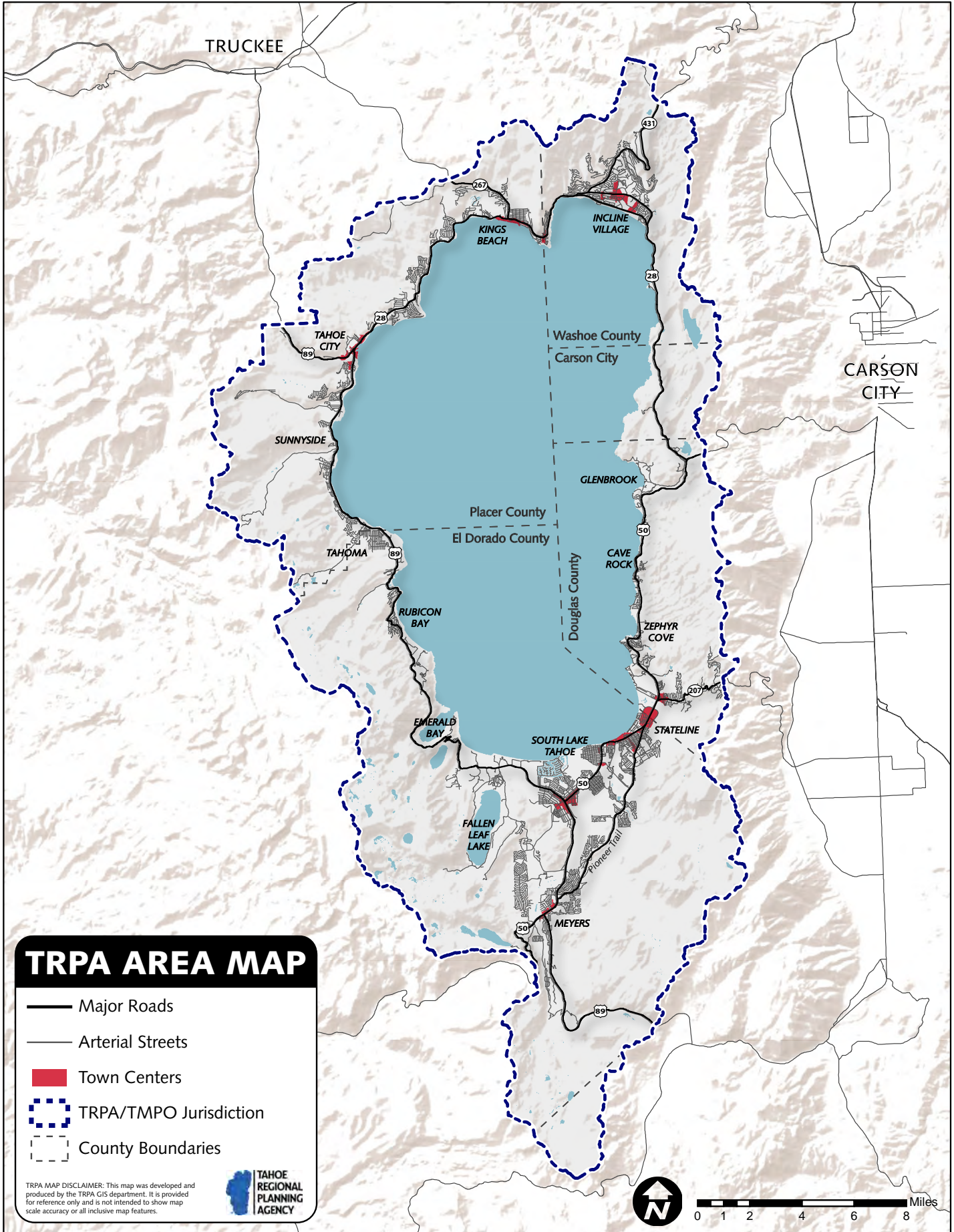


Elizabeth J. Adams
Acting Director, Air Division

cc: Rodeny Langstaff, Caltrans
Nesamani Kalandiyur, California Air Resources Board
Tasha Clemons, Federal Highway Administration
Stew Sonnenberg, Federal Highway Administration
Christina Leach, Federal Highway Administration
Ted Matley, Federal Transit Administration
Ahron Hakimi, Kern Council of Governments
Jon Clark, Butte County Association of Governments
Steve Heminger, Metropolitan Transportation Commission
James Corless, Sacramento Area Council of Governments
Kim Kawanda, San Diego Association of Governments
Tony Boren, Fresno Council of Governments
Rosa De Leon Park, Stanislaus Council of Governments
Andrew Chesley, San Joaquin Council of Governments
Joanne Marchetta, Tahoe Regional Planning Association

⁴ See *General Motors Corp. v. United States*, 496 U.S. 530 (1990)

APPENDIX F: TAHOE BASIN MAP



APPENDIX G: FTIP CHECKLIST AND DEVELOPMENT GUIDANCE

2019 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* 2019 FTIP at the start of the FTIP public review period but not later than **September 3, 2018**.
- Three copies of the *Final* 2019 FTIP, along with any amendments and administrative modifications to the 2019 FTIP by **October 1, 2018**.
- Web-link to the Final 2019 FTIP and amendments by **October 1, 2018**.

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)
 - Compliance with the performance-based planning requirements
 - Completion of the public participation process in accordance with the MPO’s Public Participation Plan (PPP)
- Project listings included in the Final 2019 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>)
- Description of the anticipated effort of FTIP towards achieving the performance targets identified in the RTP
- Air quality conformity analysis and determination
- PPP/Interagency Consultation
- Expedited Project Selection Procedures (EPSP) documentation
- Three copies of the Final 2019 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**

2019 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 the Federal Transit Administration (FTA) by December 1 of each even-numbered year.

Streets and Highways Codes 182.6 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 3, 2018. Except for the signed board resolution, all items listed in the 2019 FTIP Checklist must be included.
- b) Submit the final FTIP to Caltrans by October 1, 2018. Only FTIPs received by the deadline will be included in the draft 2019 FSTIP to the FHWA and FTA. Caltrans will not process late FTIPs until the 2019 FSTIP is approved, which is expected on 12/17/2018. Late 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 October 1, 2018, will be included as part of the base 2019 FSTIP. MPOs with delegated authority from Caltrans may only approve administrative modifications to the 2017 FTIP, but not to the 2019 FSTIP during this time. Amendments and/or administrative modifications not received by October 1, 2018, will be processed after the 2019 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. Performance-Based Planning Requirements for RTP and FTIP

Federal regulations require States and MPOs take a performance based approach to planning and programming, and also requires States, MPOs and transit operators to establish targets in key national performance areas. Title 23 CFR 450.306 requires MPOs to establish performance targets in their metropolitan transportation planning process. The FTIP shall describe efforts toward achieving the targets, located here:

<https://www.federalregister.gov/documents/2016/05/27/2016-11964/statewide-and-nonmetropolitan-transportation-planning-metropolitan-transportation-planning>

V. Satisfying Public Participation Requirement for the 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 the 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 satisfy the POP requirements of the FTA 5307 Program.

VI. 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_listings.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. FTA-funded projects can be grouped, provided the detailed project list is made available to the FTA and 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:
"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:	<p>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.”</p> <p>f) <i>In Bakersfield:</i> g) <i>South of Bakersfield</i></p>
Limits:	<p>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.</p> <p>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></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>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:	<p>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.”</p> <p>k) <i>In Bakersfield:</i> l) <i>North of Bakersfield:</i> Otherwise: Skip this step.</p>
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>

VII. 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 2019 FTIPs.

The current Caltrans policy prohibits the use of TCs for the STIP (IIP), SHOPP, and Highway Maintenance Program projects. TCs do not generate additional federal funding and are limited to the non-federal match required for the federal apportionments available in any given year.

TCs may be used for the following programs:

STIP	TCs may be used only for the RIP projects	Eligible federal funds (e.g. CMAQ, RSTP)
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 HSIP using other eligible federal funds, except for certain countermeasures eligible to use HSIP funds (**See Local Assistance Procedures Manual for more information)	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.

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

** <http://www.dot.ca.gov/hq/LocalPrograms/lam/LAPM/ch03.pdf>

VIII. 2018 State Transportation Improvement Program (STIP)

The total project cost and all funding, including non-STIP funding, must be shown in the FTIP. (If a phase is programmed outside of the 2019 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 are added to the corresponding capital costs.

MPOs may choose one of the following options for programming STIP projects:

- a) **Recommended Option:** Use the California Transportation Commission (CTC) adopted 2018 STIP.
- b) Use CTC staff recommendations.
- c) Use the county and interregional shares information from the Revised 2018 STIP Fund Estimate (FE).

http://www.dot.ca.gov/hq/transprog/ctcliaison/misc_OCTCL_Info/FINAL_2018_STIP_FE.pdf

For the first three years of the 2019 FTIP, program only existing projects from the 2016 STIP that are re-programmed in the 2018 STIP. Program new STIP projects, if any, in the fourth year of the 2019 FTIP. The total programmed STIP funding in 2019 FTIP must be constrained to the available STIP targets for the region per FE.

- d) Program only existing projects from the 2016 STIP that are to be re-programmed in the 2018 STIP.

Options b, c, and d, require the MPO to process an amendment to align the FTIP with the 2018 STIP once the CTC adopts the 2018 STIP. The FTIP amendment must be submitted to Caltrans by **October 1, 2018**.

Timeline:

- ✓ February 28, 2018 – CTC staff recommendations for the 2016 STIP projects are expected to be released.
- ✓ March 22, 2018 – CTC adoption of the 2018 STIP.
- ✓ Mid-April 2018 – The 2018 STIP will be available in CTIPS for transfer into the FTIPs.

Ensure projects are programmed using the appropriate “STIP Advance Construction - RIP/IIP” fund type.

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

The screenshot shows the 'Edit Fund Type' interface in the Fund Table Manager. The form is titled 'Edit Fund Type' and has a 'Browse All Funds' button. The 'Fund Type Details' section includes:

- Fund ID: STIP-AC
- Fund Name: STIP Advance Construction
- Detailed Fund Description: Fund type to be used for programming STIP funding.
- Blended Fund Type: Match % (0.00), Match Fund (dropdown)
- Type: Radio buttons for Federal, State, and Local.
- Archived Fund Type and State Highway Account checkboxes.

 The 'Program Category(s) Containing this Fund Type' section has a list of categories (IIP, RIP, IIP Prior, RIP Prior, GF IIP, GF IIP Prior, GF RIP, GF RIP Prior) and an 'Add' button. The 'MPO Filter - This Fund Type Applies to ...' section has a grid of checkboxes for various MPOs:

<input checked="" type="checkbox"/> AMBAG	<input checked="" type="checkbox"/> BCAG	<input checked="" type="checkbox"/> COFCG	<input checked="" type="checkbox"/> KCOG	<input checked="" type="checkbox"/> MCAG
<input checked="" type="checkbox"/> MTC	<input checked="" type="checkbox"/> SACOG	<input checked="" type="checkbox"/> SBCAG	<input checked="" type="checkbox"/> SCAG	<input checked="" type="checkbox"/> SANDAG
<input checked="" type="checkbox"/> Shasta	<input checked="" type="checkbox"/> SJCOG	<input checked="" type="checkbox"/> SLOCOG	<input checked="" type="checkbox"/> STANCOG	<input checked="" type="checkbox"/> TCAG
<input checked="" type="checkbox"/> Kings	<input checked="" type="checkbox"/> TRPA	<input checked="" type="checkbox"/> Madera	<input checked="" type="checkbox"/> Rural Non-MPO	

 At the bottom, there are buttons for 'Delete Fund Type', 'Add Fund Type', 'Top', 'Prior', 'Next', 'Bottom', and 'Exit'.

IX. 2018 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 “SHOPP Advance Construction (AC)” fund type.
- Verify in the financial summary that the total revenue is equal to the total programmed.

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

Timeline:

- ✓ January 31, 2018 – Caltrans to submit proposed 2018 SHOPP to the CTC.
- ✓ April 1, 2018 – CTC adoption of the 2018 SHOPP.

- ✓ July 1, 2018 – The 2018 SHOPP will be available in CTIPS for transfer into the FTIPs.
- ✓ After July 1, 2018 – Caltrans Programming will provide the SHOPP Grouped Project Reports.

The screenshot shows a web browser window titled "Fund Table Manager - Google Chrome" with the URL "https://ctips-prod.dot.ca.gov/ctips/EditTypeFundForm.do". The page has a red header "Edit Fund Type" and a blue header "Browse All Funds".

Fund Type Details

Fund ID: SHOPPAC
 Fund Name: SHOPP Advance Construction (AC)
 Detailed Fund Description ('Huh?' Button): SHOPP funding shall be programmed with 100% "SHOPP Advance Construction (AC)" fund type.

Blended Fund Type

Match %: 0.00
 Match Fund: [Dropdown]
 Type: Federal, State, Local

Archived Fund Type State Highway Account

Program Category(s) Containing this Fund Type

SHOPP - Bridge Preservation
 SHOPP - Collision Reduction
 SHOPP - Emergency Response
 SHOPP - Mandates
 SHOPP - Mobility
 SHOPP - Roadside Preservation
 SHOPP - Roadway Preservation
 CT Minor Pgm.

Select Category to Add: [Dropdown]
 Add Delete

MPO Filter - This Fund Type Applies to ...

AMBAG BCAG COFCG KCOG MCAG
 MTC SACOG SBCAG SCAG SANDAG
 Shasta SJCOG SLOCOG STANCOG TCAG
 Kings TRPA Madera Rural Non-MPO

Check All ?

Buttons: Delete Fund Type, Add Fund Type, Top, Prior, Next, Bottom, Exit

X. Various State and Federal Programs

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

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

XI. 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

APPENDIX H: RESOLUTION ADOPTING 2019 FTIP

2019 Federal Transportation Improvement Program

102 | Page

TAHOE METROPOLITAN PLANNING ORGANIZATION
TMPO RESOLUTION NO. 2018 - _____

ADOPTION OF THE 2019-2022 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 2019 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 2019 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 2017 Regional Transportation Plan (RTP) for the Lake Tahoe Region describes a transportation system envisioned for the horizon years and was adopted as a financially constrained plan by the TMPO Board on April 26, 2017; and

WHEREAS, the 2019 FTIP is consistent with the transportation system and financial plan described in the 2017 RTP; and

WHEREAS, the 2019 FTIP meets Air Quality Conformity requirements were applicable; and

WHEREAS, the 2019 FTIP is financially constrained by year and includes a financial plan that demonstrates which projects can be implemented using committed funds; and

WHEREAS, the 2019 FTIP includes all regionally significant transportation projects to be funded from local, state or federal resources; and

WHEREAS, the 2019 FTIP has been developed under TMPO policies for community input and interagency consultation procedures; and

WHEREAS, the 2019 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 2019 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 2019 FTIP as outlined in the Public Input and Project Selection Procedures outlined in the 2019 FTIP.

PASSED AND ADOPTED by the Governing Board of the Tahoe Metropolitan Planning Organization at its regular meeting held on September 26, 2018, by the following vote:

Ayes:

Nays:

Abstain:

Absent:

James Lawrence – Chair
TMPO Governing Board

APPENDIX I: PUBLIC NOTICE

2019 Federal Transportation Improvement Program

105 | Page

NOTICE OF 30-DAY PUBLIC COMMENT PERIOD

Public Comment Period Extended

Closes August 17, 2018

DRAFT

2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

TRPA, in its role as the Tahoe Metropolitan Planning Organization, announces a 30-day public comment period for the Draft 2019 Federal Transportation Improvement Program (FTIP). The public comment period commences on July 10, 2018 and closes on August 10, 2018. There will be an opportunity for public comment August 10, 2018 at the regularly scheduled Tahoe Transportation Commission Board meeting.

The Draft 2019 FTIP document is available upon request or can be viewed online at:

<http://www.trpa.org/transportation/>

Submit comments to:

**Judy Weber, Transportation Planner
Tahoe Regional Planning Agency
P.O. Box 5310
Stateline, NV 89449**

Or email: jweber@trpa.org

The 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 complies with the federal transportation bill - Fixing America's Surface Transportation (FAST) Act requirements 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: PUBLIC COMMENTS AND RESPONSES

2019 Federal Transportation Improvement Program

107 | Page

Below is the record of comments received during the 30-day public comment period for the Draft 2019 Federal Transportation Improvement Program from July 10, 2018 through August 17, 2018. The public comment period was extended by one week; from 8/10/18 to 8/17/18.

