



TRANSPORTATION PLANNING OVERALL WORK PROGRAM 2025-2026

TAHOE METROPOLITAN PLANNING ORGANIZATION
TAHOE REGIONAL PLANNING AGENCY



Final April 2025

The Lake Tahoe Transportation Overall Work Program for FY 2025/2026 is a comprehensive annual plan of work for the Tahoe Regional Planning Agency's Transportation Planning Program and is funded through transportation planning grants administered by the following agencies:

California Department of Transportation (Caltrans)



Nevada Department of Transportation (NDOT)



Federal Highway Administration (FHWA)
California Division Office
Nevada Division Office



U.S. DOT Credit/Disclaimer:

This report was funded in part through grants from the Federal Highway Administration, U.S. Department of Transportation. The views and opinions of TRPA expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

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Glossary of Acronyms and Abbreviations

Caltrans	California Department of Transportation
CARB	California Air Resources Board
CFPG	California Federal Programming Group
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Process
CSLT	City of South Lake Tahoe
EDCTC	El Dorado County Transportation Commission
EIP	Environmental Improvement Program
EPA	Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act (2016 Federal Transportation bill)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
HPMS	Highway Performance Monitoring System
IDC	Indirect Cost
IIJA	Infrastructure Investment and Jobs Act
ITS	Intelligent Transportation Systems
LTF	Local Transportation Funds
MAP-21	Moving Ahead for Progress in the 21 st Century (2012 Federal Transportation bill)
MPO	Metropolitan Planning Organization
NDOT	Nevada Department of Transportation
OWP	Overall Work Program
PEA	Planning Emphasis Areas
PPP	Public Participation Plan
RIP	Regional Improvement Program
RSTP	Regional Surface Transportation Program
RTC	Regional Transportation Commission
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SCS	Sustainable Communities Strategy
SSTAC	Social Services Transportation Advisory Council
SS/TMA	South Shore Transportation Management Association
STA	State Transit Assistance
STIP	Statewide Transportation Improvement Program
TART	Tahoe Truckee Area Regional Transit
TDA	California Transportation Development Act
TDM	Transportation Demand Management
TMPO	Tahoe Metropolitan Planning Organization
TNT/TMA	Truckee North Tahoe Transportation Management Association
TRPA	Tahoe Regional Planning Agency
TTC	Tahoe Transportation Commission
TTD	Tahoe Transportation District
UPWP	Unified Planning Work Program (also referred to as OWP)
USFS-LTBMU	United States Forest Service, Lake Tahoe Basin Management Unit

Introduction

The Overall Work Program (OWP), also referred to as a Unified Planning Work Program, defines the continuing, comprehensive, and coordinated regional transportation planning process for the Lake Tahoe Basin. It establishes transportation, air quality, and other regional planning objectives for Fiscal Year 2025/2026 covering the period of July 1, 2025 through June 30, 2026 (FY 25/26), and a corresponding budget to complete the work. The OWP is a strategic management tool for the Tahoe Regional Planning Agency (TRPA) serving as the Tahoe Metropolitan Planning Organization (TMPO) for the Lake Tahoe Region organized by work elements that identify activities and products to be accomplished during the year. These activities include core metropolitan planning functions, mandated metropolitan planning requirements and other regional transportation planning activities. The OWP presents an annual outline of the TRPA's transportation planning resources and includes a budget containing a variety of funding sources that are available to the TRPA for FY 25/26.

All activities contained in this OWP are carried out by TRPA's Metropolitan Planning Organization (MPO) function and will be referred to as TRPA throughout the document. The OWP is also an informative tool for the Tahoe Transportation Commission (TTC) who serves as an advisory board to the TMPO. The MPO Policy Board, referred to as the TMPO, convenes as a separate entity that is made up of the TRPA Governing Board with the addition of a United States Forest Service voting representative. The TMPO is convened as necessary to act on all MPO related actions.

LAKE TAHOE TRANSPORTATION PLANNING OVERVIEW

TRPA holds three integrated regional transportation planning authorities: 1) Tahoe Regional Planning Compact (PL 96-551) planning requirements, 2) Regional Transportation Planning Agency for the California portion of the Lake Tahoe basin, and 3) the Metropolitan Planning Organization for the Tahoe Region. The Tahoe Regional Planning Compact also created the Tahoe Transportation District in Article IX which includes public transit and transportation implementation responsibilities.

The 1980 Tahoe Regional Planning Compact includes the following transportation related provisions:

"...there be established a Tahoe Regional Planning Agency with the powers conferred by this compact including the power to establish environmental threshold carrying capacities and to adopt and enforce a regional plan and implementing ordinances which will achieve and maintain such capacities while providing opportunities for orderly growth and development consistent with such capacities."

The TRPA Regional Plan shall be a single enforceable plan with the following related elements:

- ✓ A Goals and Policy Plan
- ✓ A Transportation Plan for the integrated development of a regional system of transportation, including but not limited to parkways, highways, transportation facilities, transit routes, waterways, navigation facilities, public transportation facilities, bicycle facilities, micro mobility and appurtenant terminals and facilities for the movement of people and goods, within the region.
- ✓ The goal of transportation planning shall be:
 - To reduce dependency on the automobile by making more effective use of existing transportation modes and of public transit to move people and goods within the region; and

- To reduce, to the extent feasible, air pollution caused by motor vehicles.
- ✓ Where increases in capacity are required, the agency shall give preference to providing such capacity through best management of existing resources, public transportation and public programs and projects related to transportation.
- ✓ The plan shall provide for an appropriate transit system for the region.
- ✓ The plan shall give consideration to:
 - Completion of the Loop Road in the states of Nevada and California.
 - Utilization of a light rail mass transit system in the South Shore area.
 - Utilization of a transit terminal in the Kingsbury Grade area.
 - Achieve vehicle miles reductions per identified Regional Plan milestones.

TRPA establishes transportation and land use policy direction by virtue of the Code of Ordinances, Goals and Policies, Plan Area Statements, and Local Area Plans. Additionally, TRPA administers the Environmental Improvement Program (EIP), a regional investment program focused on the restoration and protection of Lake Tahoe. The EIP is a programmatic approach to implementing transportation improvements, in addition to other resource area investments. The Sustainable Recreation and Transportation subprogram of the EIP is the largest category of identified investments in the EIP and is coordinated with federal funding allocations and programming activities of TRPA.

In addition to the responsibilities under the Tahoe Regional Planning Compact, TRPA is recognized as the Regional Transportation Planning Agency (RTPA) in California. As the RTPA, TRPA is charged with developing a Regional Transportation Plan (RTP), a Regional Transportation Improvement Program (RTIP) to account for California state transportation funding programs.

The Metropolitan Planning Organization (MPO) authority was established in 1999 by the Governors of California and Nevada by designating the Lake Tahoe MPO under authority provided in federal regulations. TRPA's MPO role is primarily a transportation planning and financial programming role. The three primary products required of an MPO by federal rule are a Regional Transportation Plan, Federal Transportation Improvement Program (FTIP), and an OWP. The MPO Governing Board is comprised of the TRPA Governing Board, with the addition of a voting representative of the United States Forest Service, Lake Tahoe Basin Management Unit (USFS-LTBMU).

The integration of the three authorities listed above is supported by the various activities and programs carried out by TRPA's Transportation Planning Program. The ability to integrate land use and transportation planning at a regional level, while considering impacts on implementation efforts, is a prime focus of this program and supports federal and state planning guidance.

Lake Tahoe's unique setting and environmental stature necessitates developing transportation plans and projects that are evaluated in conjunction with TRPA's environmental standards called "environmental threshold carrying capacities" (under the following ten categories: water quality, air quality, noise, scenic quality, soil conservation, wildlife, fisheries, vegetation preservation, recreation and transportation and sustainable communities) and transportation goals. Two of these thresholds are fundamentally related to the work identified in the OWP, air quality and recreation and transportation and sustainable communities. TRPA is currently in air quality attainment per US EPA. In April 2021 TRPA adopted a new Vehicle Miles Traveled (VMT) per capita Threshold Standard and associated Transportation and Sustainable Communities (TSC) Threshold. This action only strengthened the foundation of the Regional Transportation

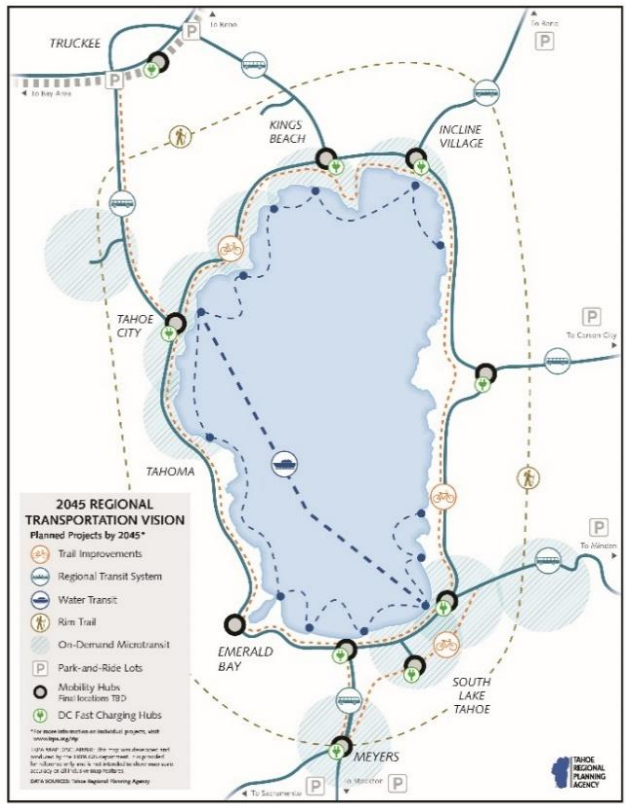
Plan to reduce reliance on the automobile, support reductions in congestion, improvements in air quality and increase multi-modal travel options. The Air Quality and TSC threshold elevates and aligns Regional, Federal, and State transportation planning within the Lake Tahoe planning and regulatory framework. Given TRPA is in attainment for all federal air quality standards, transportation conformity (40 CFR 93 Subpart A) requirements do not apply.

SETTING

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 located 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. With over 80 % of the land in the Lake Tahoe Region managed by the United States Forest Service (USFS) Lake Tahoe Basin Management Unit, TRPA coordinates extensively with the sole Federal Land Manager in the Lake Tahoe Basin to coordinate public access, transit and parking in support of regional transportation goals consistent with 23 CFR 450.316(e). TRPA is continuing to work with Central Federal Lands Division of FHWA on their Nevada Federal Lands Connectivity Study that is cataloging federal land access needs. Recreational travel and public access are a significant consideration of Lake Tahoe’s transportation planning, requiring essential collaboration and coordination with the USFS to achieve the Goals of the RTP/SCS and requirements of the TMPO.

Located within the California portion of the Tahoe Region is the incorporated City of South Lake Tahoe and portions of El Dorado County and Placer County. This part of the Region is within the third Congressional District of California. Based on the 2020 Census, the resident population of the Tahoe Region was 55,836. This is a significant decline from the 62,843-population estimated by the 2000 Census. Of the 55,836-population figure, approximately 40,426 people reside within the California portion, while the Nevada side of the Tahoe Region, portions of Washoe County, Douglas County, and the rural area of Carson City make up the remaining 15,410 in population. The Nevada portion of the Region is within Nevada’s second Congressional district.

Lake Tahoe and the surrounding areas serve as a major recreation destination for residents of the surrounding metropolitan areas of northern Nevada and California. The primary market for recreation at Lake Tahoe is from northern California, primarily the Sacramento and San Francisco Bay Area. Residents from Reno/Sparks and Carson Valley are also frequent day visitors to the area. Additional



domestic and international visitors arrive via Reno Tahoe International and Sacramento International Airports. Visitors account for over 10 million cars annually.

Serving the resident and visitor populations are public and private fixed route transit, shuttles, and specialized transit services, as well as general aviation services at the South Lake Tahoe Airport. The Federal and State highway network around the Lake serve as community main streets. There are seven access points to the Basin from outside the region. A variety of state route segments encircle the lake. Portions of the Region are served by a growing bicycle and pedestrian network. Public transit is provided on the north shore by Tahoe Truckee Area Regional Transit (TART), operated by Placer County and transit service on the south shore is provided by the TTD and contracted through the South Shore Transportation Management Association. Public transit systems are complemented by a variety of private shuttles for summer and winter activities. Eldorado County Transit provides one daily regional trip from Placerville to South Lake Tahoe. Airport shuttle operations, including the North Lake Tahoe Express and the South Tahoe Airporter, provide shuttle service to the Reno/Tahoe Airport.

TAHOE BASIN TRANSPORTATION PLANNING GOVERNANCE STRUCTURE

As noted previously, the Lake Tahoe Region holds various federal, state and local transportation planning authorities. The Region's planning complexity requires the utmost coordination and collaboration among transportation and land use planning partners. The following section provides a brief description of the regional entities that have a role in the transportation policy or technical decision-making process.