Number	Name	Agency	Date Received	Comment
1	Abhijit Badge	Caltrans	7/18/18	<ol style="list-style-type: none"> 1. FTA 5310 Program: explain basis for revenue/programming for FYs 20/21 through 2021/22. 2. CTIPS Ids: 220-0000-0137, 220-0000-0049: Clarify the basis for programming FTA 5310 program funding in future FYs as project list is approved by the CTC on annual basis.
2	Joseph Spencer	NDOT	7/18/18	<ol style="list-style-type: none"> 1. Move SR28 Marlette Creek Water Quality Improvement project into FFY20 due to updated schedule from NDOT Project manager. 2. Incline Way Pedestrian Path project is in an indeterminate state at this time and should be pushed to FFY19.
3	Donaldo Palaroan	El Dorado County	8/8/18	<ol style="list-style-type: none"> 1. El Dorado submitted a request to substitute the Purchase of Bobtail Dump Truck with a Street Sweeper on July 13, 2018. Draft FTIP doesn't make note of this change. 2. Greenway Shared Use Trail Phases 1b&2 Project: <ul style="list-style-type: none"> • The PRIOR column does not show phase of work for ATP PE and CTC PE. There should be a row for each. • Should the fund source Local funds Property Tax be LTCC Bond per LT info? 3. There is a misspelling of project manager's last name. The correct spelling of last name is Palaroan.
4	Steve Teshara	TTC Board, South Shore Transportation Management Association	8/10/18	<ol style="list-style-type: none"> 1. The Tahoe Transportation Commission members need to be added to the contributors' page in the narrative. 2. The impact of northern Nevada should to be mentioned in the Tahoe visitation sentence on page 5. 3. Add how the FTIP will achieve the Performance Measure targets on page 10. 4. Requesting to extend the Public Comment Period (PCP) one week - through 8/17/18.

5	Kansas McGahan/Ryan Decker	Placer County	8/16/18	<p>1. Tahoe City Downtown Access Improvements updates needed:</p> <ul style="list-style-type: none"> • Project Description: The project will implement parking expansion and consolidation at Grove Street, improve pedestrian access and safety at crossings in downtown Tahoe City, and construct a Class 1 path to close a gap in the Lakeside Trail. Improvements are expected to improve vehicular level of service (LOS), reduce reliance on the private automobile and improve pedestrian safety • Project Title: Tahoe City Downtown Access & Mobility Improvements • Increase the TOT to \$250,000 in 18/19 <p>2. Kings Beach Western Approach – Need to add TOT \$100k PE in 18/19</p> <p>3. North Tahoe Regional Trail Phase 1 – increase the TOT dollar amount on the project in 19/20 to match the awarded amount of \$400k.</p>
6	Danielle Hughes	TTD	8/17/18	<p>1. Please remove the US 50 Safety Improvement and Complete Streets-Hwy 50 East Corridor Planning from the Draft FTIP.</p> <p>2. There is no local match programmed on the NV Stateline to Stateline Corridor Improvements – Round Hill Pines to Zephyr Cove.</p>

Below is the comment number, response date, and response.

Number	Date Responded	Response
1	7/19/18	<p>1. The FTA 5310 revenue/programming of \$50,000 (actual \$49,588) is the annual formulaic apportionment TRPA receives under the large UZA designation - population >200,000. The apportionment amount entered over the next four years is based on the FFY 17/18 apportionment of \$49,588 at: https://www.transit.dot.gov/funding/apportionments/table-8-fy-2018-section-5310-enhanced-mobility-seniors-and-people</p> <p>2. CTIPS IDs: 220-0000-0137, 220-0000-0049: The amount programmed in the two CTIPS IDs listed is TRPA's annual formulaic apportionment (above link). The 5310 apportionment is allocated between the two transit operators in the Tahoe Region; TTD and Placer County TART over the four-year FTIP cycle.</p>
2	8/9/18	<p>1. The SR 28 Marlette Creek Water Quality Improvement project was moved to FFY 2020 based on the updated PM schedule. CTIPS ID 220-0000-0144</p> <p>2. Moved out the Incline Way Pedestrian Path project from FFY18 to FFY19. CTIPS ID 220-0000-0110</p>
3	8/8/18	<p>1. Replaced the purchase of Bobtail Dump Truck with a Street Sweeper and updated the project title and description. Increased county match funds by \$88,000. CTIPS ID 220-0000-0147</p> <p>2. Greenway Shared Used Trail Phases 1b&2: Updated the Detailed Backup Listing for Grouped Projects Bicycle and Pedestrian Facilities sheet to show prior phases of work and corresponding funds. Revised fund source from Property Tax funds to Local funds – LTCC Bond funds. CTIPS ID 2200-0000-0110</p> <p>3. Corrected project manager's last name on the El Dorado bike and pedestrian projects.</p>
4	8/10/18	<p>1. Included the Tahoe Transportation Commission members on the contribution page.</p> <p>2. Added Nevada to the FTIP visitation sentence. Page 5</p> <p>3. Expanded on Performance Measures and the targets. Page 10</p> <p>4. Granted the request to extend the public comment period through 8/17/18.</p>
5	8/21/18	<p>1. Tahoe City Downtown Access Improvements project. CTIPS ID 220-0000-0110:</p> <ul style="list-style-type: none"> • Updated the project title and description as noted • Added TOT funds of \$100,000 for PE in 18/19 <p>2. Kings Beach Western Approach project: Added TOT funds of \$100,000 to PE in 18/19. CTIPS ID 220-0000-0141</p> <p>3. North Tahoe Regional Bike Trail Phase 1 project: Increased TOT funds by \$200,000 to PE in 19/20 to match award amount. CTIPS ID 220-0000-0110</p>
6	8/20/18	<p>1. Removed the US 50 Safety Improvement and Complete Streets-Hwy 50 East Corridor Planning project. Local match not secured.</p> <p>2. Nevada Stateline to Stateline Corridor Improvements - Round Hill Pines to Zephyr Cove project: programmed local match (NV License plate fund) \$62,000 to PE 19/20. CTIPS ID 220-0000-0150</p>

MEMORANDUM

Date: September 10, 2018

To: Tahoe Transportation Commission (TTC)

From: Tahoe Metropolitan Planning Organization (TMPO) Staff

Subject: Open a Public Comment Period on Draft TMPO Linking Tahoe: Active Transportation Plan -Technical Amendment #1

Action Requested:

Staff requests the TTC open a 14-day public comment period and hear an informational presentation on the draft Linking Tahoe: Active Transportation Plan technical amendment #1.

Staff Recommendation:

Staff recommends the TTC Board of Directors consider the informational presentation on the draft Linking Tahoe: Active Transportation Plan technical amendment #1.

Background:

The Lake Tahoe Region's Active Transportation Plan (ATP) was approved in January 2016 by the TMPO Governing Board subsequent to a recommendation by the TTC. The ATP outlines the proposed bicycle and pedestrian infrastructure network, analyzes relevant data to support planning and construction grant applications, and reports out on policy action performance and progress. The Lake Tahoe Regional Transportation Plan (RTP) is informed by the ATP project list and incorporates by reference the ATP goals, policies, and projects for regional consistency. Projects specified in the ATP are eligible for regional, state, and federal transportation funds.

Description of Technical Amendment:

The Tahoe Regional Planning Agency (TRPA), as the federally designated Metropolitan Planning Organization, is committed to keeping the ATP up-to-date to ensure the document supports the planning and funding needs of local jurisdictions. The need for a full plan update is assessed every four years, with the next assessment in 2020 to precede the next RTP update. A full plan update typically includes extensive public outreach, major changes to proposed facilities, new infrastructure recommendations,

new policies and actions, and comprehensive data analysis and environmental screening. A technical amendment is considered a non-substantial amendment that updates data and projects through consultation with implementing partners to reflect current conditions and ensure accuracy. This technical amendment includes updates to the following sections:

Chapter 2: Needs Analysis:

The relevant parts of Existing Conditions, Current Use Patterns, Safety, Connectivity, and Constructability are updated. This includes updates to maps and tables using up-to-date data.

Chapter 4: Network Recommendations:

Each corridor map has been updated to illustrate existing conditions and highlight projects nearing implementation. Since the 2016 ATP adoption, new data is available and enriches the existing and proposed infrastructure maps and project list. This includes existing and proposed bicycle rack locations and priority intersections derived from work on the Lake Tahoe Region Safety Plan.

Chapter 6: Implementation Plan:

One of the main drivers of this technical amendment is to report out on progress. The actions outlined in 2016 were determined through technical advisory committee collaboration and public feedback and sought to implement the 2016 policies. This updated section describes the progress of implementation actions and determines next steps for actions that have not yet been fully implemented. In some cases, recommendations are included to improve action and implementation.

Appendix H: Project List

The existing and proposed project lists have been updated to reflect projects completed since the adoption of the 2016 ATP, projects that have moved from design to construction, or from planning to design. New additions to the project lists include adding complete street improvements and priority intersections. Complete street improvements and priority intersections, though identified in the 2016 ATP, were not included on the project list at that time. Complete street improvements and priority intersections which can include an array of infrastructure to be determined on a project by project basis are added to the project list to make them eligible for funding. Additionally, work on the Lake Tahoe Safety Plan, which is a multi-agency collaborative process, identified new priority intersections based on current crash statistics. TRPA felt it prudent to begin documenting these locations in approved plans to support future funding opportunities.

Outreach:

TRPA Transportation Staff has concluded this amendment is technical in nature, based on the proposed changes and requires a 14-day public comment period. A notice of the

draft amendment will be posted on the TRPA Transportation website and sent out to the TRPA Transportation contact list that includes transportation partners, stakeholders, and interested individuals. In the development of this amendment, TRPA worked directly with all implementing agencies through email and phone to review projects, maps, and data. Partners were given multiple opportunities to review the technical amendment materials over the course of a two-month period prior to release of the public document. The public and implementing agencies may provide feedback during the public comment period. All individual projects that move into design and implementation will conduct its own public outreach and environmental documentation processes. The draft ATP technical Amendment #1 is available at <http://www.trpa.org/transportation/> under “Current Announcements.”

ATP Technical Amendment #1 Approval Timeline:

TTC Board Presentation and Review 14-Day public comment period announced	September, 14, 2018
14-Day public comment period closed	September 28, 2018 - 5:00 pm
TTC Board Recommendation to TMPO	October 12, 2018
TMPO Board Action	October 24, 2018

Contact Information:

If you have any questions or comments regarding this item, please contact Kira Smith, at ksmith@trpa.org or 775-589-5536.



MEMORANDUM

Date: September 10, 2018

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Authorize Contract Extension in the Amount Not to Exceed \$340,000 and Task Orders for Professional Public Outreach Consulting Services for the US 50 South Shore Community Revitalization Project, the SR89/Fanny Bridge Community Revitalization Project (Inclusive of the Meeks Bike Trail Project), and Transit Operations

Actions Requested:

Staff requests the Board authorize contract amendment and the execution of task orders for professional public outreach consulting services related to TTD's capital projects and transit operations for FY19.

Fiscal Analysis:

The contract amendment for ESI is to increase the not-to-exceed amount by \$340,000 to provide capacity for the proposed task orders. All expenditures associated with this item for the fiscal year are in the approved FY19 budget. Expenditures associated with the consulting services will be funded through Surface Transportation Block Grant (STBG) funds for the US 50 South Shore Community Revitalization Project (up to \$200,000). Alternative Transportation Program (ATP) grant funds are used for the SR89 Fanny Bridge Community Revitalization Project (including Meeks Bike Trail up to \$100,000). Transit operation funds will be used for transit operations system outreach (up to \$40,000).

Work Program Impact:

All work associated with this effort is captured under respective elements of the approved FY 2019 Work Program and corresponding allotted staff time.

Background:

Over the past nine years, TTD has used a carefully crafted, extensive public outreach effort to systematically gather information, help guide program and project decisions, inform the public of progress, and maintain TTD's positive perception in the Basin. These efforts have been an important part of the success that TTD has had in accomplishing its program and projects, and Staff feels similar efforts will be an important part of future TTD success and should be continued.

Two major projects have been a part of TTD's approved Capital Improvement Program (CIP). Those two projects are the SR89/Fanny Bridge Community Revitalization Project (SR89 Fanny Project), which includes the Meeks Bay Bike Path project (Meeks Project), and the US 50/South Shore Community Revitalization Project (US50 Project).

CH/ja

AGENDA ITEM: VII.A.

The SR89 Fanny Project is in the construction phase and work is now expected to continue for another building season and be completed next year. The Meeks Project is expected to be completed October 2018. A portion of the ATP funds are to be used to fund the construction outreach efforts for the SR89 Fanny Project.

In addition to CIP project support, the public outreach efforts are also important for TTD transit services. This contract extension establishes an opportunity for public outreach for transit. Transit outreach will especially be needed this winter season given the changes in service plans.

Discussion:

This contract extension is the last available under past procurement rules. A new request for proposals will be released next fiscal year for future outreach services.

ESI's work includes on-the-ground community relations personnel for the two projects, communication plan management and coordination, press and social media, and consultation to TTD staff on outreach strategy and direction. The service has been successful and instrumental in effective public communication and access.

Staff recommends approval.

Additional Information:

If you have any questions or comments regarding this item, please contact Carl Hasty at (775) 589-5501 or chasty@tahoetransportation.org.

MEMORANDUM

Date: September 10, 2018
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Transit 2019 Plan and Transition Plan Updates

Action Requested:

No action is requested. This is an informational item to update the Board on the Transit 2019 Plan.

Background:

At last month's meeting, the Board approved the Transit 2019 Plan.

Discussion:

Staff participated in an on-site training provided by Remix software to refine the new route schedules (Attachment A). Minor changes may be made prior to publishing the new schedule. Once finalized, staff will update the Rider's Guide, Passenger Policies, ADA Paratransit Policies and Procedures, and website to reflect the new schedule and changes to the policies. Staff continues to work with the Remix software to create runs (shifts of work for an operator), blocks (vehicle assignments throughout the day), and rosters (weekly operator assignments) to maximize efficiency in the updated system.

Staff will continue to coordinate with Heavenly staff to ensure outreach and messaging notifies visitors and residents that Heavenly will be operating their winter shuttles.

A 90-day notice to vacate the Stateline Transit Center and conclude staffing of the Explore Tahoe office was sent to the City of South Lake Tahoe on August 15, 2018.

Staff continues to coordinate with Alta and Choices staff to ensure a smooth transition for paratransit passengers. A mailer will be distributed to all paratransit passengers notifying them of all changes. Updates will be made in the Ecolane scheduling software to reflect changes in the paratransit service area and possible fare program revisions.

Staff has applied for a Douglas County encroachment permit to add a stop on Quaking Aspen Lane near The Ridge Club Dr. Concurrent discussions are underway with El Dorado County, City of South Lake Tahoe, and the Lake Tahoe Airport to add stops along routes 18x and 55. Current stops that are potentially unsafe, underused, or duplicative are being evaluated for removal. Any stops slated for removal will be adequately noticed to the public. Additionally, the general transit feed specification (GTFS) for each stop will be updated and all changes will be

pushed to Google, Remix, and Swiftly. Ski shuttle bus stop signs and Emerald Bay Shuttle signs will be removed.

Additional Information:

If you have any questions or comments regarding this item, please contact Tara Styer at (775) 589-5509 or tstyer@tahoetransportation.org.