The Tahoe Regional Planning Agency (TRPA) was created by the Tahoe Regional Planning Compact (updated in 1980 through P.L. 96-551) and is governed by a fourteen-member Governing Board, with a non-voting federal representative as the fifteenth member. Each state has seven representatives, with each local jurisdiction within the Region also represented. TRPA is unique because of its regional bi-state responsibilities under the Compact for land use planning, transportation planning, project review and approval, enforcement of regional land-use and environmental ordinances, and the achievement of environmental goals. The TRPA Governing Board has established an Environmental Improvement Program Committee that provides feedback on various transportation planning and funding allocation proposals.



TRPA, as the Metropolitan Planning Organization, is responsible for taking the required actions under federal regulations regarding metropolitan planning. The MPO metropolitan planning area is concurrent with that of the TRPA. The MPO Board of Directors is comprised of the fourteen voting members of the TRPA Governing Board, and a voting representative of the United States Forest Service, USFS-LTBMU. The MPO voted to provide that the Chair and Vice-Chair of the TRPA serve as Chair and Vice-Chair of the MPO, unless the MPO votes otherwise. The Placer County seat on the TMPO board is the transit operator representation required by MAP-21.

It is important to note that these two policy bodies, although they include many of the same individuals, have diverse missions and responsibilities. The TRPA's overriding obligation is adherence to the Compact, including attaining and maintaining environmental thresholds. The

MPO's mission, on the other hand, is to provide policy decisions on transportation plans and programs. As described above, integration of the land use and transportation planning process is in place to support the TRPA mission and policies through the MPO and Regional Transportation Planning Agency authorities and planning requirements.



TRPA is statutorily designated by the State of California as a Regional Transportation Planning Agency for the Tahoe Region. As an RTPA, TRPA must fulfill various statutory requirements, including those of the Transportation Development Act, coordination with California Department of Transportation (Caltrans) on the development of Regional Transportation Plans and Regional Transportation Improvement Programs and other project related activities. The TRPA Governing Board indicates that it is sitting as the RTPA when taking a policy action, but no changes to the membership of the Governing Board occur.



The Lake Tahoe Region is recognized as a Transportation Management Area (TMA) with a total population of 210,000 by USDOT (U.S.C. Title 23 § 134 -Highway-FHWA, U.S.C. Title 49 § 5303 -Transit-FTA). As a TMA there are additional requirements that address congestion management, additional planning and programming considerations, and FHWA Planning Certification reviews every four years. The activities included in work element 101 involve administrative efforts to support the MPO program as required by federal planning statutes. TRPA completed its second Federal Certification Review as a TMA in 2023 and had no corrective actions and one commendation regarding its performance-based approach to planning programming.



Tahoe Transportation
DISTRICT

Article IX of the Tahoe Regional Planning Compact created the Tahoe Transportation District. The TTD is responsible for the implementation of transportation plans, programs and projects. The TTD may acquire, own and operate public transportation systems and parking facilities, and other transportation infrastructure serving the Tahoe Region and provide access to convenient transportation terminals outside of the Region. The TTD also has limited authority to generate revenue to support transit and transportation facilities. Board membership includes representation from the Basin's two Transportation Management Associations, an at-large member representing transit providers, and a representative for any special transit districts formed under California law. Caltrans and the Nevada Department of Transportation (NDOT) each have a non-voting member on the Board of Directors. Legislation from the State of California (SB-785) and Nevada amended Article IX Transportation District of the compact changing membership of the board by adding to the board three new appointees: one by the Governor of California, one by the Governor of Nevada and one by the Tahoe Regional Planning Agency. The TTD is an important partner for implementing the RTP and increasing project implementation capacity region wide.

Tahoe Transportation Commission

The Tahoe Transportation Commission (TTC) is a designated advisory body in the metropolitan planning process responsible with providing the MPO and TRPA transportation planning and policy recommendations. The TTC was formalized through TRPA and TMPO resolutions passed in 1999.

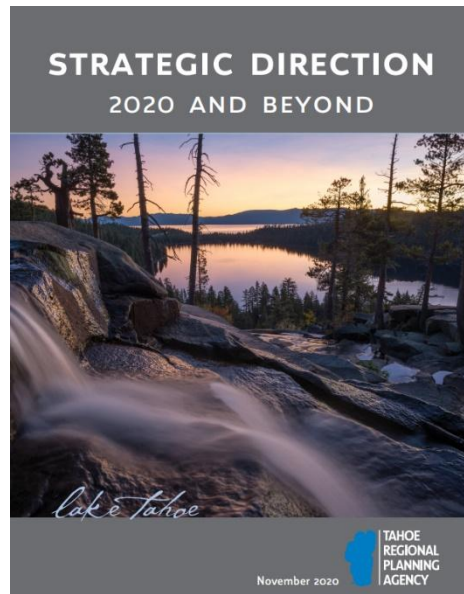
The TTC is charged with providing the MPO with technical input and recommendations on transportation plans and programs, offering proactive public participation through its meeting noticing requirements, and providing the MPO Board time necessary to address the full range of complex and interrelated transportation issues facing the Lake Tahoe Basin. The TTC provides policy guidance to the TRPA and is where additional debate can take place prior to final actions being taken. The TTC is comprised of the voting membership of the TTD, with the addition of representatives from the Washoe Tribe of California and Nevada, USFS-LTBMU and the TRPA Advisory Planning Commission (APC).

TRPA Strategic Direction and The Transportation Program

The Transportation Planning Program plays an integral role in implementing the TRPA Strategic Direction. The TRPA Strategic Direction encompasses the intent of the federal cooperative, continuing, and comprehensive transportation planning approach required of MPOs. Every TRPA initiative includes strategies to address the region’s challenges, strengthening the resilience of Tahoe’s environment, ensuring visitors and residents have access to jobs and recreation, connecting our communities, and strengthening our infrastructure to be responsive to the emerging stresses of extreme weather events while improving the region’s sustainability. California and Nevada have aggressive targets to improve air quality and TRPA and the region’s partners must work to help meet those targets.

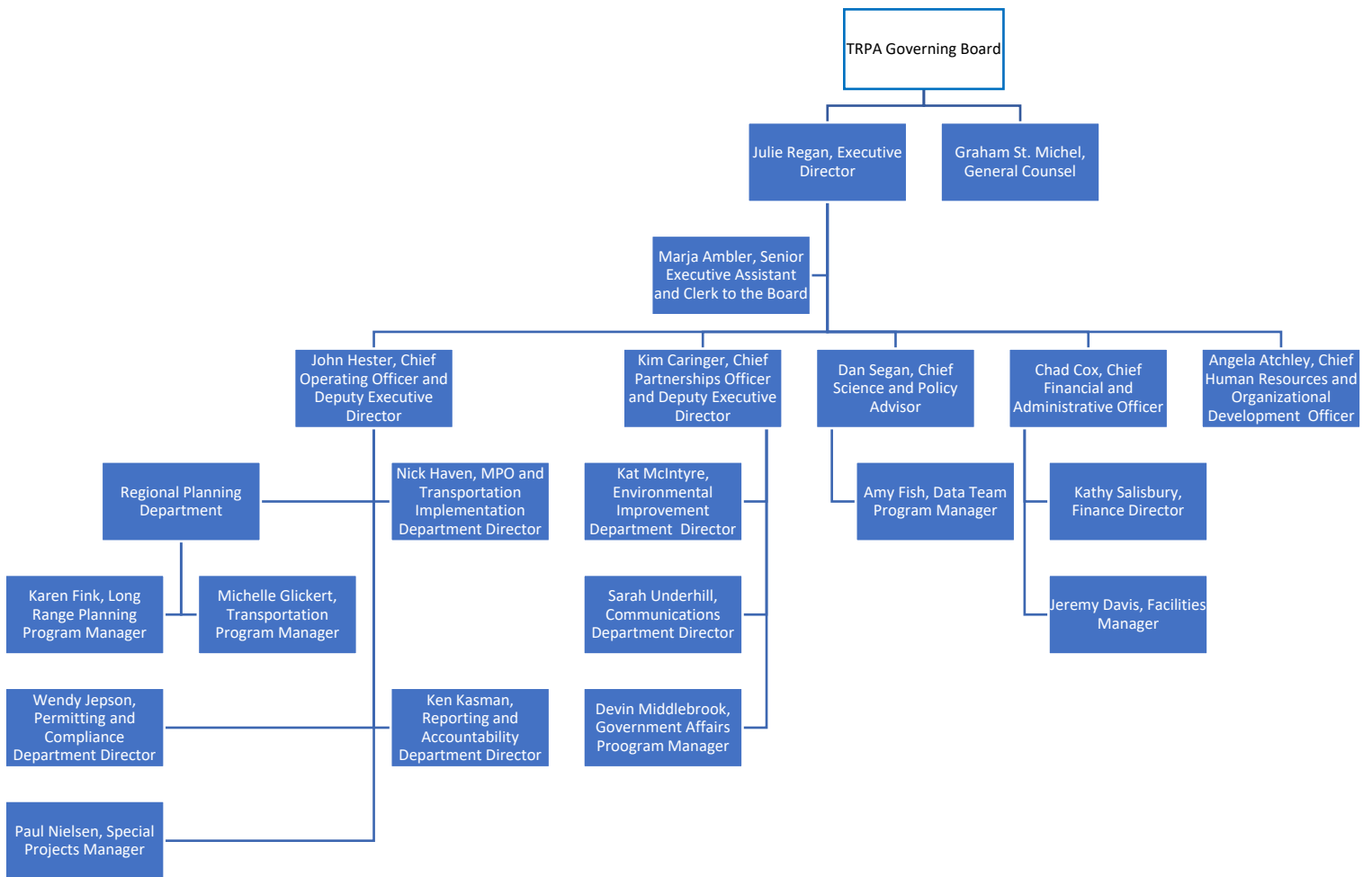
TRPA “Strategic Priorities” include:

- 1) Keeping Tahoe Moving** - Implementation of the vision of reliable, frequent, and free transit with expanded routes, miles of new paths and trails, complete streets, convenient mobility hubs, real-time travel and parking information, electric-vehicle charging, adaptive roadway management, and travel demand strategies can all help Tahoe achieve broadly shared goals.
- 2) Tahoe Living** - Meeting many community and environmental goals requires Tahoe employees to be able to find and afford housing close to transit and paths that provide connections to work, school, stores, and recreation areas.
- 3) Restoration and Resilience** - Accelerating environmental improvement and transportation improvement programs to restore our environment and better prepare the region for natural hazards and resilience.



TRPA Strategic Direction	Work Elements							
Strategic Priorities	101	102	103	104	105	106	107	108
1) Keeping Tahoe Moving	◇	◇	◇	◇	◇	◇	◇	◇
2) Tahoe Living		◇		◇	◇		◇	◇
3) Restoration and Resilience				◇	◇	◇	◇	◇

Tahoe Regional Planning Agency Organizational Chart



**Tahoe Regional Planning Agency
Governing Board**

Representing:

Nevada At-Large MemberHayley Williamson, Chair
Governor of California Appointee..... Vince Hoenigman, Vice Chair
Governor of Nevada AppointeeBen Kieckhefer
Carson City RepresentativeShelly Aldean
California Senate Rules Committee Appointee Alexandra Leumer
Nevada Department of Conservation & Natural Resources James Settelmeyer
Governor of California Appointee..... Ashley Conrad-Saydah
Douglas County Commissioner.....Wesley Rice
El Dorado County Supervisor.....Brooke Laine
Placer County Board of SupervisorsCindy Gustafson
Nevada Secretary of State Francisco Aguilar
City of South Lake Tahoe Council MemberCody Bass
Washoe County CommissionerAlexis Hill
California Assembly Speaker AppointeeBelinda Faustinos
President of the United States AppointeeMeghan Hays

TRPA Executive DirectorJulie W. Regan

**TAHOE METROPOLITAN PLANNING ORGANIZATION
GOVERNING BOARD**

Representing:

Nevada At-Large MemberHayley Williamson, Chair
Governor of California Appointee..... Vince Hoenigman, Vice Chair
Governor of Nevada AppointeeBen Kieckhefer
Carson City RepresentativeShelly Aldean
California Senate Rules Committee Appointee Alexandra Leumer
Nevada Department of Conservation & Natural Resources James Settelmeyer
Governor of California Appointee..... Ashley Conrad-Saydah
Douglas County Commissioner.....Wesley Rice
El Dorado County Supervisor.....Brooke Laine
Placer County Board of SupervisorsCindy Gustafson, Chair
Nevada Secretary of State Francisco Aguilar
City of South Lake Tahoe Council MemberCody Bass
Washoe County CommissionerAlexis Hill
California Assembly Speaker AppointeeBelinda Faustinos
President of the United States AppointeeMeghan Hays
USFS Forest Supervisor..... Erick Walker

TRPA Executive DirectorJulie W. Regan
Metropolitan Planning Organization DirectorNick Haven