Attachment:

A. Timetables

ROUTE 18X



06:30 – 07:15 · Every 45 min · 4 trips

	0	+16.0		0	+2.0	+8.0	+5.0	+1.0
A	06:30	06:46	A	06:50	06:52	07:00	07:05	07:06
A	07:15	07:31	A	07:35	07:37	07:45	07:50	07:51

18:20 – 19:05 · Every 45 min · 4 trips

	0	+16.0		0	+2.0	+8.0	+5.0	+1.0
A	18:20	18:36	A	18:40	18:42	18:50	18:55	18:56
A	19:05	19:21	A	19:25	19:27	19:35	19:40	19:41

ROUTE 19X



06:15 – 10:31 · Every 85 min · 6 trips

	0	+12.0	+27.0	+6.0	+20.0	+28.0
A	06:15	06:27	06:54	07:00	—	—
A	07:45	07:57	08:24	08:30	—	—
A	09:45	09:57	10:24	10:30	—	—
B	—	—	—	10:31	10:51	11:19

	0	—	—	+6.0	+29.0	+7.0
A	—	—	07:02	07:08	07:37	07:44
A	—	—	09:00	09:06	09:35	09:42

14:40 – 16:15 · Every 50 min · 2 trips · Outbound

	—	—	—	—	—	—

	0	+28.0	+21.0	+6.0	+29.0	+7.0
B	14:40	15:08	15:29	—	—	—
A	—	—	15:30	15:36	16:05	16:12

16:15 – 18:15 · Every 120 min · 4 trips

	0	+12.0	+27.0	+6.0	—	—
A	16:15	16:27	16:54	17:00	—	—
A	18:15	18:27	18:54	19:00	—	—

	0	—	—	+6.0	+29.0	+7.0
A	—	—	17:30	17:36	18:05	18:12
A	—	—	19:00	19:06	19:35	19:42

ROUTE 22



06:00 – 08:00 · Every 60 min · 6 trips

	0	+2.0	+8.0	+4.0	+20.0	+17.0	+8.0
A	06:00	06:02	06:10	06:14	06:34	06:51	06:59
A	07:00	07:02	07:10	07:14	07:34	07:51	07:59
A	08:00	08:02	08:10	08:14	08:34	08:51	08:59

	0	+5.0	+14.0	+17.0	+4.0	+11.0	+2.0
A	07:00	07:05	07:19	07:36	07:40	07:51	07:53
A	08:00	08:05	08:19	08:36	08:40	08:51	08:53
A	09:00	09:05	09:19	09:36	09:40	09:51	09:53

09:30 – 16:30 · Every 60 min · 16 trips

	0	+5.0	+12.0	+8.0	—	—	—
B	09:30	09:35	09:47	09:55	—	—	—
B	10:30	10:35	10:47	10:55	—	—	—
B	11:30	11:35	11:47	11:55	—	—	—
B	12:30	12:35	12:47	12:55	—	—	—
B	13:30	13:35	13:47	13:55	—	—	—
B	14:30	14:35	14:47	14:55	—	—	—
B	15:30	15:35	15:47	15:55	—	—	—
B	16:30	16:35	16:47	16:55	—	—	—

	0	—	—	—	—	+14.0	+11.0
B	—	—	—	—	09:55	10:09	10:20
B	—	—	—	—	10:55	11:09	11:20
B	—	—	—	—	11:55	12:09	12:20
B	—	—	—	—	12:55	13:09	13:20
B	—	—	—	—	13:55	14:09	14:20
B	—	—	—	—	14:55	15:09	15:20
B	—	—	—	—	15:55	16:09	16:20
B	—	—	—	—	16:55	17:09	17:20

16:30 – 18:30 · Every 60 min · 6 trips

	0	+2.0	+8.0	+4.0	+20.0	+18.0	+8.0
A	16:30	16:32	16:40	16:44	17:04	17:22	17:30
A	17:30	17:32	17:40	17:44	18:04	18:22	18:30
A	18:30	18:32	18:40	18:44	19:04	19:22	19:30

	0	+5.0	+14.0	+18.0	+4.0	+10.0	+3.0
A	17:30	17:35	17:49	18:07	18:11	18:21	18:24
A	18:30	18:35	18:49	19:07	19:11	19:21	19:24
A	19:30	19:35	19:49	20:07	20:11	20:21	20:24

ROUTE 50



06:30 - 19:40 • Every 34 min • 48 trips

	0	+3.0	+7.0	+1.0	+3.0	+4.0		0	+3.0	+3.0	+6.0	+6.0	+4.0
A	06:30	06:33	06:40	06:41	06:44	06:48	A	07:00	07:03	07:06	07:12	07:18	07:22
A	07:30	07:33	07:40	07:41	07:44	07:48	A	08:00	08:03	08:06	08:12	08:18	08:22
A	08:20	08:23	08:30	08:31	08:34	08:38	A	08:50	08:53	08:56	09:02	09:08	09:12
A	08:40	08:43	08:50	08:51	08:54	08:58	A	09:10	09:13	09:16	09:22	09:28	09:32
A	09:20	09:23	09:30	09:31	09:34	09:38	A	09:50	09:53	09:56	10:02	10:08	10:12
A	09:40	09:43	09:50	09:51	09:54	09:58	A	10:10	10:13	10:16	10:22	10:28	10:32
A	10:20	10:23	10:30	10:31	10:34	10:38	A	10:50	10:53	10:56	11:02	11:08	11:12
A	10:40	10:43	10:50	10:51	10:54	10:58	A	11:10	11:13	11:16	11:22	11:28	11:32
A	11:20	11:23	11:30	11:31	11:34	11:38	A	11:50	11:53	11:56	12:02	12:08	12:12
A	11:40	11:43	11:50	11:51	11:54	11:58	A	12:10	12:13	12:16	12:22	12:28	12:32
A	12:20	12:23	12:30	12:31	12:34	12:38	A	12:50	12:53	12:56	13:02	13:08	13:12
A	12:40	12:43	12:50	12:51	12:54	12:58	A	13:10	13:13	13:16	13:22	13:28	13:32
A	13:20	13:23	13:30	13:31	13:34	13:38	A	13:50	13:53	13:56	14:02	14:08	14:12
A	13:40	13:43	13:50	13:51	13:54	13:58	A	14:10	14:13	14:16	14:22	14:28	14:32
A	14:20	14:23	14:30	14:31	14:34	14:38	A	14:50	14:53	14:56	15:02	15:08	15:12
A	14:40	14:43	14:50	14:51	14:54	14:58	A	15:10	15:13	15:16	15:22	15:28	15:32
A	15:20	15:23	15:30	15:31	15:34	15:38	A	15:50	15:53	15:56	16:02	16:08	16:12
A	15:40	15:43	15:50	15:51	15:54	15:58	A	16:10	16:13	16:16	16:22	16:28	16:32
A	16:20	16:23	16:30	16:31	16:34	16:38	A	16:50	16:53	16:56	17:02	17:08	17:12
A	16:40	16:43	16:50	16:51	16:54	16:58	A	17:10	17:13	17:16	17:22	17:28	17:32
A	17:20	17:23	17:30	17:31	17:34	17:38	A	17:50	17:53	17:56	18:02	18:08	18:12
A	17:40	17:43	17:50	17:51	17:54	17:58	A	18:10	18:13	18:16	18:22	18:28	18:32
A	18:40	18:43	18:50	18:51	18:54	18:58	A	19:10	19:13	19:16	19:22	19:28	19:32
A	19:40	19:43	19:50	19:51	19:54	19:58	A	20:10	20:13	20:16	20:22	20:28	20:32

ROUTE 55



06:00 – 17:00 · Every 60 min · 24 trips

	0	+3.0	+4.0	+5.0	+3.0	+6.0	+10.0	+2.0	+6.0	+4.0
A	06:00	06:03	06:07	06:12	06:15	06:21	06:31	06:33	06:39	06:43
A	07:00	07:03	07:07	07:12	07:15	07:21	07:31	07:33	07:39	07:43
A	08:00	08:03	08:07	08:12	08:15	08:21	08:31	08:33	08:39	08:43
A	09:00	09:03	09:07	09:12	09:15	09:21	09:31	09:33	09:39	09:43
A	10:00	10:03	10:07	10:12	10:15	10:21	10:31	10:33	10:39	10:43
A	11:00	11:03	11:07	11:12	11:15	11:21	11:31	11:33	11:39	11:43
A	12:00	12:03	12:07	12:12	12:15	12:21	12:31	12:33	12:39	12:43
A	13:00	13:03	13:07	13:12	13:15	13:21	13:31	13:33	13:39	13:43
A	14:00	14:03	14:07	14:12	14:15	14:21	14:31	14:33	14:39	14:43
A	15:00	15:03	15:07	15:12	15:15	15:21	15:31	15:33	15:39	15:43
A	16:00	16:03	16:07	16:12	16:15	16:21	16:31	16:33	16:39	16:43
A	17:00	17:03	17:07	17:12	17:15	17:21	17:31	17:33	17:39	17:43



	0	+6.0	+4.0	+8.0	+4.0	+5.0	+6.0	+11.0	+1.0
A	07:02	07:08	07:12	07:20	07:24	07:29	07:35	07:46	07:47
A	08:02	08:08	08:12	08:20	08:24	08:29	08:35	08:46	08:47
A	09:02	09:08	09:12	09:20	09:24	09:29	09:35	09:46	09:47
A	10:02	10:08	10:12	10:20	10:24	10:29	10:35	10:46	10:47
A	11:02	11:08	11:12	11:20	11:24	11:29	11:35	11:46	11:47
A	12:02	12:08	12:12	12:20	12:24	12:29	12:35	12:46	12:47
A	13:02	13:08	13:12	13:20	13:24	13:29	13:35	13:46	13:47
A	14:02	14:08	14:12	14:20	14:24	14:29	14:35	14:46	14:47
A	15:02	15:08	15:12	15:20	15:24	15:29	15:35	15:46	15:47
A	16:02	16:08	16:12	16:20	16:24	16:29	16:35	16:46	16:47
A	17:02	17:08	17:12	17:20	17:24	17:29	17:35	17:46	17:47
A	18:02	18:08	18:12	18:20	18:24	18:29	18:35	18:46	18:47

ROUTE 28



08:45 – 10:00 · Every 62 min · 1 trip

	0	+39.0	+10.0	-1.0
B	08:45	09:24	09:34	09:35

10:00 – 17:40 · Every 20 min · 24 trips

	0	+3.0	+17.0	—	—	+3.0
A	10:00	10:03	10:20	—	10:37	10:40
A	10:20	10:23	10:40	—	10:57	11:00
A	10:40	10:43	11:00	—	11:17	11:20
A	11:00	11:03	11:20	—	11:37	11:40
A	11:20	11:23	11:40	—	11:57	12:00
A	11:40	11:43	12:00	—	12:17	12:20
A	12:00	12:03	12:20	—	12:37	12:40
A	12:20	12:23	12:40	—	12:57	13:00
A	12:40	12:43	13:00	—	13:17	13:20
A	13:00	13:03	13:20	—	13:37	13:40
A	13:20	13:23	13:40	—	13:57	14:00
A	13:40	13:43	14:00	—	14:17	14:20
A	14:00	14:03	14:20	—	14:37	14:40
A	14:20	14:23	14:40	—	14:57	15:00
A	14:40	14:43	15:00	—	15:17	15:20
A	15:00	15:03	15:20	—	15:37	15:40
A	15:20	15:23	15:40	—	15:57	16:00
A	15:40	15:43	16:00	—	16:17	16:20
A	16:00	16:03	16:20	—	16:37	16:40
A	16:20	16:23	16:40	—	16:57	17:00
A	16:40	16:43	17:00	—	17:17	17:20
A	17:00	17:03	17:20	—	17:37	17:40
A	17:20	17:23	17:40	—	17:57	18:00
A	17:40	17:43	18:00	—	18:17	18:20

18:20 – 19:10 · Every 62 min · 1 trip

	0	+1.0	+10.0	+39.0	—	—
B	18:20	18:21	18:31	19:10	—	—

MEMORANDUM

Date: September 10, 2018

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Open Public Comment Period for Proposed Fares for the New Route 22 and Extended Paratransit Service Beyond the One Mile Service Range Approved in the 2019 Plan

Action Requested:

It is requested the Board open a public comment period for proposed fares for the new Route 22 and the extended paratransit service beyond the one mile service range as approved in the 2019 Plan.

Fiscal Impact:

Proposed fare increases contemplated in this item are anticipated to increase farebox revenue for fiscal year 2019. As with any new service structure, there are risk and revenue projections, many vary depending on discretionary decisions outside of TTD's control. However, these fare increases are anticipated to move TTD's transit system closer to meeting California's farebox recovery requirements.

Work Program Impact:

All work associated with this effort is included within the adopted work program.

Background:

At the March 9, 2018 Board meeting, Staff brought an informational item to the Board detailing factors affecting TTD and sustainable transit services. Staff identified four key factors pressuring TTD's transit service and sustainability:

1. Workforce development and retention
 - a. Benchmarking salary
 - b. Housing
 - c. Availability
2. Funding availability and forecast
3. Performance measures for regulatory compliance
4. Fleet and capital asset replacement and improvement

Staff committed to evaluating potential next steps to address these challenges and bring options to the Board for sustainable transit services.

At the April 13, 2018 Board meeting, Staff brought forward two options, a “balanced approach” and a “most sustainable approach,” that were compared to the existing service. These options were reviewed and the Board directed Staff to prepare a third alternative option, predicated solely on secured funding.

At the May 5, 2018 Board meeting, Staff presented the third option. This option was titled “Baseline.” The Baseline scenario represented the maximum amount of service - within secured funding parameters - and was guided by planning work completed in TTD’s Transit Master Plan (TMP), Short Range Transit Plan (SRTP), and the Tahoe Regional Planning Agency’s (TRPA) Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS).

The Board then opened a public comment period to conclude at the July 13, 2018 Board meeting. In July, Staff summarized outreach and public comments, responded to public comments, explained the rationale for the elimination of the ski shuttles and Emerald Bay Shuttle, and clarified the revised paratransit service area. Two scenarios were presented, Baseline V2 and Baseline V2-Extended. Baseline V2-Extended included routes supported by Nevada Department of Transportation (NDOT) 5311 discretionary funds. The Board directed staff to:

1. Continue to develop the routes and details related to fleet, headways, and service hours for the Baseline V2-Extended, narrowing the proposed service options to one.
2. Re-evaluate the need to conduct a California Environmental Quality Act (CEQA) analysis and develop any related findings.
3. Develop and include findings for the proposed service change relevant to consistency with the SRTP, TMP and RTP/SCS.
4. Continue the public comment period until the August 10, 2018 Board meeting.
5. Select a new title for the service plan to replace “Baseline v2-Extended.”

On August 6, 2018, the Board re-opened the Public Hearing to receive comments on proposed changes to TTD Transit Service Operations for 2019. The proposed plan was renamed the 2019 Plan and included a hybrid route named Route 22, a blend of old routes 23 and 20X, and a paratransit service limited to a one-mile radius of fixed route service. Concerns were raised on ending paratransit service to the North Upper Truckee and Christmas Valley areas (which exceeded the one mile radius boundary). The Board then adopted Resolution 2018-007 approving the transit service plan changes, including Route 22 and the one-mile paratransit service range, including continuing service to the North Upper Truckee and Christmas Valley areas, thereby creating a larger service area for TTD’s paratransit program. Staff was instructed to bring back an informational report on the system change rollout and any needed changes for Board consideration or approval.

Discussion:

With the blending of two prior routes into one that serves the Tahoe area and connects to the Nevada valley areas, a fare must be established that adequately reflects the service range and farebox recovery needs. Similarly, the extended service area for the paratransit service to areas beyond one mile of the fixed route system also requires a fare be established that adequately reflects the service range and farebox recovery needs. Pursuant to TTD’s Fare and Service Change policy, staff is requesting the Board open a public comment period until the next regularly scheduled Board meeting on October 12, 2018 to gather input on the proposed fares for Route 22 and extended paratransit.

GF/ja

AGENDA ITEM: VIII.B.

Proposals:

- 1) Route 22 is a hybrid route consolidating prior routes 23 and 20X. The fare structure of the new route 22 is proposed to mirror that of the existing route 20X. This route connects Stateline Transit Center with Kingsbury Grade, Tramway Dr., Quaking Aspen Ln., and Minden/Gardnerville. The proposed fare for this route is \$4.00. This is the existing fare to Minden/Gardnerville and is consistent with public comments received supporting a higher fare to connect Stateline Transit Center to the properties at Daggett Summit (Attachment A).
- 2) The 2019 Plan extends the paratransit service area one mile beyond regularly scheduled fixed route service, exceeding the federal Americans with Disabilities Act (ADA) requirement of three-quarters of a mile beyond regularly scheduled fixed route service. Areas beyond the one-mile standard are not required and are considered a premium service not subject to the stringent requirements of the ADA. For paratransit services provided beyond the one-mile requirement, such as Christmas Valley, North Upper Truckee, and the Tahoe Keys, TTD is permitted to set a premium fare that adequately reflects the extended service range and farebox recovery needs. The proposed fare for service beyond the one-mile standard is \$6.00. The increased fare revenue will help TTD progress towards meeting farebox recovery requirement for paratransit services.

Alternatively, local contributions could be utilized to supplement, or entirely replace, paratransit and premium paratransit fares ensuring program compliance with farebox recovery requirements.

Staff recommends the Board open a public comment period for proposed fare increases for the 2019 Plan.

Additional Information:

If you have any questions or comments regarding this item, please contact George Fink at (775) 589-5325 or gfink@tahoetransportation.org.

Attachment:

- A. Public Comments

Excerpts from Public Comments

May Board Public Comment. Paratransit Service Area. Desire for DR (paratransit) service area to stay exactly as-is. May be reasonable to raise the rate.

May Board Public Comment. Route 23 Service. Suggest fare increase.

Email. Route 20X Service. As riders we talk among ourselves and think that a rate increase across the board would not be bad.

Email. Route 23 Service; Route 20X Service; Route 19X Service. The scheduled long haul trip, then, even if at a higher than its current cost per ride and at a frequency of 3 trips or less per day is worth far more to a long haul rider than the better served short haul ride.

Email. Route 23 Service. We would gladly pay the fee each time and would even pay a little more if that would keep the Bus 23 line in service.

July Public Hearing. Route 19X Service; Route 20X Service; Route 23. Modest farebox increase might be worth exploring.

July Public Hearing. Route 20X Service. Expressed support for a farebox increase.

July Public Hearing. Route 23 and 20x. Willingness for fare associated with winter service.

July Board Comment. Route 23 and 20x. Question was in the interest of fare increase.

July Public Hearing. Route 23. What is the reason we don't charge the tourists who are more than willing to pay?