**TAHOE TRANSPORTATION COMMISSION
BOARD OF DIRECTORS**

Representing:

Truckee - North Tahoe TMA	Andy Chapman, Chair
Member At-large	Brian Bigley, Vice Chair
Washoe County	Alexis Hill
Carson City.....	Lori Bagwell
Douglas County.....	Sharla Hales
South Shore TMA.....	Chris Proctor
City of South Lake Tahoe	Scott Robbins
Placer County.....	Cindy Gustafson
El Dorado County.....	Brooke Laine
USFS Lake Tahoe Basin Management Unit.....	Michael Gabor
TRPA Advisory Planning Commission	Vacant
TRPA Appointee.....	Julie W. Regan
Nevada Governor Appointee	Scott Bensing
California Governor Appointee	Nick Speal
California Department of Transportation (non-voting).....	Sukhvinder (Sue) Takhar
Nevada Department of Transportation (non-voting).....	Rebecca Kapuler
Washoe Tribe of Nevada and California	Serrell Smokey
Metropolitan Planning Organization Director.....	Nick Haven

OUTREACH AND PUBLIC INVOLVEMENT

An important component of the MPO transportation planning process is consultation and public participation in the development of plans, programs and policy. The regional transportation planning program establishes an important forum for discussing and resolving regional transportation issues. Some examples of executing the continuing, coordinated, and cooperative planning process include board meetings, public workshops, technical committees, issue specific meetings, public hearings, and formal public document review periods. TRPA has developed specific policies and procedures for consulting partners and engaging public participation through the recently updated *Public Participation Plan (PPP)* ([link](#)). The PPP emphasizes efforts to coordinate with all transportation users and the utilization of both new technology and conventional in-person communication to maximize public participation and engagement. The plan incorporates recommendations and policies from previous transportation studies completed in 2023 to ensure TRPA continues to reach all populations through outreach. This includes access to public meetings held using online engagement platforms like Zoom and MS Teams. Additional information regarding TRPA’s effort to provide a transparent non-discriminatory operation is documented by the [TRPA Title VI Program](#).

NATIVE AMERICAN TRIBAL GOVERNMENT CONSULTATION

The Lake Tahoe Region is home to one Tribal Government, the Washoe Tribe of California and Nevada. TRPA conducts regular government-to-government communication with the Washoe Tribe to consider tribal needs in the planning and programming process. The Washoe Tribe is a voting member of the Tahoe Transportation Commission, the advisory body to the TMPO Governing Board. TRPA recently worked with the Washoe Tribe to memorialize the government-to-government relationship focused on transportation planning and outreach between the two parties. This will be incorporated within an existing MOU for ease of administration.

CORE MPO PLANNING FUNCTIONS

TRPA ensures MPO core planning functions are identified in the OWP and include a clear description of the activities, products, and schedules that support the federal transportation planning process as identified in 23 CFR 450. MPO Core Functions include:

- Overall Work Program (**Work Element 101**)
- Public Participation and Education (**Work Element 103**)
- Regional Transportation Plan (**Work Element 104, 105, 106, 107 and 108**)
- Federal Transportation Improvement Program (**Work Element 106**)
- Congestion Management Process (**Work Element 107**)
- Annual Listing of Projects (**Work Element 106**)

FY 25/26 WORK ELEMENTS

Outreach and Administration

- WE 101 – Program Administration
- WE 102 – Transportation Development Act
- WE 103 – Public Outreach and Coordination

Regional Intermodal Planning

- WE 104 – Regional Intermodal Planning
- WE 105 – Transportation Data Management and Forecasting

Tracking & Financial Management

- WE 106 – Project Tracking and Financial Management

Regional Partnerships

- WE 107 – Performance-Based Planning
- WE 108 – Sustainable Communities Planning

FUNDING SOURCE DESCRIPTIONS

FHWA & FTA Planning funds (PL & 5303) California and Nevada (CA and NV) - Current fiscal year allocation of Federal transportation planning (PL & FTA 5303) funds to support metropolitan planning and may be used for transit or highway planning activities. These funds are administered by Caltrans and Nevada on behalf of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) via a Consolidated Planning Grant Agreement.

Toll Credits - Toll credits are not revenue or cash, but rather a substitute for local match required by CPG funds. Toll credits provided by the State of California are being utilized as a match for federal FHWA PL and FTA 5303 funds. The FHWA PL and FTA 5303 amounts shown in the Budget Revenue Summary Sheet represent 100% of the total federal participation cost, therefore toll credits are not included in the total revenue amount. Toll credits can be applied to the current year allocation of California CPG funds, and any carryover balance. These are tracked separately and can be found on Table 7.

PL & 5303 Carryover - Carryover balance of funding from prior PL and 5303 allocations.

SB1 Formula - The California Road Maintenance and Rehabilitation Account was established by Senate Bill 1 (SB1) in 2017. These funds are part of the Sustainable Transportation Planning formula grants that is aimed at supporting state congestion reduction goals.

CalSTA SB 125 – CA Senate Bill 125 Formula-Based Transit and Intercity Rail and Zero Emission Transit Capital Programs supports funding administration for transit operations and capital.

STIP Planning, Programming and Monitoring – The State of California funding is for monitoring and implementation of State Transportation Improvement Program (STIP) projects.

TRPA General Funds – This funding comes directly from the TRPA general budget and is used as a non-federal match to leverage federal planning funds.

TDA (Planning and Administration) – This State of California funding is provided through the California Transportation Development Act (TDA) and can be used for administration of the TDA program, and transportation planning activities.

NOTE: 1) All activities and products identified in the following Work Elements are part of the regional transportation planning process and are assumed to be eligible expenses for the budgeted funding sources unless otherwise noted. 2) Each task identifies the responsible party for carrying out the task: (S) Staff TRPA/TMPO, (C) Consultant and (OO) Outside organization. Specific Consultants are identified where known.

WORK ELEMENT 101: PROGRAM ADMINISTRATION

PURPOSE

To support tasks necessary for the overall administration of the regional transportation planning program; to support the MPO core planning function to provide on-going management of the OWP/UPWP; to support staff career development through professional trainings and seminars related to transportation planning.

DISCUSSION

The TRPA regional transportation planning program is administered through a Unified Planning Work Program (UPWP), also known as an Overall Work Program (OWP). The OWP must include all anticipated transportation planning activities proposed with federal and state planning funds. As a priority MPO core planning function, TRPA staff develops the OWP in a transparent public process and is ultimately adopted by the MPO Governing Board.

The Lake Tahoe Region is recognized as a Transportation Management Area (TMA) with a total population of 210,000 by USDOT (U.S.C. Title 23 § 134 -Highway-FHWA, U.S.C. Title 49 § 5303 - Transit-FTA). As a TMA there are additional requirements that address congestion management, additional planning and programming considerations, and FHWA Planning Certification reviews every four years. The activities included in this work element involve administrative efforts to support the MPO program as required by federal planning statues. TRPA completed its second Federal Certification Review as a TMA in 2023 and had no corrective actions and one commendation regarding its performance-based approach to planning programming.

TRPA invests in the professional development of its workforce to aid in creating a high-performance organization.

PREVIOUS WORK

- FY 24/25 OWP administration and financial reporting
- TRPA staff attended in-person and virtual transportation planning professional development trainings

PRODUCTS		COMPLETION DATE
P-1	Closeout FY 24/25 OWP	August 2025
P-2	Final FY 25/26 OWP and OWPA	July 2025
P-3	Quarterly Progress Reports	Quarterly
P-4	FY 25/26 OWP Amendment(s)	April 2026
P-5	Draft FY 26/27 OWP	March 2026

TASKS

T-1 Overall Work Program/Budget

- (Staff)
- Administer FY 25/26 OWP document and related amendments (P-2 & P-4)
 - Coordinate quarterly and end of year reporting (P-1 & P-3)
 - Provide grant management and oversight of transportation planning grants
 - Budget and funding agreement administration
 - Host annual meeting, with State and Federal partners to review proposed FY 26/27 OWP initiatives
 - FY 26/27 OWP development (P-5)

T-2
(Staff)

Staff Development in Regional Transportation Planning

- Support internal cross training to promote diverse staffing capabilities in regional transportation planning
- Attend trainings, both in-house and outside courses and seminars, that directly relate to transportation planning

Work Element 101 Budget:

REVENUES	EXPENDITURES
Direct Costs:	Direct Costs:
TRPA General \$15,000	Travel/Training \$15,000
Subtotal: \$15,000	Subtotal: \$15,000
TMPO Staff:	TMPO Staff:
FHWA PL (CA) \$119,860	
-Toll Credits (CA-PL) \$13,748	Wages/Benefits: \$78,642
TRPA General \$8,421	Est. Indirect Cost: \$49,639
Subtotal: \$128,281	Subtotal: \$128,281
Total: \$143,281	Total: \$143,281

**Toll Credits are displayed for tracking purposes and are not a form of cash or revenue.

WORK ELEMENT 102: TRANSPORTATION DEVELOPMENT ACT

PURPOSE

To administer requirements of the California Transportation Development Act (TDA); to process the Local Transportation Funds (LTF) and State Transit Assistance (STA) funds for allocation to local entities; to prepare the annual Unmet Transit Needs Assessment; to monitor the completion of necessary operational and financial audits; to conduct productivity and efficiency analysis of TDA-funded transit operations per TDA requirements and provide recommendations; and to administer SB125 funds for transit operations and capital improvements.

DISCUSSION

LTF and STA funds are eligible for funding transportation projects in the Tahoe Region. TRPA, serving as the Regional Transportation Planning Agency, is responsible for processing and monitoring the distribution and use of these funds. These required roles help TRPA ensure LTF and STA funds are being administered in accordance with TDA requirements.

One of the annual tasks included in this work element is the “Unmet Transit Needs” process, which TRPA conducts in alignment with California Public Utilities Code (PUC) Section 99401.5. TRPA’s unmet transit needs process is accomplished through the Social Services Transportation Advisory Council (SSTAC), with additional assistance from the Tahoe Area Coordinating Council for the Disabled (TACCD), Access Tahoe, the Truckee - North Tahoe Transportation Management Association (TNT-TMA), Community Collaborative of Truckee Tahoe (CCTT), and the South Shore Transportation Management Association (SSTMA). There may be a transition of some transit services on the South Shore to a newly formed Joint Powers Authority between the City of South Lake Tahoe and El Dorado County. Staff will be working closely with the newly established Joint Powers Authority as plans are formalized. The process is also conducted in cooperation with Placer County Transportation Planning Agency (PCTPA) and Nevada County Transportation Commission (NCTC). The unmet needs process is also coordinated with transit operators and short-range transit plan development.

All TDA funds are used for public transit, therefore TRPA conducts unmet needs hearings as transit forums that provide for the identification of needs and direct operational feedback to transit operators. SSTAC reviews the information annually at a public hearing.

Per PUC Section 99244, TRPA is required to annually identify, analyze, and recommend potential transit productivity improvements, which could lower operating costs and increase efficiency. TRPA fulfills this requirement with the Transit Productivity Improvement Program (PIP) that monitors operations data and works cooperatively with the transit operators to implement recommended service improvements.

TRPA will continue administering CalSTA SB125 funding, which includes Transit and Intercity Rail Capital Program (TIRCP) and Zero-Emission Transit Capital Program (ZETCP) funds for transit operations and capital support. Administration funding for TRPA will support fund administration, data collection, and required reporting to CalSTA.

PREVIOUS WORK

- Completed Triennial Performance Audits of transit operators receiving TDA funds
- Utilized TDA Handbook for use by claimants
- Provided LTF and STA Estimates
- Processed TDA Claims

PRODUCTS	COMPLETION DATE
P-1 Release Final LTF Apportionments	September 2025
P-2 Submit TDA Schedule of Performance Audits	October 2025
P-3 Submit Annual Report of Financial Transactions	October 2025
P-4 Conduct and document Unmet Transit Needs/Transit Forums	October 2025
P-5 SB125 ZETCP annual report	October 2025
P-6 SB125 TIRCP annual report	December 2025
P-7 Complete claimant and TRPA Financial Audits	December 2025
P-8 Release LTF and STA Preliminary Findings of Apportionment	February 2026
P-9 Prepare and produce FY 24 Unmet Transit Needs Assessment	March 2026
P-10 LTF and STA allocation instructions to County Auditors	June 2026
P-11 Triennial Performance Audits	June 2026

TASKS

- T-1 **TDA Administration**
(Staff)
 - Process TDA Claims: notify claimants of funds available for apportionment; process claims for TRPA approval; submit allocation instructions to Auditor-Controllers (P-1, P-2, P-8 & P-9)
 - Monitor quarterly reports from Auditor-Controllers
 - Audit Coordination: provide assistance to auditors for TRPA fiscal audits; monitor completion and submittal of claimant audits and Triennial Performance Audit (P-3, P-7, P-10, and P-11)
 - Review statutes, rules and regulations, and pending legislation pertinent to transit and transit funding
 - Analyze service performance and recommend productivity improvements
 - Maintain and update TRPA TDA Handbook as necessary

- T-2 **Social Services Transportation Advisory Council**
(Staff)
 - Preparation and coordination for holding unmet transit needs/transit forum hearings
 - Conduct meetings of the SSTAC on the north and south shores

- T-3 **Unmet Transit Needs**
(Staff)
 - Review and analyze Unmet Transit Needs, make a determination to the SSTAC regarding unmet transit needs and those that are reasonable to meet, discuss, review and accept the Transit Needs Assessment (P-9)
 - Conduct and document unmet transit needs hearings and outreach efforts with all groups, populations and their community leaders. (P-4)

- T-4 **SB125 Fund Administration**
(Staff)
 - Manage and administer SB125 funding to eligible transit operators. Collect required data and submit to CalSTA annually as required (P-5 and P-6).

Work Element 102 Budget:

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
TRPA General	\$20,000		
TDA Administration	\$25,000	TDA Triannual Financial Audit	\$45,000
	Subtotal: \$45,000		Subtotal: \$45,000
TMPO Staff:		TMPO Staff:	
CalSTA SB125	\$30,000		
TRPA General	\$37,835		
TDA Administration	\$5,000		
	Subtotal: \$72,835	Wages/Benefits:	\$44,651
		Est. Indirect Cost:	\$28,184
		Subtotal:	\$72,835
	Total: \$117,835	Total:	\$117,835

**Toll Credits are displayed for tracking purposes and are not a form of cash or revenue.

WORK ELEMENT 103: PUBLIC OUTREACH AND COORDINATION

PURPOSE

To support policy boards and attend various local, regional, state, and federal meetings; to coordinate and involve community members, visitors, organizations, and individuals, including the Washoe Tribe of Nevada and California in the regional transportation planning process; to utilize electronic and innovative outreach to maximize the reach to the public; to monitor and report on outreach effectiveness in the next Public Participation Plan (PPP)

DISCUSSION

As part of the regional transportation planning process, staff supports the TRPA/MPO Governing Board and Tahoe Transportation Commission through the development of agendas, staff reports and other board requests. TRPA's regional transportation planning and programming process fosters coordination, consultation, and cooperation and includes participation in various local, regional, state, and federal meetings and committees. Regional collaboration is one of TRPA's core functions. The approach to public involvement and reporting on effectiveness of outreach is contained in the 2024 [TRPA Public Participation Plan \(PPP\)](#) and is updated every four years prior to the development of the Regional Transportation Plan.

TRPA has established a transparent inclusive regional transportation planning process that invites and solicits public input on proposals. Existing policies and procedures are in place to ensure a non-discriminatory transparent public process and are documented in [TRPA's Title VI program](#).

TRPA engages with the Washoe Tribe of California and Nevada through coordination meetings that ensure the Washoe Tribe is involved and aware of transportation policies and projects under consideration in the region. This consultation with the Washoe Tribe is considered a formal government-to-government consultation and is above and beyond any general public outreach. As a member of the TTC, the Washoe Tribe is formally included in the regional planning process and has an additional opportunity to provide input on various transportation and associated environmental considerations affecting Tribal interests. TRPA public outreach through the recently completed transportation studies include multiple meetings with Washoe Tribe. TRPA is engaging with the Washoe Tribe to formalize the government-to-government consultation process through a Memorandum of Understanding (MOU) between TRPA and the Washoe Tribe. Recently the Washoe Tribe of California and Nevada designated a liaison with dedicated office space in the TRPA building. Staff are working closely to support their involvement in various transportation related topics.

TRPA coordinates extensively with the sole Federal Land Manager in the Lake Tahoe Basin, the US Forest Service (USFS), to coordinate public access, transit and parking in support of regional transportation goals. TRPA is also working closely with Central Federal Lands Division of FHWA on their Nevada Federal Lands Connectivity Study that is cataloging federal land access needs. Recreational travel and public access are a significant consideration of Lake Tahoe's transportation planning given popular recreation sites are where the region feels most of the congestion requiring essential collaboration and coordination with the USFS to achieve the Goals of the RTP and requirements of the TMPO.

TRPA actively engages with agency partners, key stakeholder groups, and the public on a variety of transportation topics and planning processes. The 25/26 Fiscal Year will be heavily focused on outreach for the 2025 updated Intelligent Transportation System Plan and tangential work with the basin's first responders on identifying projects to combat environmental hazards.

Established open communication channels for dialogue through interactive web tools, social media, e-newsletters, workshops, events, and speaker series deepens public understanding of transportation issues and provides continual input for planners. TRPA continues to use of on-line meeting platforms that provide more options via telephone for engagement in meetings, expanding the agencies reach to those without computers.

TRPA continues to improve access to information by making documents and data readily available to the public in both electronic and print versions, including key documents translated to Spanish and other languages as necessary. The recently updated TRPA transportation website is maintained to provide the latest information – www.trpa.gov/transportation/.

PREVIOUS WORK

- Coordinated on outreach and planning with the newly expanded micro transit operated by the South Shore TMA
- Continued participation with north and south shore Transportation Management Associations to promote Commute Tahoe engaging transit providers, large business and public agency operators of the Tahoe region to provide employee transportation options
- Completed updates for the Title VI and Limited English Proficiency Plans
- Maintained on-going communication with the public through press releases, updates to the web site, and social media on transportation planning activities and concepts
- Completed an update to the Public Participation Plan
- 2025 RTP/SCS Outreach Strategy

PRODUCTS	COMPLETION DATE
P-1 Quarterly Transportation E-Newsletter	Quarterly
P-2 TRPA website and social media updates to promote new programs, meetings and news	Monthly
P-3 Board and Committee Staff Reports and Technical Analysis	Monthly

TASKS

- | | |
|----------------|---|
| T-1
(Staff) | <p>TRPA Board Support and Regional Coordination (P-3)</p> <ul style="list-style-type: none"> • Development of agendas, staff reports, technical analysis, and related materials for public and board distribution • Preparation for and participation in local, regional, state, and federal committees, ad hoc meetings, and workshops directly relating to regional transportation planning |
| T-2
(Staff) | <p>Tribal Government Coordination, Consultation, and Collaboration</p> <ul style="list-style-type: none"> • Confer with Washoe Tribe of Nevada and California regarding transportation plans and programs via meetings, TTC agendas, direct correspondence, and response to issues raised by the Tribal government. • Formalize government-to-government partnership approach with the Washoe Tribe |
| T-3
(Staff) | <p>Public Participation and Involvement</p> <ul style="list-style-type: none"> • Administer the Public Participation Plan (PPP), including documented public involvement procedures. • Incorporate Transportation Study engagement recommendations into public outreach for the RTP/SCS update. • Release public notices and other public information to media outlets as appropriate. • Produce maps, brochures, displays, and other visualization tools supporting transportation. |

- Participate in and hold public meetings and workshops for various transportation planning concepts and issues.
- Participate in appropriate regional events to support and promote regional transportation goals and current transportation planning initiatives.
- TRPA transportation program web maintenance and content updates (P-2)
- Produce e-newsletters for regional transportation issues and engagement opportunities (P-1)
- Support community participation and education workshops, speaker series, and webinars.
- Participate in the Bi-State Transportation Consultation Group as needed, a cabinet-level working group representing high-level officials from the States of California and Nevada, Federal agencies, Local Government, and private sector partners.

T-4 Transportation Management Association Coordination

(Staff, North and South Shore TMAs)

- Work with SSTMA and TNT-TMA, local jurisdictions, and other community groups to generate partnerships to support effective and widespread adoption and monitoring of TDM program strategies including Commute Tahoe.
- Coordinate with TTD, Tahoe Chamber, Lodging and Visitor Associations, and Recreation Providers to strategize on various transportation issues (local work force, visitor management, leveraging investments and resources, improved communication, etc.) and generate targeted recommendations and identify opportunities for public/private partnerships.

T-5 Consultation and Coordination with Federal Land Management Agencies

- Coordinate with federal land management agencies USFS and Federal Highway Administration Central Federal Lands In accordance with 23 CFR 450.316I

T-6 Civil Rights

(Staff)

- Title VI, ADA program management, compliance, monitoring, and reporting
- Administer TRPA Title VI and Limited English Proficiency Plans

Work Element 103 Budget:

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
FHWA PL (CA)	\$6,689	Noticing/Advertising/Meetings	\$20,000
-Toll Credits (CA-PL)	\$767	TMA Cooperative Agreements	\$27,000
FHWA PL (CA 24/25 Carryover) - Expires 6/30/27	\$16,295	Subscriptions/Dues*	\$12,000
-Toll Credits (CA-PL Carry)	\$1,869	<i>*Not funded by CPG funds</i>	
FTA 5303 (CA)	\$500		
-Toll Credits (CA-5303)	\$57		
FTA 5303 (CA 24/25 Carryover) - Expires 6/30/27	\$7,845		
-Toll Credits (CA-5303 Carry)	\$900		
TRPA General	\$1,000		
TDA Planning	\$26,671		
Subtotal:	\$59,000	Subtotal:	\$59,000
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$154,965		
-Toll Credits (CA-PL)	\$17,774		
FHWA PL (NV)	\$80,000		
FTA 5303 (NV)	\$14,567	Wages/Benefits:	\$164,230
TRPA General	\$18,360	Est. Indirect Cost:	\$103,662
Subtotal:	\$267,892	Subtotal:	\$267,892
Total:	\$326,892	Total:	\$326,892

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WORK ELEMENT 104: REGIONAL INTERMODAL PLANNING

PURPOSE

To carry out and support the integration of federal, state, and local transportation planning processes; to complete activities and products to satisfy core planning functions, federal metropolitan planning requirements, and California and Nevada requirements; to support transportation policy development and analysis; to consider all modes of transportation in implementing regional transportation goals; to support corridor-level transportation planning; to develop innovative transportation demand management programs; to develop partnerships inside and outside of the region to further transportation goals and implementation of transportation plans.

DISCUSSION

TRPA, in its role as the Metropolitan Planning Organization, supports the ***continuing, comprehensive, and coordinated transportation planning process*** to establish a multi-modal transportation system that can adapt to the continually evolving goals and needs of the Lake Tahoe Region and its diverse communities. Transportation staff will develop planning studies in-house, contract for planning services by consultants, support partner agency planning studies, conduct public hearings, hold meetings on specific issues with affected public agencies, the general public, and interest groups through various outreach efforts, including community workshops.

The 2025 RTP/SCS includes a focus on transit, ensuring access to jobs and services, and that all communities have access to recreation destinations.

Additionally, TRPA will continue to coordinate projects and seek funding opportunities for the adopted Washoe County Tahoe Transportation Study for the incline Village area of the county. TRPA will continue supporting corridor planning on the US 50 East Corridor between Stateline and Spooner Summit in Nevada and the Highway 89/50 Meyers Corridor in California. TRPA will also continue to participate in the US50 South Shore Community Revitalization planning and support SR89/Emerald Bay Access Study recommendations.

The TRPA has committed to an adaptive policy framework that will provide for coordinated updates and implementation of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years, or as otherwise necessary. The Tahoe Region is maximizing the effectiveness of having integrated land use and transportation plans that support regional, federal and state goals. TRPA will begin implementation of the 2025 RTP/SCS (Connections 2050) with partners and will continue development of several supporting modal plan updates, data collection (WE105 and 108), and necessary studies.

TRPA is continuing to focus on coordination with public and private sector partners to share research and increase awareness of existing travel options for residents and visitors. The Transportation Demand Management (TDM) program, building on the former working group will move into increased awareness of employer transportation options through participation in the Commute Tahoe program. TRPA will focus on large employers through the Commute Tahoe program with assistance from the TNT-TMA and SSTMA (WE103) to reach out to medium and small employers to ensure the program is improving access to jobs regardless of employer size. TRPA will also continue to support the annual Tahoe Bike Month to increase transportation options in the Region.

In addition to the Regional Transportation Plan, TRPA maintains various modal specific plans including the Active Transportation Plan (ATP), Coordinated Human Services Transportation Plan (CHSTP), and Intelligent Transportation Systems (ITS) Plan. The 2025 CHSTP will ensure compliance with 5310 FTA funding and provide valuable input for updates to regional and local transit plans.

TRPA also supports the Region’s transit operators in updating short-range transit plans and coordinates with local and state led safety, goods movement, aviation, and system management planning efforts. The Tahoe Transportation District (TTD) is working through a transition of services that may change operators on the south shore. The Tahoe Area Regional Transit (TART) agency is working through an update to their Short-Range Transit Plan (SRTP). TRPA staff will support and ensure SRTP implementation and recommendations align with the regional planning processes and recommendations included in the 2025 RTP/SCS. Additionally, the SSTMA role may change slightly after administration of micro transit. The north shore continues to operate a very successful microtransit program that staff will continue to track, coordinate and see integrated with the main line services. Staff will be working closely with all transit operators on securing more transit operating dollars to ensure existing services remain, and potentially expand locally and regionally. Utilizing Senate Bill 125 funding staff will lead, with consultant support, a Comprehensive Operations Analysis to analyze transit operations locally and regionally.