MEMORANDUM

Date: September 10, 2018

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Authorize the Release of a Request for Proposals for the Purchase of Battery-Electric Buses

Action Requested:

It is requested the Board authorize the release of a Request for Proposals (RFP) for the purchase of battery-electric buses.

Fiscal Analysis:

The independent cost estimate for the purchase of an electric bus is \$750,000 to \$780,000 each. This expenditure is budgeted utilizing prior awards of Federal Highway Administration's Congestion Mitigation and Air Quality (CMAQ) funds, Federal Transit Administration (FTA) section 5339 competitive funds (Low Emission/No Emission), Transportation Development Credits (toll credits), and California's Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) program funds.

Work Program Analysis:

All staff time is accounted for under existing approved work elements.

Background:

TTD has secured funding for three battery-electric buses through the awards listed in the Fiscal Analysis. At the February 2017 Board meeting, the Board approved the procurement of electric buses through the Washington State Contract. To procure the buses, TTD entered into a Master Contract User Agreement with the State of Washington. Staff then contacted Proterra, one of the successful proposers, to begin the purchase process.

During initial discussions with Proterra, TTD expected delivery of the buses in the fall of 2018. In February 2018, Proterra met with TTD staff. During this meeting, Proterra shared that the original Proterra overhead charging apparatus would not be available on a 35' bus. TTD then had two options that would maintain a fall 2018 delivery schedule: 1) proceed with purchasing a 40' Proterra; or 2) purchase the 35' bus, without the overhead charging system.

The first option was not practical. TTD has been experimenting with 40' diesel hybrid buses received from RTC of Southern Nevada (Vegas) for the last seven months. These buses are useful on Route 50, but other routes have geometry issues that cause unsafe operating conditions for a 40' bus. The second option was also not practical. A plug-in only 35' bus would have limited range and would not be able to complete a full day on route on a single charge.

GF/ja

AGENDA ITEM: VIII.C.

Proterra recommended that TTD push back the delivery of the buses one year to the fall of 2019. The additional time in the schedule would allow Proterra to complete the engineering and deployment of their second-generation overhead charging system featuring a pantograph arm fitted to the front of the bus mating to a conductive 'tent' that can be either pole mounted or integral to a structure. The pantograph option is mounted to the front of the bus eliminating the need for a long runway for proper alignment. Selecting the pantograph option allowed the Lake Tahoe Community College (LTCC) mobility hub project, which includes the overhead charging apparatus, to move forward.

As the plans for the mobility hub were refined, Proterra engineering was slow to respond. LTCC's architects were finalizing the plans in July and there were still outstanding items for Proterra's engineering team. A conference call occurred in late July between TTD staff and Proterra staff to close out the punch list from LTCC. During that call Proterra shared that: 1) the Washington State contract was now closed with no options remaining; 2) FTA had rejected the inclusion of Proterra's 35' bus; and 3) the engineering for the Proterra's second generation overhead charger was taking longer than expected and would not be available until March of 2019.

Discussion:

Currently, TTD has the funding secured for three battery-electric buses and a strong partnership with LTCC to build a mobility hub with the necessary electrification to support the fleet. However, TTD is lacking a contract with a battery-electric bus manufacturer to deliver the new buses. While there may be other joint procurements possible, staff is confident that managing the procurement process directly will yield the greatest benefits for TTD. With an RFP, TTD has control over specific options that complement the mountain environment, delivery schedule, parts availability, warranty programs, and training.

Working with Solutions for Transit, staff have developed an RFP and are seeking Board approval to move forward. The contract is anticipated to include three buses for immediate purchase, options for an additional three buses, with a term not to exceed five years.

Additional Information:

If you have any questions or comments regarding this item, please contact George Fink at (775) 589-5325 or gfink@tahoetransportation.org.

MEMORANDUM

Date: September 10, 2018
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Amendment of Fiscal Year 2019 TTD Budget for Review and Possible Action

Action Requested:

It is requested the Board hear the item, discuss the proposed budget amendment for Fiscal Year 2019 (FY19), and move adoption of it for the balance of the fiscal year.

Fiscal Analysis:

A budget was prepared and presented to the Board for FY19 in May of this year. It was presented at that time as a temporary budget given anticipated changes to transit service which were to be decided within the first quarter of the new fiscal year. Final funding source decisions on the part of funding agencies also needed to be completed for an accurate budget forecast. The Board approved the budget at its May meeting.

The Board made the decision on the new transit service at its August meeting and rollout of those service changes are anticipated for November 2018. The Nevada Department of Transportation also completed its funding decision for the Section 5311 program. With those decisions in hand, an adjusted budget for the year has been developed for consideration within known revenues.

Work Program Analysis:

The work program staff time and hours have been adjusted in this budget for the year and the total number of employees and work hours reduced from the May budget (from 69 full-time and 21 part-time staff for a total of 90 at 179,208 work hours to 59 full-time and 12 part-time staff for a total of 71 at 148,149 work hours).

Background:

The Board approved a first round budget for the current fiscal year, anticipating a budget revision for the balance of the fiscal year beginning in the second quarter once the decision on transit changes and funding levels were derived in the first quarter. Those decisions and funding sources are now known, so a budget revision is warranted.

Discussion:

This year's budget process is different from the past, given revenue, workforce, and capital challenges requiring decisions that had to be made in the first quarter of the new fiscal year. The overall amended budget is a blend of operations with a transit service program mirroring last year's for the first four months of the fiscal year and the last eight months reflecting the new transit service. The amended budget amount for FY19 is reduced to \$18.5 million from the

original \$20.8 million. Budgeted staffing levels are also reduced and total work hours reduced by about 31,000 hours from the original budget.

Attachment A includes the detail for each fund account and the budget overall. Attachment B includes the work program description for the year. Staff recommends adoption.

Additional Information:

If you have any questions or comments regarding this item, please contact Joanie Schmitt at (775) 589-5507 or jschmitt@tahoetransportation.org, or Carl Hasty at (775) 589-5501 or chasty@tahoetransportation.org.

Attachments:

- A. Amended FY19 Budget Detail
- B. FY19 Work Program

Tahoe Transportation District
Proposed FY 19 Budget
Existing and FY 2019 Plan (Blended)
By Fund Type

	TOTAL	GENERAL	CIP	TO	Parking System (PS)	GFA
Revenues						
Federal Grants	\$ 11,619,303		\$ 8,005,716	\$ 3,613,587		
State Funding	4,632,582		2,835,890	1,796,692		
Contributions	1,029,011	118,666	554,922	347,498	7,925	
General Revenues	460,826	460,826				
Charges for Services	884,604	100,000		736,292	48,312	
Special Items	536	36		500		
TOTAL REVENUES	\$ 18,626,862	\$ 679,528	\$ 11,396,528	\$ 6,494,569	\$ 56,237	\$ -
Expenses						
Personnel	\$ 5,072,678	\$ 275,271	\$ 555,919	\$ 4,228,324	\$ 13,164	\$ 20,000
Admin Support (ICAP)	460,826		83,815	375,450	1,561	
Contracts	8,426,364		8,426,364			
Fuel	356,668			356,668		
Other Operating	2,211,728	320,844	366,650	1,521,437	2,797	
Depreciation & Disposal of Assets	990,000			990,000		3,000
Capital Outlay	942,945	10,000	900,000	21,445	11,500	
Interest	30,000	30,000				
TOTAL EXPENSES	\$ 18,491,209	\$ 636,115	\$ 10,332,748	\$ 7,493,324	\$ 29,022	\$ 23,000
Other Funding Sources						
In (Revenues)	\$ (1,099,288)		\$ (17,754)	\$ (1,025,034)	\$ (56,500)	
Out Expenses	1,099,288	17,754	1,081,534			
TOTAL OTHER FUNDING SOURCES	\$ -	\$ 17,754	\$ 1,063,780	\$ (1,025,034)	\$ (56,500)	\$ -
Increase / (Decrease) to Fund Balance	\$ 135,653	\$ 25,659	\$ -	\$ 26,279	\$ 83,715	\$ (23,000)

Transit Operations Budgeted using the Existing Approach for July - September and then the FY 2019 Plan for October - June.

Tahoe Transportation District
Proposed FY19 Budget
Existing and FY 2019 Plan (Blended)
Personnel Costs

FY 19 Budget	Tops	SR28	STS	Tahoe City Caltrans											
				SR 89 - Fanny Bridge	US 50	SR 89 Corridors	VPPP	Meeks Bay	Incline Mobility Hub	Bikeway & Parking Lots	Project Study	Recreational Travel	Other Projects		
PERSONNEL															
Salaries & Wages	\$ 2,398,890	\$ 40,624	\$ 2,778	\$ 14,348	\$ 94,997	\$ 6,597	\$ 10,406	\$ 20,885	\$ 15,351	\$ 65,252	\$ 15,531	\$ 94,111	\$ 12,714		
Admin/Vac/Sick	610,475	10,187	699	3,468	22,565	2,089	2,516	5,049	3,838	15,774	3,754	22,749	3,073		
Medicare	43,839	737	51	258	1,704	126	187	376	278	1,176	280	1,694	229		
SUTA	16,489	24	81	53	344	42	38	77	73	240	57	347	47		
ETT	402	260	10												
Mass Mutual - SSRP	89,812	625	94	1,425	9,405	695	1,034	2,075	1,535	6,481	1,543	9,349	1,263		
FICA	117,849	2,666	143												
Mass Mutual - Retirement	75,143	762	97	713	4,703	347	517	1,037	768	3,240	771	4,674	632		
Health Insurance	430,747	5,583	244	2,094	13,623	1,261	1,519	3,048	2,317	9,522	2,267	13,734	1,855		
Dental Insurance	15,152	78	12	170	1,103	102	123	247	188	770	184	1,112	151		
Life/STD Insurance	3,231	20	3	45	290	27	32	65	49	202	48	289	39		
Vision Care Insurance	3,720	9	1	18	118	11	13	27	20	84	20	118	17		
Workers Compensation	313,191	4,282	314	126	936	392	91	183	720	574	136	827	112		
Uniform Cleaning	9,000														
Allocated to Funding Sources	(65,000)	20,000	45,000												
EE Compensated Absences	30,000														
Total Personnel	\$ 4,092,940	\$ 85,857	\$ 49,527	\$ 22,718	\$ 149,788	\$ 11,689	\$ 16,476	\$ 33,069	\$ 25,137	\$ 103,315	\$ 24,591	\$ 149,004	\$ 20,132		

Baseline Assumptions

Transit operations Represented EE's received a 20% increase effective July 1. TTD's Mgmt Team is not budgeted for a merit increase. All other employees are budgeted with either a merit increase, reclass or promotion

FY 19 Budget	Parking System		TOTAL
	General		
PERSONNEL			
Salaries & Wages	\$ 8,039	\$ 142,277	\$ 2,942,800
Admin/Vac/Sick	2,010	34,392	742,638
Medicare	146	2,562	53,643
SUTA	39	524	18,475
ETT	0	0	672
Mass Mutual - SSRP	804	14,133	140,273
FICA	0	0	120,658
Mass Mutual - Retirement	402	7,067	100,873
Health Insurance	1,213	20,763	509,790
Dental Insurance	98	1,682	21,172
Life/STD Insurance	26	441	4,807
Vision Care Insurance	10	181	4,367
Workers Compensation	377	1,249	323,510
Uniform Cleaning			9,000
Allocated to Funding Sources			0
EE Compensated Absences			30,000
Contingency		50,000	50,000
Total Personnel	\$ 13,164	\$ 275,271	\$ 5,072,678

New Hires:
 2 Parking Attendants for Summer Incline to Sand Harbor transit services (East Shore Express)
 1 Parking Ambassador for the Ponderosa parking lot.
 1 Capital Program Specialist beginning in October (Position approved in prior fiscal year. However it was reclassified based on current market comparability. Grade 14 to 17).
 1 Transit Accountant to replace the previous accountant who was promoted to Controller.
 Termination of the previously approved Procurement/Contract Analyst position. Duties have been reassigned.
 Termination of the previously approved Legal Counsel - Legal is now contracted out and is included in the budget under Professional Services.

Reclass:
 Clerk to the Board/ Executive Assistant will be reclassified from Grade 10 to Grade 12 due to additional job duties.
 Payroll Specialist will now be the Payroll Accountant and will be reclassified from Grade 9 to Grade 11 due to additional responsibilities.

Represented Employees Medical was calculated for 6 months at current rates and 6 months with a 6% increase...per the collective bargaining agreement.
 Non-Represented Employees Medical was calculated for 5 months at current rates and 7 months with a 25% increase.
 Workers Compensation based on a 2% increase.

Tahoe Transportation District
Proposed FY19 Budget
Existing and FY 2019 Plan (Blended)
Personnel Costs

Existing - July - October / FY 2019 Plan - Nov - June

FY 19 Budget	Total Transit	July - Oct TOPS	Nov- June TOPS	Total FY 19 TOPS	SR28	STS
PERSONNEL						
Salaries & Wages	\$ 2,442,292	\$ 841,797	\$ 1,557,093	\$ 2,398,890	\$ 40,624	\$ 2,778
Admin/Vac/Sick	621,361	215,673	394,802	610,475	10,187	699
Medicare	44,627	15,442	28,397	43,839	737	51
SUTA	16,804	5,827	10,662	16,489	234	81
ETT	462	136	266	402	50	10
Mass Mutual - SSRP	90,531	27,666	62,146	89,812	625	94
FICA	120,658	44,587	73,262	117,849	2,666	143
Mass Mutual - Retirement	76,002	22,891	52,252	75,143	762	97
Health Insurance	436,574	136,154	294,593	430,747	5,583	244
Dental Insurance	15,242	4,647	10,505	15,152	78	12
Life/STD Insurance	3,254	991	2,240	3,231	20	3
Vision Care Insurance	3,730	1,145	2,575	3,720	9	1
Workers Compensation	317,787	112,489	200,702	313,191	4,282	314
Uniform Cleaning	9,000	2,768	6,232	9,000		
Allocated to Funding Sources	0	(61,000)	(4,000)	(65,000)	20,000	45,000
EE Compensated Absences	30,000	15,555	14,445	30,000	0	0
Total Personnel	\$ 4,228,324	\$ 1,386,768	\$ 2,706,172	\$ 4,092,940	\$ 85,857	\$ 49,527

FY 19 includes a 20% Increase to all represented employees effective July 1

Positions	Operations						
	Number (Existing)	Number (FY 2019 Plan)	July - Oct (Existing)	Nov - June (FY 2019 Plan)	Total FY 19 TO Payroll	Total Hrs (Blended)	
Full Time Bus Drivers	27	25	551,244	1,039,524	1,590,768	57,054	
Part Time Bus Drivers	14	8	103,945	102,562	206,507	9,419	
Full Time Dispatch	4	4	95,692	156,264	251,956	9,395	
Part Time Dispatch	1	0	6,967	0	6,967	240	
Full Time Maintenance	5	4	131,423	206,741	338,164	9,514	
Full Time Fuelers	3	0	56,303	0	56,303	1,603	
Full Time Bus Washers / Utility	4	3	52,416	99,662	152,078	7,206	
Seasonal Bus Washers / Utility	2	0	17,645	0	17,645	831	
Total Represented EE's	60	44	1,015,635	1,604,753	2,620,388	95,262	
Full Time Technical Supervisor	1	1	23,652	53,217	76,869	2,192	
Full Time Parts Clerk	1	1	18,857	42,429	61,286	2,192	
Full Time Operations Specialist	1	1	19,284	43,391	62,675	2,118	
Full Time Information Officers	2	1	27,295	36,080	63,375	2,598	
Part Time Information Officers	1	0	4,372	0	4,372	337	
Full Time Sr Road Supervisor	1	1	30,640	68,940	99,580	2,080	
Full Time Road Supervisor	3	3	83,879	188,727	272,606	8,040	
Full Time Safety Training Manager	1	1	25,354	57,046	82,400	2,118	
Part Time Parking Attendants	2	2	15,177	0	15,177	910	
Full Time - Transit System Program Mgr	1	1	41,769	95,814	137,583	2,025	
Full Time - Fleet & Facility Mgr	1	1	36,483	82,084	118,567	2,080	
Full Time - Transit Operations Mgr	1	1	33,452	75,268	108,720	2,068	
Total Non-Represented EE's (Operations)	16	14	360,214	742,996	1,103,210	28,758	