As a recognition of the impact of the visitor market to Lake Tahoe’s transportation system, TRPA will continue to increase participation in other Northern California Megaregion planning efforts. The shared interests of surrounding transportation agencies, including Sacramento Area Council of Governments (SACOG), the Placer County Transportation Planning Agency, the Washoe County Regional Transportation Commission (Washoe RTC), county and local governments support a partnership approach to identifying inter-regional transportation solutions.

PREVIOUS WORK

- Draft Policies/Goals to 2025 RTP/SCS: Connections 2050
- Commute Tahoe program updates
- Coordinated local Area Plans and project consistency with 2020 RTP/SCS
- Preparation for Transit Rider Surveys
- Supported SR89 Corridor Management Plan, parking, trail connections and transit services
- Completed 2025 RTP/SCS Technical Methodology
- Established quarterly collaboration meetings with the Nevada County Transportation Commission and Placer County Transportation Planning Agency

PRODUCTS	COMPLETION DATE
P-1 WE104.1 Final 2025 RTP/SCS	July 2025
P-2 WE104.1 TDM Educational Materials and Website Update	Ongoing
P-3 WE104.2 2025 Coordinated Human Services Plan	July 2025
P-4 WE104.2 Transit Rider Surveys	December 2025
P-5 WE104.2 Complete Street Standards for Town Centers	June 2025
P-6 WE104.2 Draft Comprehensive Operations Analysis – existing conditions and needs.	June 2025

TASKS 104.1

Regional Transportation Plan Maintenance and Coordination

T-1

(Staff & Consultant)

Regional Transportation Plan (Core Planning Function)

- Final 2025 RTP/SCS. (P-1)
- Administration of 2025 RTP/SCS, including coordinating with state, local, and federal partners to explore funding opportunities to implement the plan.
- Participate in public and interagency meetings as a transportation technical resource.
- Develop special studies as needed for implementation of the 2025 RTP/SCS (i.e.: technology, freight, aviation, etc.)
- Review projects and area plans to ensure consistency with established transportation plans and 2025 RTP/SCS policies.
- Coordinate partners to advance implementation of the SR 89 Corridor Management Plan.
- Coordinate regional partners to advance implementation of the Washoe County Tahoe Transportation Plan.

T-2

(Staff)

Inter-Regional Planning

- Continue collaboration in formal planning partnerships with surrounding transportation agencies (Northern California Megaregion – SACOG, MTC, San Joaquin Valley, Washoe RTC, Placer County Transportation Planning Agency etc.)
- Identify freight movement issues and continual coordination with Nevada DOT and Caltrans on State Freight Plans
- On going support for Tahoe-Truckee PEV and serve as a regional ombudsman.

T-3

(Staff)

Aviation/Rail/Freight Planning

- Coordinate with Caltrans Division of Aeronautics and CSLT on Lake Tahoe Airport ground transportation access, resiliency and reliability planning.
- Encourage connections to Lake Tahoe in State Rail Plans in California and Nevada and contribute to planning and studies for passenger rail across the I-80 corridor.
- Coordinate with State Freight Plans and associated freight programs

T-4

(Staff, North and South Shore TMAs & Other Organizations)

Transportation Demand Management

- Work with TNT-TMA, SSTMA and employers to support the Commute Tahoe Program
- Work in partnership with Lake Tahoe Bicycle Coalition and support the annual Tahoe Bike Month
- Coordinate the Safe Routes to School Program, transportation education and community outreach program with local advocacy groups encouraging stakeholders to implement programs
- Disseminate educational materials related to Commute Tahoe strategies and programs. (P-2)

- Update www.linkingtahoe.com website to include information on existing transportation options

Work Element 104.1 Budget:

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
FHWA PL (CA)	\$5,000	Regional Planning Tech Svcs.	\$35,000
-Toll Credits (CA-PL)	\$574		
FTA 5303 (CA 24/25 Carryover) - Expires 6/30/27	\$17,500		
-Toll Credits (CA-5303 Carry)	\$2,007		
TDA Planning	\$12,500		
Subtotal:	\$35,000	Subtotal:	\$35,000
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$50,909		
-Toll Credits (CA-PL)	\$5,839		
FTA 5303 (CA)	\$25,024		
-Toll Credits (CA-5303)	\$2,870		
FHWA PL (NV)	\$81,175		
FTA 5303 (NV)	\$8,387	Wages/Benefits:	\$132,750
TRPA General	\$51,047	Est. Indirect Cost:	\$83,792
Subtotal:	\$216,542	Subtotal:	\$216,542
Total:	\$251,542	Total:	\$251,542

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TASKS 104.2 Complete Streets, Modal Planning and Programs

T-1
(Staff & Consultant)

Intelligent Transportation Systems

- Maximize efficiency of the existing roadway network through the use of technology.
- Encourage the use of Intelligent Transportation Systems (ITS) consistent with the *Lake Tahoe ITS Architecture and Strategic Plan* and coordinate update of the plan (WE108).
- Coordinate with EDCTC, PCTPA, TMA's, NDOT, Caltrans, and local jurisdictions regarding traveler information, adaptive roadway management, and emergency planning between mega region and Tahoe through participation on committees and other relevant efforts.
- Continue evaluation and gain endorsement of a transportation trip planning platform to coordinate and increase awareness of inter-regional and intra-regional travel options and pilot a regional application with a recreation focus.
- Provide recommendations and coordinate with State DOTs and local jurisdictions regarding traffic signalization improvements Region-wide.
- Continue development of the update to the existing ITS plan in coordination with implementation of the PROTECT grant where communication infrastructure gaps and future projects will be identified along with resilient transportation infrastructure projects.

T-2 **Transportation Alternatives Planning & Complete Streets**

(Staff & Consultant)

- Monitor and utilize state and federal bicycle and pedestrian planning requirements and other resources.
- Coordinate with regional partners of the Lake Tahoe Destination Stewardship Council on transportation policy and planning.
- Support local agency bicycle and pedestrian program grant applications and regional bicycle and pedestrian transportation projects and program implementation that increase transportation alternatives for all.
- Support development of town-center complete street standards that implement the vision and projects identified in approved transportation plans (P-5)

T-3
(Staff)

Safety Planning

- Support local agency grant applications for safety projects identified in the TRPA Safety/Vision Zero Strategy.
- Support City of South Lake Tahoe Vision Zero Implementation.
- Support implementation of recommended best practices for safety data collection and reporting.
- Participate on Nevada Vulnerable Road User Task force and regional safety groups.

T-4
(Staff & Consultant)

Transit Planning

- Administer Transit Planning MOU between TMPO/TRPA, TTD, and Placer County
- Collect and monitor operating data identified by the Transit Planning MOU to support regional performance measures and transit data reporting
- Develop supporting analysis and materials regarding transit recommendations from the 2025 RTP/SCS
- Support the update and integration of Short-Range Transit Plans (next 1-5 years) for transit operators in the region.
- Coordinate with transit partners to update the Coordinated Human Services Transportation Plan (CHSTP) (P-3)
- Partner with TART and TTD to conduct periodic rider surveys and other outreach to assess current service and provide recommendations based on survey results (P-4)
- Coordinate transit elements of regional emergency preparedness programs.
- Notify transit operators of available funding and grants for transit
- Coordinate with other service providers to plan for inter-regional connections (i.e. Washoe RTC, Carson City RTC, Capitol Corridor JPA, SACOG, SacRT, Placer County Transportation Planning Agency, Etc.)
Centralize monitoring of regional transit data and utilize www.LakeTahoeinfo.org to share and display data
- Complete existing conditions and needs Comprehensive Transit Operations Analysis for the Tahoe Basin. (P-6)

Work Element 104.2 Budget:

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
FHWA PL (CA)	\$36,089	Transit/TDM Support Svcs.	\$65,000
-Toll Credits (CA-PL)	\$4,139	Modal Planning	\$75,000
FHWA PL (CA 24/25 Carryover) - Expires 6/30/27	\$80,411		
-Toll Credits (CA-PL Carry)	\$9,223		
TRPA General	\$11,000		
TDA Planning	\$12,500		
Subtotal:	\$140,000	Subtotal:	\$140,000
TMPO Staff:		TMPO Staff:	
FHWA PL - Complete Streets (CA) - Expires 6/30/26	\$19,270		
FHWA PL (CA)	\$141,514		
-Toll Credits (CA-PL)	\$16,232		
FTA 5303 (CA)	\$47,768		
-Toll Credits (CA-5303)	\$5,479		
FHWA PL - Complete Streets (NV) - Expires 6/30/26	\$7,762		
FHWA PL (NV)	\$28,409		
FHWA PL (NV) - Carryover	\$10,228		
FTA 5303 (NV)	\$4,001	Wages/Benefits:	\$199,840
TRPA General	\$67,027	Est. Indirect Cost:	\$126,139
Subtotal:	\$325,979	Subtotal:	\$325,979
Total:	\$465,979	Total:	\$465,979

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WORK ELEMENT 105: TRANSPORTATION DATA MANAGEMENT AND FORECASTING

PURPOSE

To administer the regional transportation data collection and modeling efforts of TRPA; to collect the necessary transportation, demographic, and land use information to support transportation planning; to analyze development project applications for impacts to implementation of regional transportation goals at the project level; to analyze different planning scenarios and impacts of regional land use and transportation proposals; to support data requests from staff, partners, and the general public; to support the refinement of transportation measures that support regional goals; to provide the results of annual monitoring to the public and partners; to coordinate data collection among TRPA, state DOTs, and local agencies to support various data needs.

DISCUSSION

The Lake Tahoe Region continues to develop a centralized regional information website www.laketahoeinfo.org that provides a transparent platform for coordinating and disseminating regional data, project-level details, and information on the transportation performance-based planning framework. Transportation monitoring data is easily accessible on the Monitoring Dashboard (<https://monitoring.laketahoeinfo.org/>). Another valuable transportation planning and programming tool is the Transportation Tracker (<https://transportation.laketahoeinfo.org/>) that provides project level funding and performance data that supports the RTP/SCS, FTIP and other key transportation planning efforts. The online [Project Impact Assessment \(PIA\) tool](#) provides TRPA staff, local jurisdictions, and the development community the ability to understand a project's impact to transportation using vehicle miles travelled at any stage of the development process, from idea to application – ensuring projects are supporting regional VMT reduction goals.

TRPA is responsible for the collection, analysis, and dissemination of transportation data to support the regional transportation planning process. In addition to supporting data needs for recent performance-based planning requirements discussed in Work Element 106, a critical role is travel demand forecasting. Currently TRPA utilizes its travel demand model package (TransCAD) to assess the effect of proposed land use and transportation proposals on various aspects of the region. An on-going transportation data collection program is in place and provides data on levels of use of the transportation system. Purchased data sets are also an efficient tool to supply difficult to obtain data for analysis. TRPA has utilized the latest data to begin updates to primary inputs to the travel demand model to provide the base and forecast analysis for the 2025 RTP/SCS. TRPA convenes a model/data working group as needed to provide a venue to discuss data collection and reporting, model updates, new techniques and data availability among various stakeholders and technical users of TRPA's model data.

PREVIOUS WORK

- Maintained Transportation Tracker and Monitoring Dashboard to include new sources to display up to date transportation data.
- Coordinated existing and future data needs for the Biannual Transportation Performance Reports
- Maintained the Project Impact Analysis online tool to the public for assessment of project impacts.
- Completed new dashboard for auto congestion.

PRODUCTS		COMPLETION DATE
P-1	Publish transportation monitoring data to LakeTahoeinfo.org	Quarterly
P-2	Track and publish transportation performance via dashboards and visual tools on Laketahoeinfo.org	Quarterly
P-3	Project Impact Assessment Tool – updates and maintenance	Ongoing

TASKS

T-1 (Staff)	<p>Data Management</p> <ul style="list-style-type: none"> • Manage, update, and make available various transportation data sources utilized by TRPA. • Develop and manage Transportation Tracker including monitoring programs, measures and trend analysis through www.LakeTahoeinfo.org (P-1). • Support backend data utilized for project level and regional congestion assessment.
T-2 (Staff & Consultant)	<p>Performance Measure Data Collection (P-2)</p> <ul style="list-style-type: none"> • Coordinate data from local jurisdictions, transit operators, and state DOTs in response to established federal performance measure targets. • Collect and analyze bicycle/pedestrian monitoring data and reporting in accordance with established monitoring protocol • Develop best practices mode share estimates for the region. • Collect and analyze zero emission vehicle and infrastructure data. • Coordinate safety data and reporting in accordance with Vizion Zero Strategy. • Coordinate transit monitoring data and reporting in accordance with the Transit Productivity Improvement Program (TPIP). • Collect and analyze other relevant transportation and demographic data for the 2025 RTP/SCS.
T-3 (Staff & Consultant)	<p>Travel Demand Modeling</p> <ul style="list-style-type: none"> • Support modeling for maintenance and updates to the project impact assessment tool and vehicle congestion standard monitoring (P-3). • Maintain travel demand model to enhance functionality and new tools as necessary to support transportation planning. • Continue to utilize existing and new data sources to improve analysis capabilities.

Work Element 105 Budget:

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
FHWA PL (CA)	\$11,073	Data and Forecasting System Svcs.	\$125,000
-Toll Credits (CA-PL)	\$1,270	Data Collection Contract Svcs.	\$75,000
FHWA PL (CA 24/25 Carryover) - Expires 6/30/27	\$153,973		
-Toll Credits (CA-PL Carry)	\$17,661		
FTA 5303 (CA)	\$500		
-Toll Credits (CA-5303)	\$57		
FTA 5303 (CA 24/25 Carryover) - Expires 6/30/27	\$16,238		
-Toll Credits (CA-5303 Carry)	\$1,863		
TDA Planning	\$18,216		
Subtotal:	\$200,000	Subtotal:	\$200,000
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$44,138		
-Toll Credits (CA-PL)	\$5,063		
FTA 5303 (CA)	\$28,084		
-Toll Credits (CA-5303)	\$3,221		
FHWA PL (NV)	\$52,500		
FTA 5303 (NV)	\$13,845	Wages/Benefits:	\$96,659
TRPA General	\$19,103	Est. Indirect Cost:	\$61,011
Subtotal:	\$157,670	Subtotal:	\$157,670
Total:	\$357,670	Total:	\$357,670

**Toll Credits are displayed for tracking purposes and are not a form of cash or revenue.

WORK ELEMENT 106: PROJECT TRACKING AND FINANCIAL MANAGEMENT

PURPOSE

To support the selection of transportation projects for state and federal funding; to document funded projects in the Federal Transportation Improvement Program (FTIP); to support project implementation through identification of available state and federal funds; to provide workshops, training, technical assistance, and information to assist local partners with timely implementation of transportation projects in Lake Tahoe; to distribute and program various federal and state funding sources; to establish a project tracking system to ensure the appropriate funding is available for timely completion of transportation projects.

DESCRIPTION

TRPA, as the MPO, is required to adopt and maintain a Transportation Improvement Program intended to coordinate and track federal funds used for transportation projects. As a core MPO planning function, staff will continue maintaining the current 2025 FTIP through administrative modifications and amendments to maintain required financial constraint and accountability until a new FTIP is adopted. The development of the draft 2027 FTIP will begin in February 2026. TRPA also tracks ongoing available federal and state transportation funding sources and grant opportunities to share with project partners to strategically utilize limited funding. The TRPA funding webpage includes a listing of current funding opportunities and funding program fact sheets. Funding notices, webinars, and trainings are also disseminated through email to local partners.

TRPA is responsible for project selection and regional distribution of various federal and state funding sources. TRPA administers a [Regional Grant Program](#) to conduct project selection for multiple Federal and State funding programs to ensure consistency with regional goals and the RTP/SCS. The selection is in coordination with the biannual Transportation Performance Assessment that includes recommendations for adaptive management responses. As funding is

awarded to projects in the Lake Tahoe Region project programming, monitoring and tracking is required to ensure the funds are used in a timely manner. TRPA staff works with Caltrans, NDOT, FTA and FHWA on the administration of various programs. This includes participation in multiple working groups, distributing information on discretionary programs, incorporating funding sources into the Regional Grant Program and coordinating and tracking regional grant program requests. Staff will be tracking new infrastructure laws as the current one, will expire in September 2026.

In addition to FTIP administration TRPA, as the Regional Transportation Planning Agency (RTPA) in California, is required to adopt and maintain a Regional Transportation Improvement Program (RTIP) to track state transportation funding specifically. The next RTIP update will be adopted December 2025.

In order to provide transparency for transportation projects, the Transportation Project Tracker (transportation.laketahoeinfo.org) displays real-time project tracking and information for the public and implementation partners. The tracker involves significant coordination with local implementation partners and serves as the transportation project database for both the RTP and FTIP. The Tracker also includes a link to TRPA’s Performance-Based Planning program.

PREVIOUS WORK

- Maintenance of the 2023 FTIP
- Adoption of the 2025 FTIP
- Maintenance of the 2025 FTIP
- Maintenance of the 2024 RTIP
- Development of the 2025 RTP funding and project elements
- Participation in the California Regional Transportation Planning Agency Working Group
- Participation in the California Federal Programming Group (CFPG)
- Participation in the Nevada statewide STIP/TIP Working Group
- Coordination with California, Nevada, FHWA and FTA, and local agencies in project programming
- Annual Federal Obligations Report FFY 2024

PRODUCTS		COMPLETION DATE
P-1	Maintenance of the 2025 FTIP	Ongoing
P-2	Maintenance of the 2024 RTIP	March 2026
P-3	Development and adoption of the 2026 RTIP	December 2025
P-4	Maintenance of 2026 RTIP	Ongoing
P-5	Annual Federal Obligation Report	December 2025
P-6	2025 Regional Grant Program	January 2026

TASKS

(STAFF) All to be completed by staff

- | | |
|-----|--|
| T-1 | <p>Federal Transportation Improvement Program (FTIP) (Core MPO Planning Function)</p> <ul style="list-style-type: none"> • Monitor and maintain the current FTIP and NDOT E-STIP through administrative modifications and amendments (P-1) • Development of the draft 2027 FTIP |
|-----|--|

- Maintain California Transportation Improvement Program System (CTIPS) database and Nevada electronic Statewide Transportation Improvement Program (E-STIP)
- Publish TRPA programming information on <https://www.trpa.gov/transportation/>
- Participate in FHWA-NV/NDOT Planning Executive Group initiatives related to programming
- Participate monthly with CFPG, RTPA Working Group, NDOT STIP/TIP working Group, and Rural Counties Task Force
- Coordination with FHWA CA and NV Division offices, FTA, Caltrans, NDOT, and local agencies on project development and funding
- Coordinate Performance Report Management Responses with project programming

T-2 **Regional Transportation Improvement Program**

- Monitor and maintain the 2024 RTIP (P-2)
- Develop and adopt the 2026 RTIP document December 2025. California Transportation Commission STIP/RTIP adoption March 2026. (P-3)
- Monitor and maintain the 2026 RTIP (P-4)

T-3 **Regional Grant Program**

- Manage the Regional Grant Program (RGP) funding cycles (CMAQ, CRP, STBG, & TAP) (P-6)
- Coordinate priority project identification and reporting efforts
- Monitor and update transportation projects in the Transportation Tracker
- Integration of Transportation Tracker projects between EIP, FTIP, E-STIP, and RTP/SCS
- Support implementation of 2025 RTP/SCS
- Coordinate Performance Report Management responses with grant selection.

T-4 **Project Tracking and Statewide Transportation Improvement Program Coordination**

- Monitor and provide guidance on available federal and state funding programs to project partners.
- Track project performance measures and post project consideration in EIP tracker.
- Continue to improve the EIP Tracker tool for use in transportation funding allocations, programming, and project tracking.
- Coordinate with Caltrans and NDOT regarding STIP consistency with TRPA programming
- Support Caltrans CTIPS database.
- Support NDOT Nevada E-STIP tool.
- Support local transportation partners in maintaining project updates in the EIP tracker and provide assistance with funding programs.
- Prepare annual Obligation Plan for federal funding
- Develop annual list of federal obligated projects (P4)
- Track development of new funding sources for the Regional Transportation Plan

- T-5 **FTA**
- Project application review for consistency with FTIP, programming activities necessary to ensure FTA projects are accurately reflected in the FTIP.
 - Notify transit operators of FTA funding allocations based on the agreed upon process in the Lake Tahoe Region Transit Planning MOU
 - Consideration of Transit Asset Management (TAM) Plans and Public Transportation Agency Safety Plans (PTASP) in FTIP and RTP/SCS.
- T-6 **Documentation**
- Document public outreach on regional programming activities.
 - Coordinate distribution of information regarding location and status of funded projects
 - Conduct program consistent with TRPA Title VI Plan
 - Document continuing, coordinated and comprehensive public outreach processes.

Work Element 106 Budget:

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
	\$0		\$0
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$163,719		
-Toll Credits (CA-PL)	\$18,779		
FTA 5303 (CA)	\$40,163		
-Toll Credits (CA-5303)	\$4,607		
FHWA PL (NV)	\$26,645		
FTA 5303 (NV)	\$15,020		
STIP - Planning, Programming, & Monitoring	\$33,000		
TRPA General	\$65,000	Wages/Benefits:	\$213,675
TDA Administration	\$5,000	Est. Indirect Cost:	\$134,872
	Subtotal: \$348,547		Subtotal: \$348,547
	Total: \$348,547		Total: \$348,547

**Toll Credits are displayed for tracking purposes and are not a form of cash or revenue.

WORK ELEMENT 107: PERFORMANCE-BASED PLANNING

PURPOSE

To enhance and support TRPA's performance-based planning program; to continue a performance-based planning framework that integrates federal, state and regional requirements; to refine performance measure goals and targets for the transportation system and planning program based on federal, state, and regional requirements for the required federal measure Safety (PM1), Pavement and Bridge (PM2), System Performance, Freight, and applicable CMAQ (PM3) measures; to refine and monitor RTP performance measures; to enhance linkages between the planning process and project implementation to evaluate progress toward established regional goals; refine the Congestion Management Process as necessary to support regional transportation goals in accordance with federal planning requirements.

DISCUSSION

Performance-based planning defines current performance levels, establishes target performance levels, and identifies strategies for achieving these targets. This approach was strengthened with the passing of MAP-21 and continued with the FAST Act and IJJA, which requires performance-based plans and programs that establish the foundation and core elements of transportation planning.

In the FAST Act, the Lake Tahoe Region was recognized as a Transportation Management Area (TMA) with a total population of 210,000. Additional TMA requirements include the establishment of a Congestion Management Process (CMP) that evaluates strategies to reduce congestion that do not increase roadway capacity. This CMP requirement aligns well with TRPA's existing mandate to plan for multiple transportation options. The CMP for TMPO will contribute toward the accomplishment of each DOT targets for the portion of the planning area within each State.

The Lake Tahoe Region continues to enhance the practice of evaluating project effectiveness and monitoring progress toward regional and local goals. This process is intended to provide useful information for decision-making, while fostering program alignment across multiple stakeholders. TRPA's performance-based transportation planning framework integrates Federal performance-based planning requirements outlined in MAP-21, the FAST Act, and IJJA, TRPA threshold and Regional Plan performance measures, and various state performance metrics. A biennial transportation performance report will inform the development of the 2025 RTP/SCS. The report will include management and adaptive responses as needed to keep the region on track with its transportation goals.

Performance Management Framework is supported in this OWP including data collection in WE105, funding/project selection outlined in WE106, RTP implementation in WE104, corridor management planning, Vision Zero Safety Strategy, and all bike and pedestrian policies that all influence the planning and programming of projects to support Safety and System Performance Targets.

PREVIOUS WORK

- Continual tracking of metrics for Federal Transportation Performance Measures PM-1, PM-2 and PM-3
- Submitted PM-1 safety targets.

- Included performance-based planning framework into the Regional Grant Program and 2025 FTIP
- Completed 2024 biennial performance report.
- Track performance measures in the 2024 Vision Zero Strategy and 2024 Active Transportation Plan
- Updated the Congestion Management Report (2025)
- Worked with both states to develop draft PM3 congestion mitigation reduction targets.