Positions	Administrative					
	Number	Number	July - Oct (Admin)	Nov - June (Admin)	Total FY 19 PR (Admin)	Total Hrs
Allocated - District Manager	1	1	2,907	11,488	14,395	160
Allocated - Sr Engineer	1	1	839	2,794	3,633	50
Allocated - Transportation Pgm Mgr	1	1	592	1,974	2,566	40
Allocated - HR Specialist	1	1	14,888	49,628	64,516	1,234
Allocated - Chief Financial Officer	1	1	11,609	38,695	50,304	889
Allocated - Controller	1	1	15,631	52,346	67,977	1,674
Allocated - Clerk to the Board /Exec Admin	1	1	4,038	13,462	17,500	405
Allocated - Payroll Accountant	1	1	11,368	37,894	49,262	1,464
Full Time - Transit Accountant	1	1	15,282	50,940	66,222	1,968
Full Time - Transit Planner / Analyst	1	1	20,856	73,371	94,227	2,020
Part Time - Account Clerk	1	1	4,644	15,480	20,124	1,100
Total Non-Represented EE's (Admin)	11	11	102,654	348,072	450,726	11,004
Sub-Total	87	69	1,478,503	2,695,821	4,174,324	135,024
Fringe - Uniform Cleaning			2,768	6,232	9,000	
EE Allocated Absences			15,555	14,445	30,000	
Bonuses			0	15,000	15,000	
Total Transit Payroll	87	69	1,496,826	2,731,498	4,228,324	135,024

Fiscal Year 2019 Salary Table

TTD Positions - Non Represented

Grade	Position	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8
1		24,958	25,957	26,956	27,953	28,951	29,951	30,949	31,947
2	Transit Information Officer	26,956	28,033	29,112	30,191	31,269	32,348	33,427	34,505
3		29,112	30,277	31,441	32,605	33,771	34,934	36,098	37,264
4	Accounting Clerk	31,441	32,698	33,941	35,231	36,464	37,740	38,948	40,233
5	Parts Clerk	33,941	35,314	36,673	38,030	39,389	40,747	42,105	43,464
6		36,673	38,140	39,607	41,073	42,541	44,007	45,474	46,941
7	Operations Specialist	39,607	41,190	42,774	44,358	45,944	47,528	49,111	50,696
8	Road Supervisor	42,774	44,486	46,197	47,907	49,618	51,330	53,040	54,751
9	Procurement/Contract Analyst	46,197	48,044	49,870	51,765	53,577	55,452	57,227	59,115
10	Clerk of Board/DBE Liaison; Technician Supervisor	49,870	51,865	53,836	55,828	57,875	59,870	61,866	63,862
11	Transit Accountant; Safety/Training Manager; Payroll Accountant	53,836	55,989	58,195	60,350	62,503	64,661	66,815	68,970
12	Clerk of Board / DBE Liaison Transit Planner/Analyst; Senior Road Supervisor	58,195	60,522	62,849	65,177	67,505	69,834	72,160	74,488
13	Sr. Planner (Mobility Mgr)	62,849	65,363	67,847	70,425	72,890	75,441	77,931	80,503
14	Fleet & Facility Mgr; Transit Ops Mgr	67,847	70,592	73,308	76,024	78,739	81,453	84,168	86,884
15	HR/Risk Manager	73,308	76,241	79,172	82,105	85,037	87,970	90,902	93,835
16	Chief Financial Officer	79,172	82,339	85,505	88,674	91,840	95,007	98,173	101,341
17	Transportation Projects Mgr; Transit System Program Mgr Capital Program Specialist	85,505	88,926	92,346	95,766	99,187	102,607	106,027	109,448
18	Legal Counsel	92,346	96,041	99,735	103,429	107,121	110,817	114,510	118,204
19	Sr Engineer	99,735	103,724	107,666	111,757	115,669	119,717	123,548	127,626

Tahoe Transportation District
 Proposed FY19 Budget
 Existing and FY 2019 Plan (Blended)
 General Fund

		Notes
Revenues		
Contributions	\$ 118,666	1st Qtr Ridge payment of \$39,500, 1 month Vail allocation of \$79,166
Total Contributions	\$ 118,666	
General Revenues		
Admin Support	\$ 460,826	See detailed schedule
Total General Revenues	\$ 460,826	
Charges for Services		
Rental Car Mitigation Fees	\$ 100,000	Based on FY 18 Actuals
Total Charges for Services	\$ 100,000	
Special Items		
Interest Revenue	\$ 36	
Total Special Revenues	\$ 36	
Total Revenues	\$ 679,528	
Expenses		
Personnel	\$ 275,271	Contingency \$50K budgeted to personnel as staff acknowledges the trend of delays in getting CIP grants "turned on" and the adverse affect it causes the General Fund...And the need to charge to the general fund for efforts to bring in revenue sources
Professional Services	141,494	See detailed schedule
Facility Rent	59,100	Includes \$3,000/yr for office in Incline, \$18,000/yr for copier, \$36,000/yr for TRPA, \$2,100/yr for meeting room rentals
Facility Utilities	3,600	TRPA
Telephone	13,800	
Supplies	17,100	\$13,597/yr for TRPA , \$3,503/yr for additional supplies
Insurance	14,400	
Advertising & Public Relations	2,400	
Reproduction & Printing	1,500	
Postage	325	
Dues, Subscriptions & Publications	10,000	
License & Permits	125	
Transit Management - No Shore	20,000	
Training	8,500	
Travel	9,500	

Tahoe Transportation District
 Proposed FY19 Budget
 Existing and FY 2019 Plan (Blended)
 General Fund

		Notes
Expenses Continued		
Events	3,000	
Miscellaneous Expenses incl Bank Fees	8,000	
Modified Business Tax	8,000	
Interest	<u>30,000</u>	Resulting from use of LOC
Total Operating Expenses	\$ 626,115	
Capital Outlay		
Equipment under \$5000	\$ 10,000	Computer Equipment
Equipment over \$5000	<u>0</u>	
Total Capital Outlay	\$ 10,000	
Other Financing Sources		
Transfers (In) Out	\$ 17,754	Recreational Travel Grant Match
Total Other Financing Sources	\$ 17,754	
TOTAL EXPENSES AND OTHER FUNDING SOURCES	\$ 653,869	
Increase/(Decrease) to Fund Balance	\$ 25,659	

Tahoe Transportation District
 Proposed FY19 Budget
 Existing and FY 2019 Plan (Blended)
 General Fund
 Supplemental Information

Administrative Support Revenue (10% ICAP)

Amount

Transit

Operations	\$ 354,882
East Shore Express (ESE)	14,979
Mobility Management	5,589

CIP

Surface Transportation Program (STP) - CA US 50	13,362	Question 1 (Q1) - NV Bikeway	11,927
Surface Transportation Program (STP) - NV US 50	12,612	Transportation Alternatives Program (TAP) - NV Regional - Parking Lots	1,875
Surface Transportation Program (STP) - CA Recreational Travel	7,026	Transportation Alternatives Program (TAP) - NV Local - Parking Lots	1,875
Surface Transportation Program (STP) - NV Recreational Travel	17,400	Active Transportation Program (ATP) - Fanny Bridge	2,689
Surface Transportation Program (STP) - NV Bikeway - Central Corridor	5,755	Active Transportation Program (ATP) - Meeks	3,805
Surface Transportation Program (STP) - NV Bikeway - Round Hill/Zephyr	0	Conservancy - CA Tahoe City Caltrans Project Study	0
Surface Transportation Program (STP) - NV US 50 East Corridor	0	Conservancy - CA Climate Study	0
Surface Transportation Program (STP) - NV Incline Mobility Hub	2,372	NV Planning Funds - Hazard Mitigation	1,918
Recreational Trails -NV Bikeway - No Demo Education	0	TMPO - SR 89 Corridor	1,199
Recreational Trails -NV Bikeway - No Demo Shoreline	0	IVGID - NV Bikeway No Demo	0
Sub-Total CIP	\$58,527	Sub-Total CIP	\$25,288

Administrative Support Revenue by Fund

TO	\$ 375,450
PS	1,561
CIP	83,815

Total Admin Support by Fund **\$ 460,826**

Professional Services

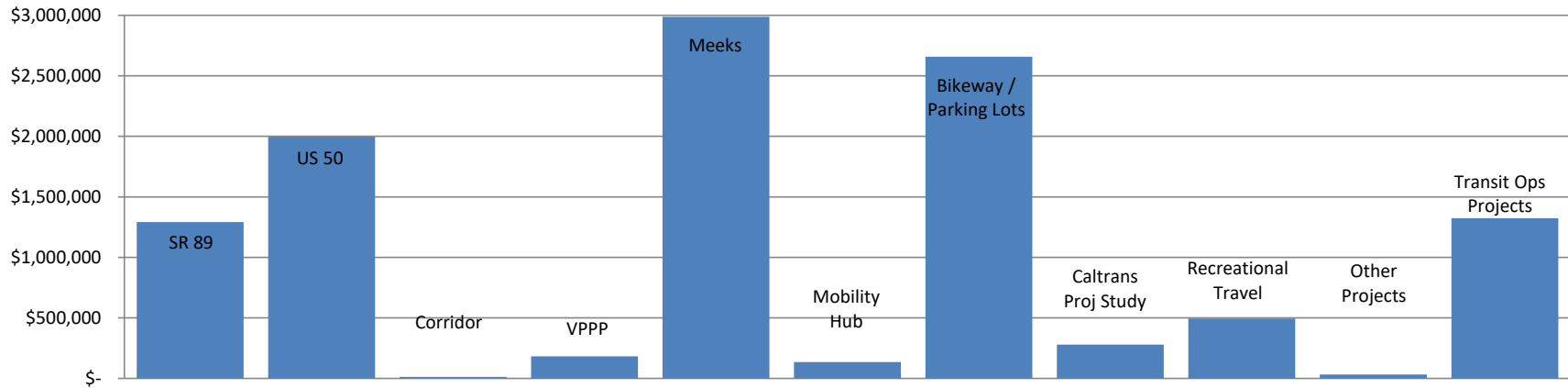
IT	\$ 18,000	Raymond James Annual Fees	5,500
Audit Fees	33,594	Background Checks	1,000
Legal	18,000	Ethics Hotline	1,000
Grants Software Support	6,000	HR Software Support	4,200
Financial Software Support	24,000	Misc	6,200
CIP Software Support	24,000		
Sub-Total Professional Services	\$ 123,594	Sub-Total Professional Services	\$ 17,900

Total Professional Services **\$ 141,494**

TRPA Annual Assessment	
FY 19 (Rent, Utilities, and Supplies for Market St Office)	\$ 53,197
FY 18	50,664
Budgeted at a 5% increase	\$ 2,533

Tahoe Transportation District
Proposed FY19 Budget
Capital Improvement Program Fund by Project

Funding Source	Total	SR 89 - Fanny Bridge	US 50	SR 89 Corridor	VPPP	Meeks Bay	Incline Mobility Hub	Bikeway & Parking Lots	Tahoe City Caltrans Project Study	Recreational Travel	Other Projects	Transit Ops Projects
Revenues												
Capital Grant & Contributions												
Surface Transportation Program	\$ 3,243,621		\$ 1,973,227				\$ 129,280	\$ 646,538		\$ 494,576		
Active Transportation Program	4,128,931	1,292,057				2,836,874						
Contributions/Grant Match	554,922				36,635	150,000	6,804	361,483				
Rec Trails	143,223							143,223				
Question 1	567,403							567,403				
Transportation Alternative Program	123,818							123,818				
NV State Planning	18,699										18,699	
Washoe County - Bond	815,685							815,685				
Douglas County	22,796		22,796									
Value Pricing Pilot Program	146,566				146,566							
Ca Conservancy	293,392								279,941		13,451	
TMPO	13,188			13,188								
Prop 1B	869,563											869,563
Low Carbon Transit Ops	124,534											124,534
FTA 5307 - CMAQ	74,557											74,557
FTA 5339-C	172,630											172,630
FTA 5310	83,000											83,000
Total Capital Grants & Contributions	\$ 11,396,528	\$ 1,292,057	\$ 1,996,023	\$ 13,188	\$ 183,201	\$ 2,986,874	\$ 136,084	\$ 2,658,150	\$ 279,941	\$ 494,576	\$ 32,150	\$ 1,324,284
		11.34%	17.51%	0.12%	1.61%	26.21%	1.19%	23.32%	2.46%	4.34%	0.28%	11.62%



Tahoe Transportation District
Proposed FY19 Budget
Capital Improvement Program Fund by Project

Funding Source	Total	SR 89 - Fanny Bridge	US 50	SR 89 Corridor	VPPP	Meeks Bay	Incline Mobility Hub	Bikeway & Parking Lots	Tahoe City Caltrans Project Study	Recreational Travel	Other Projects	Transit Ops Projects
Expenses												
Personnel	\$ 555,919	\$ 22,718	\$ 149,788	\$ 11,689	\$ 16,476	\$ 33,069	\$ 25,137	\$ 103,315	\$ 24,591	\$ 149,004	\$ 20,132	\$ -
Contract Services	8,426,364	1,262,500	894,661		121,725	2,945,000	105,000	2,519,478	250,000	318,000	10,000	
Reproduction & Printing	2,000	1,000				1,000						
Meeting Room Rent	8,950	300	2,750			600	1,250	750		3,300		
Supplies	5,000	150	2,000			300	625	375	450	1,100		
Advertising / Outreach	30,850	2,000	18,600			2,500	1,250		1,000	5,500		
License & Permits	500							500				
Professional Services	299,250											299,250
Travel - Per Diem	3,600									3,600		
Travel - Commercial Air	900									900		
Travel - Auto	15,600	700	2,250	300		600	450	800	3,900	6,500	100	
ICAP - 10%	83,815	2,689	25,974	1,199		3,805	2,372	21,432		24,426	1,918	
Total Operating	\$ 9,432,748	\$ 1,292,057	\$ 1,096,023	\$ 13,188	\$ 138,201	\$ 2,986,874	\$ 136,084	\$ 2,646,650	\$ 279,941	\$ 512,330	\$ 32,150	\$ 299,250
Capital Outlay												
Equipment over \$5000	\$ 1,048,589	\$ -	\$ -	\$ -	\$ 45,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,003,589
Equipment under \$5000	32,945							11,500				21,445
Property Acquisition	900,000		900,000									
Reimb Capital Expenses	-1,081,534				-45,000			-11,500				-1,025,034
Total Capital Outlay	\$ 900,000	\$ -	\$ 900,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Financing Sources												
Capital Outlay (In) Out	\$ 1,081,534	\$ -	\$ -	\$ -	\$ 45,000	\$ -	\$ -	\$ 11,500	\$ -	\$ -	\$ -	\$ 1,025,034
Transfer - General Fund Match	-17,754								\$ (17,754)			
Total Other Financing Sources	\$ 1,063,780	\$ -	\$ -	\$ -	\$ 45,000	\$ -	\$ -	\$ 11,500	\$ -	\$ (17,754)	\$ -	\$ 1,025,034
TOTAL EXPENSES AND OTHER FUNDING SOURCES	\$ 11,396,528	\$ 1,292,057	\$ 1,996,023	\$ 13,188	\$ 183,201	\$ 2,986,874	\$ 136,084	\$ 2,658,150	\$ 279,941	\$ 494,576	\$ 32,150	\$ 1,324,284
Net	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Tahoe Transportation District
 Proposed FY 19 Budget
 Transit Capital Purchases and Transfers

Transit Capital Purchases	Expenses	Transfer to TO	Transfer to PS	Transit Capital Purchases	Expenses	Transfer to TO	Transfer to PS
Shelters - US 50 and LTCC Mobility Hub	\$ 150,000	\$ 135,000		Equipment	\$ 83,000	\$ 83,000	
Prop 1B - PTMISEA	150,000			FTA 5310	83,000		
Two Shelters (One Wood, One Prefab)				Wheel Chair Ramps			
Moving Shelter from Casey's to Bijou	\$ 31,445	\$ 1,445		Equipment	\$ 11,500		\$ 11,500
Low Carbon Transit Operations Progr	31,445			Washoe County - Bond	11,500		
Bike Rack				Three Parking Meters			
Construction on Mobility Hub	\$ 93,089	\$ 93,089		Equipment	\$ 45,000		\$ 45,000
LCTOP	93,089			VPPP	45,000		
Construction Costs				Three Parking Meters			
Vehicle Purchase - Trolley	\$ 250,000	\$ 242,500		Total Transit Capital Purchases	\$ 1,380,784		
Prop 1B - PTMISEA Vehicles	250,000			Total Transfers	\$ 1,081,534	\$ 1,025,034	\$ 56,500
Trolley							
LTCC Infrastructure and Equipment	\$ 673,750	\$ 450,000					
Prop 1B - PTMISEA - Facility Moderniz	426,563						
FTA 5339-C	172,630						
FTA 5307 - CMAQ	74,557						
Plug Ins							
Overhead Chargers							
Equipment incl Hardware/Software and F	\$ 28,000	\$ 5,000					
Prop 1B - PTMISEA - Facility Moderniz	28,000						
Misc Work at Yard							
Stateline Transit Center							
Charging Unit							
Equipment	\$ 15,000	\$ 15,000					
Prop 1B - TSSSDRA	15,000						
Bus Stops							

Transfers			
Equipment Under \$5K	32,945	21,445	11,500
Fixed Assets on Balance Sheet	1,048,589	1,003,589	45,000
Total Transfers	\$ 1,081,534	\$ 1,025,034	\$ 56,500

Tahoe Transportation District
Proposed FY19 Budget
Existing and FY 2019 Plan (Blended)
Transit Fund

	Total	Transit Ops	SR 28	Specialized Transit Service
Revenues				
Federal Grants				
FTA 5311	\$ 1,543,807	\$ 1,543,807	\$ -	\$ -
FTA 5307 incl CMAQ	2,044,720	1,969,468	51,493	23,759
FTA 5310	25,060			25,060
Older Americans Act	0			
Total Federal Grants	\$ 3,613,587	\$ 3,513,275	\$ 51,493	\$ 48,819
State Funding				
NV State Parks	\$ 85,000	\$ -	\$ 85,000	\$ -
CA - Low Carbon	95,000	95,000		
TDA - LTF	984,117	984,117		
TDA - STA	531,789	531,789		
TDA - STA - SGR	100,786	100,786		
Total State Funding	\$ 1,796,692	\$ 1,711,692	\$ 85,000	\$ -
Contributions	\$ 347,498	\$ 342,998	\$ -	\$ 4,500
Charges for Services				
Farebox Revenue	\$ 639,860	\$ 603,700	\$ 28,000	\$ 8,160
Pass Sales	96,432	96,432		
Total Charges for Services	\$ 736,292	\$ 700,132	\$ 28,000	\$ 8,160
Special Items				
Insurance Claims	\$ -	\$ -	\$ -	\$ -
Sale of Fixed Assets				
Interest Revenue	500	500		
Total Special Items	\$ 500	\$ 500	\$ -	\$ -
TOTAL REVENUES	\$ 6,494,569	\$ 6,268,597	\$ 164,493	\$ 61,479
Operating Expenses				
Personnel	\$ 4,228,324	\$ 4,092,940	\$ 85,857	\$ 49,527
Admin Support (ICAP)	375,450	354,882	14,979	5,589
Vehicle Fuel	356,668	340,168	15,000	1,500
Sales Tax on Fuel	4,000	4,000		

Tahoe Transportation District
Proposed FY19 Budget
Existing and FY 2019 Plan (Blended)
Transit Fund

	Total	Transit Ops	SR 28	Specialized Transit Service
Operating Expenses (Continued)				
Repair and Maintenance	628,869	628,494		375
Insurance	319,500	300,000	18,000	1,500
Reproduction & Printing	21,168	19,668	1,500	
Facility Rent	91,107	79,800	9,807	1,500
Facility Utilities	43,718	41,768	1,500	450
Telephone	27,575	27,200		375
Supplies	30,400	30,300	100	
Uniforms	5,332	5,332		
Postage	250	250		
Advertising & Public Relations	17,168	15,668	1,500	
License & Permits	2,268	2,268		
Dues, Subscriptions and Publications	4,600	4,600		
Professional Services	241,302	227,702	13,000	600
Legal Services	10,167	10,167		
Travel and Training	14,500	14,500		
Travel	27,763	25,200	2,500	63
Farebox Replacement				
Miscellaneous Expenses	31,750	31,000	750	
Total Operating Prior to Depreciation	\$ 6,481,879	\$ 6,255,907	\$ 164,493	\$ 61,479
Net Increase / (Decrease) Prior to Depreciation and Disposals	\$ 12,690	\$ 12,690	\$ -	\$ -
Depreciation and Disposal of Assets	\$ 990,000	\$ 990,000	\$ -	\$ -
Capital Outlay				
Equipment over \$5000	\$ -	\$ -	\$ -	\$ -
Equipment under \$5000	21,445	21,445		
Total Capital Outlay	\$ 21,445	\$ 21,445	\$ -	\$ -
TOTAL EXPENSES	\$ 7,493,324	\$ 7,267,352	\$ 164,493	\$ 61,479

Tahoe Transportation District
 Proposed FY19 Budget
 Existing and FY 2019 Plan (Blended)
 Transit Fund

	Total	Transit Ops	SR 28	Specialized Transit Service
Other Funding Sources - Revenues				
Capital (In) Out	\$ (1,025,034)	\$ (1,025,034)	\$ -	\$ -
Transfers (In) Out				
Total Other Financing Sources	\$ (1,025,034)	\$ (1,025,034)	\$ -	\$ -
Increase / Decrease) to Fund Balance	\$ 26,279	\$ 26,279	\$ -	\$ -

Overall

Area 4 discontinued effective July 1.

Mobility Management discontinued effective June 1

STS discontinued October 1, however ADA plus continues throughout the year

NDOT will execute grant for \$1,937,951

Does not address long-term capital needs, i.e. fleet and facility

See Personnel Schedule

Tahoe Transportation District
 FY19 Proposed Budget
 Existing and FY 2019 Plan (Blended)
 Transit Operations Supplemental Schedule

	Total	Operations	SR 28	Specialized Transit Service		Total	Operations	SR 28	Specialized Transit Service
Contributions					Repairs & Maintenance				
Vail	\$ 237,498	\$ 232,998	\$ -	\$ 4,500	Painting	\$ 142,500	\$ 142,500	\$ -	\$ -
LTCC	35,000	35,000			Maintenance Work Orders	239,068	239,068		
Douglas County	50,000	50,000			Outside Contractor	172,200	172,200		
STPUD	25,000	25,000			Fluids & Oils	29,975	29,600		375
Total Contributions	\$ 347,498	\$ 342,998	\$ -	\$ 4,500	Consumables	26,400	26,400		
Operating Professional Services					Delivery	5,631	5,631		
Maintenance and other Ops Support	\$ 47,331	\$ 44,331	\$ 3,000	\$ -	Core Taxes	29	29		
Remix	20,332	20,332			Other	532	532		
IT	42,000	42,000			Equipment Rental	902	902		
TBD	25,000	24,400		600	Equipment under \$5K	6,632	6,632		
Sampling	8,400	8,400			Write Off	5,000	5,000		
AVL	18,800	18,800			Total Repairs & Maintenance	\$ 628,869	\$ 628,494	\$ -	\$ 375
Uniforms	9,000	9,000							
Accounting/Payroll Support	11,532	11,532							
Radios	9,000	9,000							
Farebox Pick-up	15,200	15,200							
Outreach	10,000		10,000						
Scheduling Software	7,867	7,867							
Website	1,200	1,200							
Copiers	2,736	2,736							
Fire Extinguishers	1,000	1,000							
Printing Materials	500	500							
Security	1,400	1,400							
Water	800	800							
Background Checks	3,900	3,900							
Drug Testing	5,304	5,304							
Total Operating Professional Services	\$ 241,302	\$ 227,702	\$ 13,000	\$ 600					

Tahoe Transportation District
Proposed FY19 Budget
Parking Management Systems

	Parking Systems	Notes
Revenues		
Contributions	\$ 7,925	Washoe County to reimburse for Parking Ambassador
Total Contributions	\$ 7,925	
Charges for Services		
Parking Revenues	\$ 48,312	Assuming 90 parking spots at \$8/day for May and June, plus \$4,392 for 9 parking spots being utilized for an additional \$8 of revenue daily during those months.
Total Charges for Services	\$ 48,312	
Special Items		
Interest Revenue	\$ -	
Total Special Revenues	\$ -	
Total Revenues	\$ 56,237	
Expenses		
Personnel	\$ 13,164	Includes Parking Ambassador starting in April
Professional Services	1,000	Outreach paid via VPPP
Supplies	350	
Admin Support (ICAP)	1,561	
Miscellaneous Expenses incl Bank Fees	1,447	
Total Operating Expenses	\$ 17,522	
Capital Outlay		
Equipment under \$5000	11,500	3 used Meters and radios from Rec Trails program
Total Capital Outlay	\$ 11,500	
Other Financing Sources		
Capital Outlay (In) Out	\$ (56,500)	
Total Other Financing Sources	\$ (56,500)	
TOTAL EXPENSES AND OTHER FUNDING SOURCES	\$ (27,478)	
Increase/(Decrease) to Fund Balance	\$ 83,715	

Tahoe Transportation District
 Proposed FY19 Budget
 Governmental Fund Assets

	GFA Total
Expenses	
EE Compensated Absences	\$ 20,000
Depreciation	3,000
Total Expenses	\$ 23,000
Increase / (Decrease) to Fund Balance	\$ (23,000)

Tahoe Transportation District
Proposed FY19 Budget
By Work Element

Existing and FY 2019 Plan (Blended)

WE	Total	General	CIP	Transit Ops	PS	GFA	Wages & Benefits	Hours
1	\$ 56,502	\$ 56,502	\$ -	\$ -	\$ -	\$ -	\$ 54,402	825
2	1,037,722	556,360	351,225	112,615	17,522	20,000	370,057	6,569
3	9,566,168		9,566,168				406,915	6,358
4	7,723,870	32,411	1,335,784	6,355,675		3,000	4,159,192	133,383
5	106,947	8,596	143,351	0	(45,000)		82,112	1,060
Total	\$ 18,491,209	\$ 653,869	\$ 11,396,528	\$ 6,468,290	\$ (27,478)	\$ 23,000	\$ 5,072,678	148,195

	Existing (July - Oct)	FY 2019 Plan (Nov - June)	Total FY 19 (Blended)	Total FY 19 Hours (Blended)
Represented EE's - Full Time	43	36	2,389,269	84,772
Represented EE's - Part Time	17	8	231,119	10,490
Non-Represented EE's who work in transit ops only - Full Time	11	10	837,358	23,418
Non-Represented EE's who work in transit ops only - Part Time	3	2	19,549	1,247
* Non-Represented EE's who also work outside transit - Full Time	13	13	1,480,750	26,520
Non-Represented EE's who also work outside transit - Part Time	1	2	10,633	1,748
Total Employee Hours	88	71	4,968,678	148,195
EE Compensated Absences			30,000	
Bonus Program			15,000	
Uniforms			9,000	
Contingency			50,000	
Total Payroll			5,072,678	148,195

* Assuming Capital Program Specialist starts in October, full time and budgeted with 1,560 hours.



Tahoe Transportation DISTRICT

FY 2018/2019 Work Program



Board approved: pending

FY19 WORK ELEMENTS

WORK ELEMENT 1: TTD ADMINISTRATION AND OUTREACH

TASKS

- 1.1 – Board Relations, Policy Meetings, Community Relations
- 1.2 – Work Program and Budget Development and Management
- 1.3 – Report/Coordinate with TMPO, State DOTs, FTA, FHWA, Local/Regional Transportation Organizations

WORK ELEMENT 2: PROGRAM MANAGEMENT FOR PROJECTS AND SERVICES

TASKS

- 2.1 – Strategic Plan Development
- 2.2 – Capital Improvement Program Development and Management
- 2.3 – Service Improvement Program Development and Management
- 2.4 – Informed Decision Program Development and Management
- 2.5 – Fiscal Administration and Controls, Risk Management, Record Keeping
- 2.6 – Internal Use
- 2.7 – Human Resources

WORK ELEMENT 3: TTD PROJECT DEVELOPMENT AND IMPLEMENTATION

TASKS

- 3.1 – US 50/South Shore Community Revitalization Project
- 3.2 – Lake Tahoe Ferry/Waterborne Project
- 3.3 – Nevada Stateline to Stateline Bikeway Project
 - 3.3.1 – South Demo-Phase I
 - 3.3.1A - South Demo-Phase IA
 - 3.3.2 – North Demo-Phase II
 - 3.3.3 – Central Corridor-Phase III
 - 3.3.4 – Round Hill to Zephyr Cove
- 3.4 – SR 89 Fanny Bridge Community Revitalization Project
- 3.6 – Other Projects
- 3.8 – Transit Shelters
 - 3.8.5 – California Phase III (*FY19*)
 - 3.8.6 – California Phase IV (*no funding identified*)
- 3.9 – Meeks Bay Bike Trail
- 3.10 – SR 28 Corridor Management Project
- 3.11 – Transit Capital Facility Plan
- 3.12 – Rocky Point/Hidden Beach Vista/Parking Areas
- 3.13 – Forest Service Lot Expansion
- 3.14 – US 50 Park & Ride Lot
- 3.15 – Value Pricing Pilot Program
- 3.16 – Corridors
 - 3.16.1 - SR89 Rec Corridor
 - 3.16.2 – US50 East Corridor
- 3.17 – Mobility Hubs
 - 3.17.1 – Incline Village Mobility Hub
- 3.18 – Communication Network Infrastructure
 - 3.18.1 – Caltrans Climate

** numbering gaps due to completed or inactive projects being removed from list

Tahoe Transportation District

- 3.18.2 – NV Hazard Mitigation Plan
- 3.18.3 – Public Health & Safety
- 3.18.4 – Traffic Management Control

WORK ELEMENT 4: TTD TRANSIT SERVICE AND ASSET MANAGEMENT**TASKS**

- 4.1 – Apply for and Manage Transit Grants
- 4.2 – Manage TTD Insurance Policy
- 4.3 – Manage TTD Assets and Procurement Process
- 4.4 – Liaison with Local and Regional Public and Private Transit Operators and Transportation Management Associations
- 4.5 – Regional Transit Planning and Marketing Program
- 4.6 – North Shore Water Transit (*discontinued*)
- 4.7 – Transit System Administration
- 4.8 – Mobility Management
 - 4.8.1 – Area 4 (*completed*)
 - 4.8.2 – Specialized Transit Services
- 4.9 – Facility Improvement Plan

WORK ELEMENT 5: CAPACITY DEVELOPMENT FOR PROJECTS AND TRANSIT SERVICE**TASKS**

- 5.1 – State and Local Revenue Development for Transportation Program
- 5.2 – Legislative/ Association Coordination/ Development/ Outreach
- 5.3 – Planning and Resource Coordination/ Development (SCS, RTP)
- 5.4 – Tahoe Basin Corridor
 - 5.4.1 – Trans-Sierra
 - 5.4.2 – Ferry Oriented Development

WORK ELEMENT 001: TTD ADMINISTRATION AND OUTREACH

PURPOSE

To provide the District Board support and communication; development and management of the District work program and budget; District outreach and public awareness; Board administration and record keeping; and administrative coordination with Federal Highways, the Tahoe MPO (TMPO), the California Department of Transportation (Caltrans), the Nevada Department of Transportation (NDOT), and other transportation system partners.

DISCUSSION

Prior to each fiscal year, TTD adopts a balanced annual operating budget which consists of anticipated revenues and expenditures related to the following: Administration, Capital Outlay, and Transit Operating Outlay. TTD budget estimates are based on prior year expenditures for recurring line items and anticipated level of effort based on professional judgment for new line items. Throughout the fiscal year, TTD staff monitors and administers the budget as necessary to ensure the line item costs are not exceeded and the fiscal solvency of the District is maintained. The Board uses a formal Finance Committee to work with the staff monthly on budget management and oversight. Should a significant change to expenditures or revenues beyond normal work flow potentially exceed particular line items, TTD staff brings these matters before the Board for review and approval, after which the budget is amended as approved. At the end of each fiscal year, TTD staff reconciles the budget to evaluate adherence to the adopted budget and approved amendments, as well as for budget close-out, so carryover balances can be accounted for and reflected in the upcoming fiscal year budget.

Additionally, this Work Element (WE) will directly support administrative tasks associated with TTD Board activities, such as day-to-day communication with Board members, preparation of the monthly Board packets, including minutes, staff summaries, and recommendations; attendance at meetings to present staff recommendations; and follow-up actions as directed by the Board to foster coordination, consultation, and cooperation as part of the regional transportation planning and programming process. Other activities include staying cognizant of existing and pending local, state, and federal transportation issues, including laws, regulations, and legislation, which will be articulated to the Board as appropriate.

Implementation at Lake Tahoe requires coordination and collaboration with representatives and constituents from business and private sector partners, the states of Nevada and California, the counties of El Dorado, Placer, Douglas, Washoe, Carson City, the incorporated City of South Lake Tahoe, and the United States Forest Service to achieve regional goals associated with mobility and the environment. As such, TTD, with assistance from other appropriate partners, will develop project specific outreach strategies for planning studies and capital projects approved and endorsed by the TTD Board. Affected stakeholders will be proactively engaged through public announcements, public meetings, and print media. Additional emphasis will be placed on the continuing development of a TTD website where information can be disseminated on a broader scale, as well as where project specific information can be obtained. The website will also serve as a clearinghouse for TTD project-related documents.

At the federal level, TTD staff will work directly with numerous offices of the Federal Highway Administration, the Federal Transit Administration, the US Forest Service, the Environmental Protection Agency, the US Postal Service and the US Department of Energy. At the state level,

Tahoe Transportation District

staff interacts with Caltrans, the California Transportation Commission, NDOT, and the Nevada State Transportation Board on transportation matters in planning, programming, design, maintenance, and ITS, to name a few. TTD staff is involved with other agencies such as state parks departments, California Tahoe Conservancy, state lands departments, conservation districts, water agencies and others in an effort to coordinate projects and achieve regional environmental goals. Furthermore, the South Shore Transportation Management Association (SS/TMA), Truckee North Tahoe Transportation Management Association (TNT-TMA), North Lake Tahoe Resort Association (NLTRA), other Lake Tahoe partnerships, and the League to Save Lake Tahoe are among the groups in which TTD has partnership interests and which coordination is required. Lastly, this WE includes the coordination of activities and administrative obligations with the TMPO.