PRODUCTS	COMPLETION DATE
P-1 Maintained Performance-Based Planning Framework	On-going
P-2 2025 PM 3 Target check with Caltrans and NDOT	on-going
P-3 2025 PM1 Safety Target set with Caltrans and NDOT*	February 2026
P-4 2026 PM 2 TAMP Pavement and Bridge Condition Targets	June 2026
P-5 2026 Transportation Performance Management Report	June 2026

TASKS

(STAFF) All to be completed by staff

- | | |
|-----------------|--|
| T-1
(Staff) | <p>Performance-Based Planning (P-1)</p> <ul style="list-style-type: none"> • Continue refinements to the Region’s contemporary performance-based planning framework. • Participate in federal workshops on performance-based planning. • Refine tools and data (WE105) within the performance management framework to ensure the project evaluation processes for the regional grant program remains adaptable to regional goals. • Revise Performance-Based Planning as Federal Performance Measures and Targets as necessary based on the State target setting process and deadlines* (P-2, P-3, P-4). • Integrate Transit Safety Plan performance targets, developed by each transit agency, and updates from the Vision Zero Strategy in the selection of regional safety targets. • Convene the Transportation Performance Technical Advisory Committee as needed for implementation of the existing and 2026 Biennial Performance Reports and improve information sharing that supports the performance system and updates to LT Info . (P-5) • Coordinate the performance management process, data gathering, funding programming, project sequencing, etc. with the Tahoe Transportation Implementation Collaborative. • Ensure timely transmittal of data to Caltrans, NDOT, FHWA and FTA. |
| T-2
(Staff) | <p>Congestion Management Process</p> <ul style="list-style-type: none"> • Track and respond to federal and state sustainability planning guidance, including system resiliency and reliability. • Monitor and refine the CMP as necessary. |

Work Element 107 Budget:

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
	\$0		\$0
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$17,588		
-Toll Credits (CA-PL)	\$2,017		
FTA 5303 (CA)	\$12,326		
-Toll Credits (CA-5303)	\$1,414		
FHWA PL (NV)	\$34,000		
FTA 5303 (NV)	\$7,500	Wages/Benefits:	\$48,931
TRPA General	\$8,403	Est. Indirect Cost:	\$30,886
Subtotal:	\$79,817	Subtotal:	\$79,817
Total:	\$79,817	Total:	\$79,817

**Toll Credits are displayed for tracking purposes and are not a form of cash or revenue.

WORK ELEMENT 108: SUSTAINABLE COMMUNITIES PLANNING

PURPOSE

To further the region’s Regional Transportation Plan/Sustainable Communities Strategy; to contribute to the State congestion reduction goals in Nevada and California through integration of land use and transportation planning; to support corridor management plans and transportation system management operations; to incorporate public input and needs into decision making to ensure balanced outcomes; to consider impacts on the constrained transportation system due to increased interregional tourism and visitor traffic; to advance safe facilities identified in the RTP/SCS.

DISCUSSION

This work element, funded by SB1-Sustainable Communities Planning Grant Formula Funds, has supported the next phase of corridor planning, congestion reduction activities through corridor management strategies, and collaborative evaluation of a regional funding strategy. The corridor management planning supported by these funds is now integrated into the ongoing multimodal planning activities identified in work element 104 and supports transportation system management operations in work element 107.

The activities included in this work element will assist in implementing the 2025 Regional Transportation Plan/ Sustainable Communities Strategy by providing data and analysis to better understand Lake Tahoe’s unique travel behavior, updates to travel characteristics, Transportation System Management & Operations Draft Plan, incorporating intelligent transportation systems with a focus on system management, and parking management. This work element will also support innovative transportation funding strategies to include stakeholder and public outreach, legislative analysis, and ongoing identification of implementation priorities from RTP/SCS. The funding in this work element will be for consultant contract services to support these tasks and products.

PREVIOUS WORK

- Transportation Impact Evaluation Tools:
 - Refinements to the project level Project Impact Analysis tool
 - Briefing Materials and Policy Recommendations
- Final Electric Vehicle Readiness Plan

WORK ELEMENT 108.7 (FY 23/24 – RMRA)

PRODUCTS	COMPLETION DATE
P-1 Transportation System Management & Operations (TSMO) Draft Plan	February 2026

TASKS

- T-1 Existing System Management Conditions
- (Consultants)**
- Begin evaluating latest transportation technology advancements, focused technology updates to best optimize mobility and reliability to address challenges around visitation, evacuation, adverse weather and road conditions, and safety. This work will incorporate TSMO Plans from NDOT and Caltrans.

T-2 Transportation System Management & Operations Draft Plan

- (Consultants)**
- Prepare system management recommendations draft plan focused on technology improvements for Tahoe’s unique needs and atypical congestion patterns, including but not limited to parking management, pedestrian and bicycle infrastructure, evacuation management, and peak congestion.

Work Element 108.7 Budget:

WE 108.7			
REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
TRPA General	\$21,216	Sustainable Comm Planning	\$184,966
SB1 Formula & Competitive WE 108.7 (23/24 Carryover) - Expires 6/30/26	\$163,750		
Subtotal:	\$184,966	Subtotal:	\$184,966
TMPO Staff:		TMPO Staff:	
	\$0		\$0
Total:	\$184,966	Total:	\$184,966

WORK ELEMENT 108.8 (FY 24/25 – RMRA)

PRODUCTS	COMPLETION DATE
P-1 Transportation System Management & Operations (TSMO) Final Plan	June 2026

TASKS

T-1 Transportation System Management & Operations Final Plan

- (Consultants)**
- Recommendations developed for regional and community parking management and appropriate changes encouraging reduction in congestion and more travel choices where appropriate will be incorporated into the final TSMO plan.
 - Completion of Final TSMO Plan and relevant technology improvements from the plan.

Work Element 108.8 Budget:

WE 108.8			
REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
TRPA General	\$21,210	Sustainable Comm Planning	\$184,910
SB1 Formula & Competitive WE 108.8 (24/25 Carryover) - Expires 6/30/27	\$163,700		
Subtotal:	\$184,910	Subtotal:	\$184,910
TMPO Staff:		TMPO Staff:	
	\$0		\$0
Total:	\$184,910	Total:	\$184,910

WORK ELEMENT 108.9 (FY 25/26 – RMRA)

PRODUCTS	COMPLETION DATE
P-1 Tahoe Transportation Impact Fee Guideline Modernization	April 2026

TASKS

- T-1 Tahoe Transportation Impact Fee Review
- (Consultants)**
- Identify issues and constraints within the existing guidelines and fee system.
 - Consider various land use types and atypical travel patterns to develop appropriate trip rates for the atypical rural region.
 - Consider revisions to fee structure that better assesses regional impacts and create an ongoing update and monitoring program to incorporate Regional Transportation Plan updates.

Work Element 108.9 Budget:

WE 108.9			
REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
TRPA General	\$20,802	Sustainable Comm Planning	\$181,353
SB1 Formula & Competitive WE 108.9 - Expires 6/30/28	\$160,551		
Subtotal:	\$181,353	Subtotal:	\$181,353
TMPO Staff:		TMPO Staff:	
	\$0		\$0
Total:	\$181,353	Total:	\$181,353

**REGIONAL PLANNING ACTIVITIES for Caltrans Planning
FY 2025/26**

ACTIVITY	DESCRIPTION	PRODUCTS
System Planning	Completion of system planning products used by Caltrans and its transportation partners	Caltrans District 3 System Planning documents consistent with the Caltrans District 3 System Planning Five-Year Work Plan.
Advance Planning	Completion of pre-programming studies (e.g., Project Initiation Documents) so as to be ready to program resources for capital projects	Project Initiation Documents (PIDs), as indicated in the current Two-Year PID Work Plan
Regional Planning	Participate in and assist with various regional planning projects and studies	<p>Participation in the following projects and studies:</p> <p>Agency Coordination</p> <ul style="list-style-type: none"> • Attend TTD Board Meetings • Tahoe Transportation Implementation Collaborative • Coordinate Annual Meeting <p>Studies / PDTs</p> <ul style="list-style-type: none"> • SR 89 Trail Feasibility Study • SR 89 Corridor Management Plan Pilot • US 50 and SR 89 City of South Lake various safety studies and roadway improvements
Local Development Review Program	Review of local development proposals potentially impacting the State Highway System	Assistance to lead agencies to ensure the identification and mitigation of local development impacts to the State Highway System that is consistent with the State’s smart mobility goals

FY 25/26 FINANCIAL SUMMARY

Table 1 – FY25/26 TRPA/TMPO Programmed Revenues

Funding Source	Total
Federal	
FHWA PL - Complete Streets (CA) - Expires 6/30/26	\$19,270
FHWA PL (CA)	\$751,544
FHWA PL (CA 24/25 Carryover) - Expires 6/30/27	\$250,679
FTA 5303 (CA)	\$154,365
FTA 5303 (CA 24/25 Carryover) - Expires 6/30/27	\$41,583
FHWA PL - Complete Streets (NV) - Expires 6/30/26	\$7,762
FHWA PL (NV)	\$302,729
FHWA PL (NV) - Carryover	\$10,228
FTA 5303 (NV)	\$63,319
Federal Subtotal:	\$1,601,480
Non-Federal	
STIP - Planning, Programming, & Monitoring	\$33,000
CalSTA SB125	\$30,000
SB1 Formula & Competitive WE 108.9 - Expires 6/30/28	\$160,551
SB1 Formula & Competitive WE 108.8 (24/25 Carryover) - Expires 6/30/27	\$163,700
SB1 Formula & Competitive WE 108.7 (23/24 Carryover) - Expires 6/30/26	\$163,750
TRPA General	\$385,424
TDA Administration	\$35,000
TDA Planning	\$69,887
Non-Federal Subtotal:	\$1,041,312
GRAND TOTAL:	\$2,642,792

Funding Source Descriptions

FHWA & FTA Planning funds (PL & 5303) California and Nevada (CA and NV) - Current fiscal year allocation of Federal transportation planning (PL & FTA 5303) funds to support metropolitan planning and may be used for transit or highway planning activities. These funds are administered by Caltrans and Nevada on behalf of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) via a Consolidated Planning Grant Agreement. All FHWA and FTA funds require a local match, except for the specified Complete Streets funding which does not require a match. Funds administered by California require a match of 11.47%, and funds administered by Nevada require a 5% match.

Toll Credits - Toll credits are not revenue or cash, but rather a substitute for local match required by CPG funds. Toll credits provided by the State of California are being utilized as a match for federal FHWA PL and FTA 5303 funds. The FHWA PL and FTA 5303 amounts shown in the Budget Revenue Summary Sheet represent 100% of the total federal participation cost, therefore toll credits are not included in the total revenue amount. Toll credits can be applied to the current year allocation of California CPG funds, and any carryover balance. These are tracked separately and can be found on Table 7.

PL & 5303 Carryover - Carryover balance of funding from prior PL and 5303 allocations. (See above)

CA-RMRA (SB1) The California Road Maintenance and Rehabilitation Account (RMRA) was established by Senate Bill 1 in 2017. These funds are part of the Sustainable Transportation Planning formula grants that is aimed at supporting state congestion reduction goals.

CalSTA SB 125 – California Senate Bill 125 Formula-Based Transit and Intercity Rail Capital Program supports the administration of funds for transit operations and capital improvements.

STIP - Planning, Programming and Monitoring – The State of California funding is for monitoring and implementation of State Transportation Improvement Program (STIP) projects.

TRPA General Funds – This funding comes directly from the TRPA general budget and is used as a non-federal match to leverage federal planning funds and fulfill all MPO responsibilities.

TDA (Planning and Administration) – This State of California funding is provided through the California Transportation Development Act (TDA) and can be used for administration of the TDA program, and transportation planning activities.

Table 2 – FY25/26 Transportation Staffing Costs

TRPA/TMPO Transportation Team	Salary and Wages	Benefits	FY 25/26 Estimated IDC Rate 63.12%	Total Salary, Benefits and Overhead
Total FY 25/26 Salaries	\$730,169	\$249,210	\$618,184	\$1,597,563
Total	\$730,169	\$249,210	\$618,184	\$1,597,563

Table 3 – FY25/26 Staffing Costs and Revenues

WORK ELEMENTS	Consolidated Planning Grant (CPG)							TRPA General	STIP PPM	CalSTA SB125	TDA Admin	TOTAL
	CA PL - Complete Streets	CA PL	CA 5303	NV PL - Complete Streets	NV PL	NV PL - 2024 Carryover	NV 5303					
101- Program Administration	\$ -	\$ 119,860	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,421	\$ -	\$ -	\$ -	\$ 128,281
102 - Transportation Dev't. Act	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 37,835	\$ -	\$ 30,000	\$ 5,000	\$ 72,835
103 - Public Outreach	\$ -	\$ 154,965	\$ -	\$ -	\$ 80,000	\$ -	\$ 14,567	\$ 18,360	\$ -	\$ -	\$ -	\$ 267,892
104.1 - Regional Planning Tech	\$ -	\$ 50,909	\$ 25,024	\$ -	\$ 81,175	\$ -	\$ 8,387	\$ 51,047	\$ -	\$ -	\$ -	\$ 216,542
104.2 - Complete Streets & Modal Planning Programs	\$ 19,270	\$ 141,514	\$ 47,768	\$ 7,762	\$ 28,409	\$ 10,228	\$ 4,001	\$ 67,027	\$ -	\$ -	\$ -	\$ 325,979
105 - Data Collection & Forecasting	\$ -	\$ 44,138	\$ 28,084	\$ -	\$ 52,500	\$ -	\$ 13,845	\$ 19,103	\$ -	\$ -	\$ -	\$ 157,670
106 - Proj. Tracking + Financial Mgt.	\$ -	\$ 163,719	\$ 40,163	\$ -	\$ 26,645	\$ -	\$ 15,020	\$ 65,000	\$ 33,000	\$ -	\$ 5,000	\$ 348,547
107 - Performance-Based Planning	\$ -	\$ 17,588	\$ 12,326	\$ -	\$ 34,000	\$ -	\$ 7,500	\$ 8,403	\$ -	\$ -	\$ -	\$ 79,817
108.6 - Sustainable Communities Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
108.7 - Sustainable Communities Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
108.8 - Sustainable Communities Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL:	\$ 19,270	\$ 692,693	\$ 153,365	\$ 7,762	\$ 302,729	\$ 10,228	\$ 63,319	\$ 275,196	\$ 33,000	\$ 30,000	\$ 10,000	\$ 1,597,563