Task 1.1
Board Relations, Policy Meetings, Community Relations

Task Description	Schedule	Priority Deliverables
• Board communications	As needed	✓ Monthly Board packets
• Board packet development and public meetings	Monthly	
• District community coordination, public outreach, and public relations	As needed	

Task 1.2
Work Program and Budget Development and Management

Task Description	Schedule	Priority Deliverables
• Develop annual TTD work program for adoption by the TTD Board of Directors	May 2018	✓ Work Program ✓ Budget
• Administer adopted work program	Monthly	✓ Monthly budget reports
• Develop annual TTD operating budget for adoption by the TTD Board of Directors	May 2018	
• Administer annually adopted TTD Budget	Monthly	
• FY19 TTD Budget reconciliation and close out	August 2019	

Task 1.3
Report/Coordinate with TMPO, State DOTs, FTA, FHWA, local/regional transportation organizations

Task Description	Schedule	Priority Deliverables
• Communicate and coordinate with TMPO on operations and planning	Monthly	✓ Grant billings and reports
• Report/Coordinate with other transportation system agencies	Quarterly or as needed	✓ Annual meeting

Tahoe Transportation District

WE – 001 Estimated Funding

Source	Amount
General Fund	<u>\$ 56,502</u>
Total Funding	\$ 56,502

WE – 001 Estimated Staff Time

Total Hours825

Tahoe Transportation District

WORK ELEMENT 002: PROGRAM MANAGEMENT FOR PROJECTS AND TRANSIT SERVICES

PURPOSE

This work element addresses the time necessary to provide administrative oversight and development of the District's Capital Improvement and Transit Service programs. The strategic plan approach is to use an enterprise structure organized into three sub-program components. They are capital improvements, service improvements, and intelligence improvements.

DISCUSSION

TTD is a bi-state regional transportation implementing agency. It uses a business enterprise approach in its operations. A traditional program management and project management process are to be used in the development and management of project activities. The District has established a series of services, processes, and tools to successfully implement a program of projects and transit services. In any given year, program management will be guided by a longer term vision and direction provided in a strategic plan. It will also be guided by a companion strategic long-term finance plan.

Program management for TTD is organized into three sub-components. They are capital improvements, service improvements, and intelligence improvements. The District will focus on qualitative results and cost effectiveness in its lead projects. The projects addressed are significant improvements identified in the Regional Transportation Plan (RTP) and the Basin's Environmental Improvement Program (EIP). In order to improve project development, project delivery, and expedite project implementation, numerous public entities have developed and adopted a formalized Project Delivery Process (PDP) specific to their respective agencies process and project goals. Due to the various authorities and jurisdictions in the Tahoe Basin, a high level of coordination by a project proponent is essential to the success of the project. In an effort to involve all affected agencies and stakeholders as early as possible in the project, TTD has developed a PDP under WE 3 and each project developed follows this process.

Service improvements differ from capital projects, addressing operating or support needs for both transit and capital projects. Among the types of services are transit, maintenance, marketing, public education and outreach to name a few. A public outreach campaign focused on the program of projects for transportation was initiated in FY 2010, and will be in its tenth year for FY 2019, albeit smaller than in previous years. Its intent is to foster public education and build public support for the RTP and the District's capital projects. The campaign is informed and supported by work completed with the type of research described below.

Good project and business decisions require timely information and analysis. This intelligence is critical to sound management of the overall program. The District will create and maintain a set of sensible, nimble, cost effective tools and processes that can be sustained over time. The types of tools include project management software, financial administration and budget management software for projects and program elements, geographic information system models, monitoring and evaluation data, public surveys and opinion tracking, evaluation of marketing effectiveness, and transit utilization data. Additional tasks under this WE include reviewing and approving invoices, as well as working directly with other funding agencies to improve efficiencies related to overall accounting and the issuance of funds for timely payment to vendors and contractors.

Tahoe Transportation District

Task 2.1
Strategic Plan Development

Task Description	Schedule	Priority Deliverables
• Adopt strategic plan and maintain	June 2019	✓ Strategic plan
• Adopt finance plan and maintain	June 2019	✓ Finance plan

Task 2.2
Capital Improvement Program (CIP) Development and Management

Task Description	Schedule	Priority Deliverables
• Ten-year CIP list developed and maintained	On-going	✓ CIP list
• Consultation and coordination with partners	Monthly	✓ Continued implementation of CIP Ace Software
• Software development and maintenance	Monthly	✓ EIP software update

Task 2.3
Service Improvement Program (SIP) Development and Management

Task Description	Schedule	Priority Deliverables
• Consultation and coordination with partners	Monthly	✓ Project/Program Campaign
• Public Outreach/Program Campaign	On-going	✓ Website, on ground project, media, materials

Task 2.4
Informed Decision Program (IDP) Development and Management

Task Description	Schedule	Priority Deliverables
• Consultation and coordination with partners	Monthly	✓ Consultant activity reports
• Public Outreach/Program Campaign	On-going	

**Task 2.5
Fiscal Administration and Controls, Risk Management, Record Keeping**

<u>Task Description</u>	<u>Schedule</u>	<u>Priority Deliverables</u>
• Build financial system and tools, review and process TTD invoices from vendors/contractors, perform financial controls and management	Monthly	✓ Audit ✓ Insurance assessment and actions
• Provide and manage insurance and benefit services covering Board, staff, assets	Monthly	✓ Updated procurement procedures
• Perform annual audit	September 2018	✓ Maintain finance software
• Change Management- implement management system changes to reflect expanded staff and additional operation locations	On-going	
• HR program execution	On-going	
• Evaluate and adapt tools and management processes to address expanded staff and additional operation locations	On-going	

WE – 002 Estimated Funding

<u>Source</u>	<u>Amount</u>
CIP	\$ 351,225
General Fund	556,360
Transit Ops	112,615
Parking System	17,522
Governmental Fund Assets	<u>20,000</u>
Total Funding	\$ 1,037,722

WE – 002 Estimated Staff Time

Total Hours6,569

WORK ELEMENT 003: TTD PROJECT DEVELOPMENT AND IMPLEMENTATION

PURPOSE

To provide regional coordination and value-added project development support for identified regionally significant transportation projects provided through TTD; to provide additional project implementation capacity for Lake Tahoe transportation projects; to provide dedicated project management resources to oversee TTD project delivery program; to coordinate with TMPO planning and programming staff to ensure timely project delivery and use of funds.

DISCUSSION

Beginning in FY09, legislation regarding the Federal Lands Highway program made funding available to the TMPO (half percent funding) allowing for transportation planning and the development of transportation projects through the environmental document phase and permitting. Through the authority provided under Public Law 96-551, TTD can develop and implement transportation improvements that are consistent with the Regional Transportation Plan. TTD became a sub-recipient of half percent funding and began an ambitious program of projects with them. Through its District Manager, Project Manager and professional services consultant(s), TTD acts as the lead agency for regionally significant transportation projects, programs and services. This implementation role adds capacity to transportation project delivery in the Lake Tahoe basin, and assists with managing the implementation of large multi-county or multi-state projects based on its regional authority. Since embarking on this role, TTD and partners have successfully completed the following capital projects:

- California Shelter Project – Phases 1 and 2
- Nevada Shelter Project – Phases 1 and 2
- Nevada Stateline to Stateline Bikeway Project – Phases 1B and 1C
- State Route 431/SR 28 Operational/Safety Improvement Project, also known as the “Incline Gateway Project”
- Nevada Stateline to Stateline Bikeway Project – Phase 1D

Other projects that began construction in FY 17 and are still underway:

- SR 89 Fanny Bridge Community Revitalization Project
- Nevada Stateline to Stateline Bikeway Project - North Demo-Phase II

Project expected to begin construction in FY 18 and be completed in FY 19:

- Meeks Bay Bike Trail

Project expected to have environmental certified and approved in FY 19:

- US 50 South Shore Community Revitalization Project

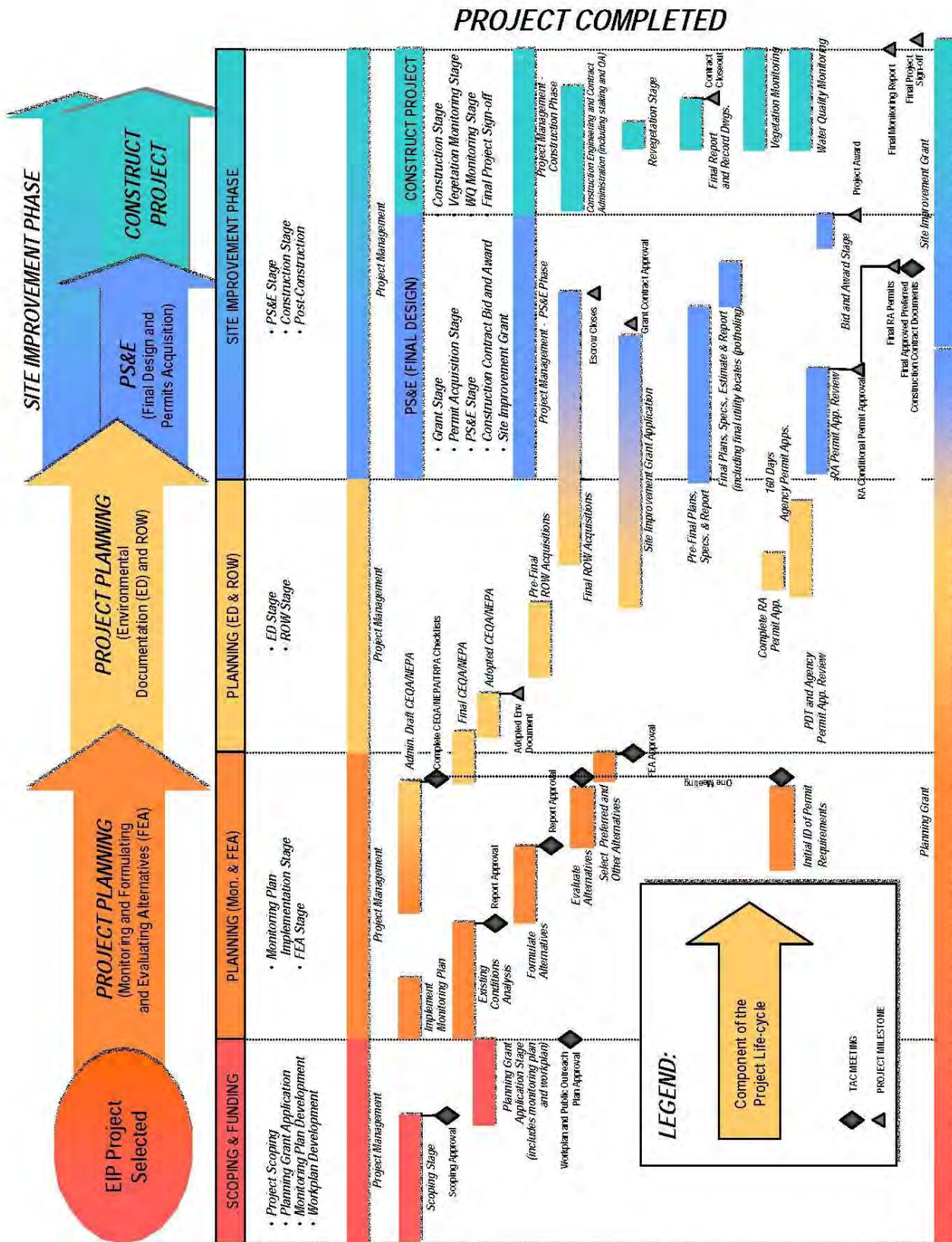
With the passage of the Fixing America’s Surface Transportation Act (FAST Act) in December 2015, the half percent funding ended and was replaced by federal formula funding Surface Transportation Block Grants (STBG) which the TMPO administers the capital programming, while the two state DOT’s administer the grants via the local assistance process.

In order to achieve project consensus, improve project development, and expedite project implementation, numerous public entities have developed and adopted a formalized Project Delivery Process (PDP) specific to their respective agency’s role, process, and goals. Due to the various authorities and jurisdictions in the Tahoe Basin, a high level of coordination by a

Tahoe Transportation District

project proponent is essential to the success of the project, therefore it is essential that TTD develop and implement a formal PDP. This PDP has relied on a portion of the capital funds to provide the resources to administer the projects funded with the half percent funding and manage the capital program. New capital project and program management sources continue to need to be developed and/or secured to continue in future fiscal years.

Below is an existing PDP developed and approved by the Lake Tahoe Basin Executives to expedite the implementation of Lake Tahoe Environmental Improvement Projects. This process is utilized by local (i.e., counties), state (i.e., Caltrans), and federal (i.e., USFS) EIP partners and serves as a foundation for TTD's PDP.



Tahoe Transportation District

Task 3.1
US 50/South Shore Community Revitalization Project

Task Description	Schedule	Priority Deliverables
<ul style="list-style-type: none"> Perform Project Manager duties, such as develop and maintain project schedule and budget, manage existing professional service agreements 	On-going	<ul style="list-style-type: none"> ✓ Continue Public Outreach campaign ✓ Public hearings and comment period
<ul style="list-style-type: none"> Attend and participate in Project Development Team (PDT) meetings 	On-going	<ul style="list-style-type: none"> ✓ Certified environmental document and preferred alternative
<ul style="list-style-type: none"> Complete decision making process 	December 2018	
<ul style="list-style-type: none"> Develop implementation schedule and plan 	February 2019	

Task 3.2
Lake Tahoe Ferry/Waterborne Project

Task Description	Schedule	Priority Deliverables
<ul style="list-style-type: none"> Perform Project Manager duties, as above 	On-going	<ul style="list-style-type: none"> ✓ Preliminary Plans ✓ Obligate CMAQ funds
<ul style="list-style-type: none"> Develop environmental document and design schedule 	January 2019	<ul style="list-style-type: none"> ✓ Special Studies ✓ Draft environmental document
<ul style="list-style-type: none"> Final field/technical studies 	June 2020	
<ul style="list-style-type: none"> Draft EIS/EIS/EIR 	October 2021	

Task 3.3
Nevada Stateline to Stateline Bikeway Project

Task Description	Schedule	Priority Deliverables
<ul style="list-style-type: none"> Perform Project Manager duties, as above 	On-going	<ul style="list-style-type: none"> ✓ Maintain Segment Priority Plan
<ul style="list-style-type: none"> Attend and participate in PDT meetings 	On-going	

Task 3.3.1
South Demo-Phase I

Task Description	Schedule	Priority Deliverables
<ul style="list-style-type: none"> Secure funding for phase 1A 	March 2019	<ul style="list-style-type: none"> ✓ Apply for grants
<ul style="list-style-type: none"> Contract for 1A design 	June 2019	<ul style="list-style-type: none"> ✓ RFP for design

Tahoe Transportation District

**Task 3.3.2
North Demo-Phase II**

Task Description	Schedule	Priority Deliverables
<ul style="list-style-type: none"> • Begin construction (NDOT lead) • Complete construction 	August 2016 June 2019	✓ Project oversight and fiscal administration

**Task 3.3.3
Central Corridor-Phase III**

Task Description	Schedule	Priority Deliverables
<ul style="list-style-type: none"> • Complete Environmental Assessment document 	October 2018	✓ Draft Environmental Assessment

**Task 3.3.4
Round Hill to Zephyr Cove**

Task Description	Schedule	Priority Deliverables
<ul style="list-style-type: none"> • Complete Environmental Assessment document 	Sept 2020	✓ Draft Environmental Assessment

**Task 3.4
SR 89 Realignment - Fanny Bridge Community Revitalization Project**

Task Description	Schedule	Priority Deliverables
<ul style="list-style-type: none"> • Perform Project Manager duties, as above 	On-going	✓ Continue public outreach
<ul style="list-style-type: none"> • Secure last of construction funds 	October 2018	✓ Construction Commence
<ul style="list-style-type: none"> • Begin construction (CFLHD lead) 	Sept 2016	✓ Complete construction
<ul style="list-style-type: none"> • Project oversight and public outreach • Complete construction 	Ongoing Dec 2019	

**Task 3.9
Meeks Bay Bike Trail**

Task Description	Schedule	Priority Deliverables
<ul style="list-style-type: none"> • Final plans and permits (CLFHD lead) 	August 2017	✓ Final plans and permits
<ul style="list-style-type: none"> • Secure last of construction funding 	August 2017	✓ Grant award
<ul style="list-style-type: none"> • Start construction (CLFHD lead) 	Sept 2017	✓ Complete construction
<ul style="list-style-type: none"> • Complete construction • Project oversight and outreach 	October 2018 Ongoing	

Tahoe Transportation District

Task 3.10
SR 28 Corridor Management Plan Project

Task Description	Schedule	Priority Deliverables
<ul style="list-style-type: none"> Continue implementation plan as identified in Corridor Management Plan 	On-going	✓ Updates and PDT participation

Task 3.11
Transit Capital Facility Plan

Task Description	Schedule	Priority Deliverables
<ul style="list-style-type: none"> Acquire parcel for yard 	June 2019	✓ Acquisition completed or in process

Task 3.12
Rocky Point/Hidden Beach Vista

Task Description	Schedule	Priority Deliverables
<ul style="list-style-type: none"> Project suspended due to funding loss 		

Task 3.13
Forest Service Lot Expansion

Task Description	Schedule	Priority Deliverables
<ul style="list-style-type: none"> Preliminary engineering, environmental and final design 	April 2019	✓ Final plans and permits

Task 3.14
US 50 Park & Ride Lot

Task Description	Schedule	Priority Deliverables
<ul style="list-style-type: none"> Preliminary engineering, environmental 	April 2019	✓ EA complete

Task 3.16
Corridors

Task Description	Schedule	Priority Deliverables
<ul style="list-style-type: none"> Acquire grants for implementation planning 	May 2019	✓ Grant award

Tahoe Transportation District

Task 3.16.1
SR 89 – Rec Corridor

Task Description	Schedule	Priority Deliverables
• Complete initial draft	June 2019	✓ Draft corridor connection plan

Task 3.16.2
US50 East Corridor

Task Description	Schedule	Priority Deliverables
• Secure moved up funding to begin planning work	Nov 2018	✓ Obligated funds

Task 3.17
Mobility Hubs

Task Description	Schedule	Priority Deliverables
• Identify targets for funding	Dec 2018	✓ TTD Priority List

Task 3.17.1
Incline Village Mobility Hub

Task Description	Schedule	Priority Deliverables
• Get agreement on location	June 2019	✓ Initiate acquisition agreement

Task 3.18
Communication Network Infrastructure

Task Description	Schedule	Priority Deliverables
• Secure grants for infrastructure plan and construction	December 2018	✓ Grant award
	Sept 2019	✓ Construction plan
	Dec 2019	✓ Project approvals

Task 3.18.1
Caltrans Climate

Task Description	Schedule	Priority Deliverables
• Project team participation	ongoing	✓ Draft document
• Draft plan review		

Tahoe Transportation District

**Task 3.18.2
NV Hazard Mitigation Plan**

<u>Task Description</u>	<u>Schedule</u>	<u>Priority Deliverables</u>
• Secure funding	Dec 2018	✓ Grant award
• Draft plan	Dec 2019	✓ Draft plan

WE – 003 Estimated Funding

<u>Source</u>	<u>Amount</u>
CIP	\$ 9,566,168
Total Funding	\$ 9,566,168

WE – 003 Estimated Staff Time

Total Hours.....6,358

Tahoe Transportation District

WORK ELEMENT 004: TTD TRANSIT SERVICE AND ASSET MANAGEMENT**PURPOSE**

To provide oversight and management of the TTD transit program, as well as TTD owned assets, in the interest of private and public entities which have a financial stake, as well as the citizens which they serve. Manage assets consistent with all applicable funding agreements, management agreements, Memorandums of Understanding, and operating agreements to ensure maximum benefit to TTD and the public. Establish and monitor asset replacement program.

DISCUSSION

In an effort to achieve regional transportation goals, TTD has implemented a wide range of transportation projects and transit services, ranging from owning and operating a public compressed natural gas fueling facility, to providing regional transit service, to the construction of transit passenger facilities. As such, TTD has acquired various public and privately financed fixed assets which require operations, maintenance, and replacement in one form or another, as well as subject TTD to liability. In addition, the District became the administrator and operator of the transit service at the south shore of Lake Tahoe in November of 2011. To ensure TTD sponsored projects and services are effectively implemented, TTD staff will provide continuous oversight of TTD operations and assets as part of this WE. TTD staff will establish and evaluate performance measures, milestones, and service levels related to the transit program, as well as plan system improvements and expansion, where appropriate and where financially feasible and cost effective. Sustaining and expanding services will be accomplished by preparing and submitting operational and capital grant applications/requests and subsequent grant management. Additionally, to ensure success of existing and future transit services, regional marketing campaigns and related efforts will also take place under this WE, as will coordination with other local and regional providers and the North and South Shore Transportation Management Associations.

In FY16, TTD made two strategic changes to its transit operation - one was closing the compressed natural gas fueling facility and the other was to shift the operation of the transit service away from a contractor based operation to an in-house operation at the conclusion of the five-year contract on June 30. Both of these strategic changes are significant and are part of the District's vision in developing an effective inter-regional transit system. The TTD Board made a third significant decision in FY16 with the adoption of a resolution targeting a seamless public transit system from the I-80 corridor at Truckee to the US 50 corridor at south shore within eight years.

In 2017 TTD prepared a long range inter-regional transit plan entitled the Linking Tahoe: Lake Tahoe Transit Master Plan and has updated its Short Range Transit Plan. In 2018 TTD adopted two strategies in response to work force and funding availability. One was adjusting the historical transit service that had been provided to a more sustainable service that could be delivered within existing resources. The other is development of regional revenue options to take through the political process to establish sources needed to implement transit and other multi-modal capital improvements identified in RTP and TTD plans.

Tahoe Transportation District

Task 4.1
Apply For and Manage Transit Grants

Task Description	Schedule	Priority Deliverables
<ul style="list-style-type: none"> Apply for operational and capital grants through NDOT, Caltrans, Federal Transit Administration, and other funding opportunities 	As necessary	✓ Grant compliance reports
<ul style="list-style-type: none"> Submit grant requests for reimbursement and progress reports 	Quarterly	
<ul style="list-style-type: none"> Track grant and match expenditures 	On-going	

Task 4.2
Manage TTD Insurance Policy

Task Description	Schedule	Priority Deliverables
<ul style="list-style-type: none"> Maintain existing TTD insurance policy to minimize liability to the District 	As necessary	✓ Premiums paid ✓ Attend CalTIP
<ul style="list-style-type: none"> Budget for and pay costs associated with annual TTD insurance policy 	June 2018	Board meetings

Task 4.3
Manage TTD Assets and Procurement Process

Task Description	Schedule	Priority Deliverables
<ul style="list-style-type: none"> Establish and maintain TTD asset inventory, tracking system, and replacement schedule 	On-going	✓ Update inventory and follow up actions ✓ Procure buses, parts, bus yard improvements
<ul style="list-style-type: none"> Prepare and review Requests for Proposals, Request for Qualifications, Request for Bids consistent with established TTD Contracting and Purchasing Procedures 	On-going	

Task 4.4
Liaison with Local and Regional Public and Private Transit Operators and TMA's

Task Description	Schedule	Priority Deliverables
<ul style="list-style-type: none"> Coordinate TTD services and regional mobility efforts with Carson City, Douglas County, Washoe RTC, and Placer County TART 	On-going	✓ Amend or develop cooperative agreements ✓ Coordinate planning, outreach, messages
<ul style="list-style-type: none"> Prepare, attend, and participate in monthly North and South Shore TMA meetings 	Monthly	

Tahoe Transportation District

Task 4.5
Regional Transit Planning and Marketing Program

Task Description	Schedule	Priority Deliverables
• Develop regional transit identity and campaign with area providers	June 2021	✓ Outline strategy and next steps
• Update materials and rider guides for accurate information	As necessary	✓ Develop Tahoe regional brand and service sub-brands
• Conduct public outreach on transit	As necessary	✓ Facility plan
• Coordinate with local area planning efforts on transit and capital improvement proposals	As necessary	✓ Short range transit plan
• Develop facility plan	October 2020	
• Update Short Range Transit Plan	October 2019	

Task 4.6
North Shore Water Transit

Task Description	Schedule	Priority Deliverables
• Due to lack of funding will not be in service	Suspended	✓ Explore new funding potentials

Task 4.7
Transit System Administration

Task Description	Schedule	Priority Deliverables
• Renew Participation Agreements	Oct 2018	✓ Renewals
• Continue with eighth year of East Shore seasonal service	June 2019	✓ Contract
• Implement revised West Shore seasonal trolley service to provide connection to west shore communities	suspended	✓ 2019 seasonal summer service
• Participation in CTA, APTA, CalACT	On-going	✓ Business plan for future operations

**Task 4.8
Mobility Management**

<u>Task Description</u>	<u>Schedule</u>	<u>Priority Deliverables</u>
• Develop and implement specialized transportation services for older adults and individuals with disabilities	discontinued	✓ Updated policies and procedures
• Implement updated ADA Demand Response Policies and Procedures through outreach and training	On-going	
• Continue Regional Coordinating Council facilitation and participation with Social Services Transportation Advisory Council	On-going	
• Continue coordination with health and social service groups	On-going	
• Assist in recruiting volunteer drivers for existing volunteer driver programs	discontinued	
• Participation and training through National Transit Institute, National Center for Mobility Management, and Easter Seals Project Action	On-going	

WE – 004 Estimated Funding

<u>Source</u>	<u>Amount</u>
Transit Operations	\$ 6,355,675
CIP	1,335,784
General Fund	<u>32,411</u>
Total Funding	\$7,723,870

WE – 004 Estimated Staff Time

Total Hours 133,383

WORK ELEMENT 005: CAPACITY DEVELOPMENT FOR PROJECTS & TRANSIT SERVICE

PURPOSE

To work with the public, private sector, local, state, regional, and federal partners to obtain funding for capital project and transit services through new funding authorities and sources, as well as ensure that regional planning efforts benefit from TTD experience.

DISCUSSION

Financial resource shortages are a persistent problem for capital projects and transit services. Significant effort is needed to create and implement unified regional support for successful local, state, and federal initiatives. Nonetheless, significant opportunities exist to enhance the District’s and Region’s efforts, including working at the state legislative level in both states and developing steps for local efforts.

Equally critical to the District’s long-term success are good, informed regional planning decisions. Significant long-term planning efforts are underway and it is in the District’s interest to be involved in the development of implementation policies and directions.

With the successful stabilization of the south shore transit system; the north shore interest in expanding transit service to the Resort Triangle of North Lake, Truckee, and Squaw Valley; the successful introduction of the East Shore Express; and the cross-lake passenger ferry service in the environmental document preparation phase, the time has come for the District to undertake long-term implementation planning. The District has established a model with the State Route 28 National Scenic Byway Corridor Management Plan. The corridor approach to implementation planning will ensure that integrated transit service and project needs are identified and the opportunity is prepared to line up needed resources and agreements to accomplish them.

TTD has also prepared a Corridor Master Plan (CMP) for the Tahoe region dividing the basin highways around the Lake into six management segments. The CMP is intended to jump start the implementation process for more comprehensive transportation solutions modeled after the successful SR28 Scenic Byway Corridor Plan. The CMP provides insight and direction for corridor project development and is to be used by TTD and partners as a guide and process to accelerate implementation of TRPA’s Regional Transportation Program.

When combined with TTD’s Transit Master Plan and Short Range Transit Plan, the policy and infrastructure blueprint becomes clear and is focused on accelerated implementation of transit and multi-modal transportation system and service improvements.

**Task 5.1
State and Local Revenue Development for Transportation Program**

Task Description	Schedule	Priority Deliverables
<ul style="list-style-type: none"> Secure local political commitment for new capital project development and program management fund sources 	December 2018	<ul style="list-style-type: none"> ✓ Action Plan development ✓ Consultant report
<ul style="list-style-type: none"> Local Self Help Program options development 	October 2019	

**Task 5.2
Legislative/ Association Coordination/ Development/ Outreach**

Task Description	Schedule	Priority Deliverables
• California legislative program	Monthly	✓ Project funding
• Nevada legislative program	Monthly	✓ Additional Authorities
• Outreach and education	Monthly	
• CalCOG participation	On-going	

**Task 5.3
Planning and Resource Coordination/ Development**

Task Description	Schedule	Priority Deliverables
• Coordinate with transportation and regional land use planning initiatives	Monthly	✓ Attend state/national coordination or association meetings
• Enhancement plans	On-going	

**Task 5.4
Tahoe Basin Corridor**

Task Description	Schedule	Priority Deliverables
• Complete corridor plans, including Ferry Oriented Development	July 2021	✓ PDT workshops
• Complete Long and Short Range Transit Plan	completed	✓ Corridor plans
		✓ Inter-regional transit plan
		✓ Short and long-range transit plans for Tahoe

WE – 005 Estimated Funding

Source	Amount
CIP	\$ 143,351
General Fund	8,596
Total Funding	\$ 106,947

WE – 005 Estimated Staff Time

Total Hours.....1,060



MEMORANDUM

Date: September 10, 2018

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Award Contract for Professional Consulting Services for the Recreation Travel Regional Revenue Action Plan in an Amount Not to Exceed \$1,182,000 and Approve the First Task Order for \$332,000

Actions Requested:

Staff requests the Board award a contract and then approve the first task order for professional consulting services related to the development of regional revenue sources for capital projects, transit services, and operations needed to support recreation travel and the Regional Transportation Plan goals and policies as articulated through local governments and TTD's capital implementation planning.

Fiscal Analysis:

The full contract award is for an amount not to exceed \$1.182 million. The contract amount reflects an estimate of more than 4,600 consultant hours over a period of fifteen months. Of that amount, TTD has \$700,000 currently available. Options that exist to complete the work as proposed include cutting or reducing tasks to reduce the budget, reprogram other existing funds, secure additional funds as the work proceeds, or some combination thereof. To get this project underway and adequately manage it within budget, Staff proposes to address the project in phases via task orders authorized by the Board. The first task order is for \$332,000, which will carry work through the end of the current calendar year.

All expenditures associated with this item for the fiscal year are in the approved FY19 budget. Current expenditures associated with the consulting services will be funded through Surface Transportation Block Grant (STBG) funds and TTD general funds supplying the match.

Work Program Impact:

All work associated with this effort is captured under respective elements of the approved FY19 Work Program and corresponding allotted staff time.

Background:

In June of this year, Staff presented the request for qualifications and approach for development of a regional revenue action plan, along with a ten-year list of capital projects and services for Board direction. The Board endorsed the approach as it has been under discussion since last year.

As reported in the June staff summary, TRPA's 2017 Regional Transportation Plan (RTP) is a \$5 billion constrained and unconstrained plan of needs. It is both aspirational, fitting the

aspiration of the Compact, and reflective of Tahoe's transportation system need. The constrained list is a little over \$2 billion, indicative of what is "reasonably" foreseeable to be funded within the twenty-three year life of the plan, with the balance considered unfunded. Of the constrained list, \$1 billion is slated for transit and \$1 billion is to come from local sources (intended for both capital projects and transit). Local sources are considered both local government and private sector. The question, then, is while some local sources exist, where will the bulk of the balance come from? The answer is that a revenue source or sources must be established, just like was articulated back in the planning documents of the 1970's. And like the findings of the reports back then, the source or sources that will provide the needed level of funding will most likely require enabling legislation from the two state legislatures, because the Tahoe region does not fit conventional funding models which are county wide, state based, and, to a lesser degree, municipal. Therefore, the challenge for Tahoe is to forge a new regional funding model. This was attempted in TTD's authorizing language in Article IX of the Compact, but therein lays a shortfall of the Compact revision.

The existing TTD funding authority has been attempted to be exercised and failed twice. Even if enacted, Staff believes it is inadequate to put a reasonable source and level of funding into effect on the scale needed to meet the need of the RTP, as it has been limited to sales tax within the Basin. This shortfall must be corrected if the RTP is to be implemented. And since the TTD Board is comprised of local government and private sector transportation representatives with coordinating representation from the two state departments of transportation, TTD is well positioned to bring forward a new solution to fulfill the RTP expectation on local sources of funds for transportation, transit capital projects, and operations.

Staff issued the statement of qualifications and approach (SOQ) on June 29, posting it on TTD's web site and with the national American Planning Association service. Several inquiries were received by Staff in response, but only one submission was received at the deadline.

Discussion:

Staff has reviewed the submission received from Morse Associates Consulting, LLC. It is a very well thought out and knowledgeable submittal, reflecting an approach that not only would identify funding options, but more importantly, develop and support a collaborative political process needed to act on them. The team is diverse in background and not from one firm, but multiple disciplines denoting the variety of expertise required in the SOQ. Staff has also met with Mr. Morse and Mr. Krause on three occasions to discuss the approach, the project plan, tasks, and needed budget. Through those discussions, we arrived at a phased approach to begin in September (see Attachment A). Fully funded for all tasks, the project team will take until December of 2019 to complete the work.

Staff recommends approval.

Additional Information:

If you have any questions or comments regarding this item, please contact Carl Hasty at (775) 589-5501 or chasty@tahoetransportation.org.

Attachment:

- A. Preliminary Schedule of Recreation Travel Regional Revenue Action Plan