WORK ELEMENTS	Toll Credit Match CA PL	Toll Credit Match CA 5303	TOTAL
101- Program Administration	\$ 13,748	\$ -	\$ 13,748
102 - Transportation Dev't. Act	\$ -	\$ -	\$ -
103 - Public Outreach	\$ 17,774	\$ -	\$ 17,774
104.1 - Regional Planning Tech	\$ 5,839	\$ 2,870	\$ 8,710
104.2 - Complete Streets & Modal Planning Programs	\$ 16,232	\$ 5,479	\$ 21,711
105 - Data Collection & Forecasting	\$ 5,063	\$ 3,221	\$ 8,284
106 - Proj. Tracking + Financial Mgt.	\$ 18,779	\$ 4,607	\$ 23,385
107 - Performance-Based Planning	\$ 2,017	\$ 1,414	\$ 3,431
108.6 - Sustainable Communities Planning	\$ -	\$ -	\$ -
108.7 - Sustainable Communities Planning	\$ -	\$ -	\$ -
108.8 - Sustainable Communities Planning	\$ -	\$ -	\$ -
TOTAL:	\$ 79,452	\$ 17,591	\$ 97,043

** Toll Credits are not a form of cash or revenue, but are in lieu of local matching funds.

Table 4 – FY25/26 Direct Costs and Revenues

WORK ELEMENTS	Consolidated Planning Grant (CPG)				TRPA General	SB1	SB1 24/25 Carryover	SB1 23/24 Carryover	TDA Admin	TDA Planning	TOTAL
	CA PL	CA PL - 24/25 Carryover	CA 5303	CA 5303 - 24/25 Carryover							
101- Program Administration	\$ -	\$ -	\$ -	\$ -	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,000
102 - Transportation Dev't. Act	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ 25,000	\$ -	\$ 45,000
103 - Public Outreach	\$ 6,689	\$ 16,295	\$ 500	\$ 7,845	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ 26,671	\$ 59,000
104.1 - Regional Planning Tech	\$ 5,000	\$ -	\$ -	\$ 17,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,500	\$ 35,000
104.2 - Complete Streets & Modal Planning Programs	\$ 36,089	\$ 80,411	\$ -	\$ -	\$ 11,000	\$ -	\$ -	\$ -	\$ -	\$ 12,500	\$ 140,000
105 - Data Collection & Forecasting	\$ 11,073	\$ 153,973	\$ 500	\$ 16,238	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,216	\$ 200,000
106 - Proj. Tracking + Financial Mgt.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
107 - Performance-Based Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
108.7 - Sustainable Communities Planning	\$ -	\$ -	\$ -	\$ -	\$ 21,216	\$ -	\$ -	\$ 163,750	\$ -	\$ -	\$ 184,966
108.8 - Sustainable Communities Planning	\$ -	\$ -	\$ -	\$ -	\$ 21,210	\$ -	\$ 163,700	\$ -	\$ -	\$ -	\$ 184,910
108.9 - Sustainable Communities Planning	\$ -	\$ -	\$ -	\$ -	\$ 20,802	\$ 160,551	\$ -	\$ -	\$ -	\$ -	\$ 181,353
TOTAL:	\$ 58,851	\$ 250,679	\$ 1,000	\$ 41,583	\$ 110,228	\$ 160,551	\$ 163,700	\$ 163,750	\$ 25,000	\$ 69,887	\$ 1,045,229

WORK ELEMENTS	Toll Credit Match CA PL	Toll Credit Match CA PL - 24/25 Carryover	Toll Credit Match CA 5303	Toll Credit Match CA 5303 - 24/25 Carryover	TOTAL
101- Program Administration	\$ -	\$ -	\$ -	\$ -	\$ -
102 - Transportation Dev't. Act	\$ -	\$ -	\$ -	\$ -	\$ -
103 - Public Outreach	\$ 767	\$ 1,869	\$ 57	\$ 900	\$ 3,593
104.1 - Regional Planning Tech	\$ 574	\$ -	\$ -	\$ 2,007	\$ 2,581
104.2 - Complete Streets & Modal Planning Programs	\$ 4,139	\$ 9,223	\$ -	\$ -	\$ 13,363
105 - Data Collection & Forecasting	\$ 1,270	\$ 17,661	\$ 57	\$ 1,863	\$ 20,851
106 - Proj. Tracking + Financial Mgt.	\$ -	\$ -	\$ -	\$ -	\$ -
107 - Performance-Based Planning	\$ -	\$ -	\$ -	\$ -	\$ -
108.7 - Sustainable Communities Planning	\$ -	\$ -	\$ -	\$ -	\$ -
108.8 - Sustainable Communities Planning	\$ -	\$ -	\$ -	\$ -	\$ -
108.9 - Sustainable Communities Planning	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL:	\$ 6,750	\$ 28,753	\$ 115	\$ 4,770	\$ 40,387

** Toll Credits are not a form of cash or revenue, but are in lieu of local matching funds.

Table 5 – FY25/26 Staffing & Direct Costs by Work Element

WORK ELEMENTS	Staff	Direct	Total
101- Program Administration	\$ 128,281	\$ 15,000	\$ 143,281
102 - Transportation Dev't. Act	\$ 72,835	\$ 45,000	\$ 117,835
103 - Public Outreach	\$ 267,892	\$ 59,000	\$ 326,892
104.1 - Regional Planning Tech	\$ 216,542	\$ 35,000	\$ 251,542
104.2 - Complete Streets & Modal Planning Programs	\$ 325,979	\$ 140,000	\$ 465,979
105 - Data Collection & Forecasting	\$ 157,670	\$ 200,000	\$ 357,670
106 - Proj. Tracking + Financial Mgt.	\$ 348,547	\$ -	\$ 348,547
107 - Performance-Based Planning	\$ 79,817	\$ -	\$ 79,817
108.7 - Sustainable Communities Planning	\$ -	\$ 184,966	\$ 184,966
108.8 - Sustainable Communities Planning	\$ -	\$ 184,910	\$ 184,910
108.9 - Sustainable Communities Planning	\$ -	\$ 181,353	\$ 181,353
TOTAL:	\$ 1,597,563	\$ 1,045,229	\$ 2,642,792

Table 6 – FY25/26 Staffing & Direct Costs by Revenue Source

WORK ELEMENTS	Consolidated Planning Grant (CPG)									TRPA General	STIP PPM	CalSTA SB125	SB1	SB1 23/24 Carryover	SB1 24/25 Carryover	TDA Admin	TDA Planning	TOTAL
	CA PL - Complete Streets	CA PL	CA PL - 24/25 Carryover	CA 5303	CA 5303 - 24/25 Carryover	NV PL - Complete Streets	NV PL	NV PL - 2024 Carryover	NV 5303									
Total Staff:	\$ 19,270	\$ 692,693	\$ -	\$ 153,365	\$ -	\$ 7,762	\$ 302,729	\$ 10,228	\$ 63,319	\$ 275,196	\$ 33,000	\$ 30,000	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ 1,597,563
Total Direct:	\$ -	\$ 58,851	\$ 250,679	\$ 1,000	\$ 41,583	\$ -	\$ -	\$ -	\$ -	\$ 110,228	\$ -	\$ -	\$ 160,551	\$ 163,750	\$ 163,700	\$ 25,000	\$ 69,887	\$ 1,045,229
TOTAL:	\$ 19,270	\$ 751,544	\$ 250,679	\$ 154,365	\$ 41,583	\$ 7,762	\$ 302,729	\$ 10,228	\$ 63,319	\$ 385,424	\$ 33,000	\$ 30,000	\$ 160,551	\$ 163,750	\$ 163,700	\$ 35,000	\$ 69,887	\$ 2,642,792

WORK ELEMENTS	Toll Credit Match CA PL	Toll Credit Match CA PL - 24/25 Carryover	Toll Credit Match CA 5303	Toll Credit Match CA 5303 - 24/25 Carryover	TOTAL
Total Staff:	\$ 79,452	\$ -	\$ 17,591	\$ -	\$ 97,043
Total Direct:	\$ 6,750	\$ 28,753	\$ 115	\$ 4,770	\$ 40,387
TOTAL:	\$ 86,202	\$ 28,753	\$ 17,706	\$ 4,770	\$ 137,430

** Toll Credits are not a form of cash or revenue, but are in lieu of local matching funds.

Table 7 – FY25/26 Toll Credit Summary

Toll Credits	CA PL	CA PL - 24/25 Carryover	CA 5303	CA 5303 - 24/25 Carryover	TOTAL
Total Staff:	\$ 79,452	\$ -	\$ 17,591	\$ -	\$ 97,043
Total Direct:	\$ 6,750	\$ 28,753	\$ 115	\$ 4,770	\$ 40,387
TOTALS:	\$ 86,202	\$ 28,753	\$ 17,706	\$ 4,770	\$ 137,430

** Toll Credits are not a form of cash or revenue, but are in lieu of local matching funds.

Table 8 – FY25/26 Staff and Direct by Fund

WORK ELEMENTS	Consolidated Planning Grant (CPG)									TRPA General	STIP PPM	CalSTA SB125	SB1	SB1	SB1	TDA Admin	TDA Planning	TOTAL
	CA PL - Complete Streets	CA PL	CA PL - 24/25 Carryover	CA 5303	CA 5303 - 24/25 Carryover	NV PL - Complete Streets	NV PL	NV PL - 2024 Carryover	NV 5303					Carryover	Carryover			
	101- Program Administration	\$ -	\$ 119,860	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					\$ -	\$ 23,421			
102 - Transportation Dev't. Act	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 57,835	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ 117,835
103 - Public Outreach	\$ -	\$ 161,654	\$ 16,295	\$ 500	\$ 7,845	\$ -	\$ 80,000	\$ -	\$ 14,567	\$ 19,360	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,671	\$ 326,892
104.1 - Regional Planning Tech	\$ -	\$ 55,909	\$ -	\$ 25,024	\$ 17,500	\$ -	\$ 81,175	\$ -	\$ 8,387	\$ 51,047	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,500	\$ 251,542
104.2 - Complete Streets & Modal Planning Programs	\$ 19,270	\$ 177,603	\$ 80,411	\$ 47,768	\$ -	\$ 7,762	\$ 28,409	\$ 10,228	\$ 4,001	\$ 78,027	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,500	\$ 465,979
105 - Data Collection & Forecasting	\$ -	\$ 55,211	\$ 153,973	\$ 28,584	\$ 16,238	\$ -	\$ 52,500	\$ -	\$ 13,845	\$ 19,103	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,216	\$ 357,670
106 - Proj. Tracking + Financial Mgt.	\$ -	\$ 163,719	\$ -	\$ 40,163	\$ -	\$ -	\$ 26,645	\$ -	\$ 15,020	\$ 65,000	\$ 33,000	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ 348,547
107 - Performance-Based Planning	\$ -	\$ 17,588	\$ -	\$ 12,326	\$ -	\$ -	\$ 34,000	\$ -	\$ 7,500	\$ 8,403	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 79,817
108.6 - Sustainable Communities Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,216	\$ -	\$ -	\$ -	\$ -	\$ 163,750	\$ -	\$ -	\$ 184,966
108.7 - Sustainable Communities Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,210	\$ -	\$ -	\$ -	\$ 163,700	\$ -	\$ -	\$ -	\$ 184,910
108.8 - Sustainable Communities Planning	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,802	\$ -	\$ -	\$ 160,551	\$ -	\$ -	\$ -	\$ -	\$ 181,353
TOTAL:	\$ 19,270	\$ 751,544	\$ 250,679	\$ 154,365	\$ 41,583	\$ 7,762	\$ 302,729	\$ 10,228	\$ 63,319	\$ 385,424	\$ 33,000	\$ 30,000	\$ 160,551	\$ 163,700	\$ 163,750	\$ 35,000	\$ 69,887	\$ 2,642,792

WORK ELEMENTS	Toll Credit Match CA PL	Toll Credit Match CA PL - 24/25 Carryover	Toll Credit Match CA 5303	Toll Credit Match CA 5303 - 24/25 Carryover	TOTAL
101- Program Administration	\$ 13,748	\$ -	\$ -	\$ -	\$ 13,748
102 - Transportation Dev't. Act	\$ -	\$ -	\$ -	\$ -	\$ -
103 - Public Outreach	\$ 18,542	\$ 1,869	\$ 57	\$ 900	\$ 21,368
104.1 - Regional Planning Tech	\$ 6,413	\$ -	\$ 2,870	\$ 2,007	\$ 11,290
104.2 - Complete Streets & Modal Planning Programs	\$ 20,371	\$ 9,223	\$ 5,479	\$ -	\$ 35,073
105 - Data Collection & Forecasting	\$ 6,333	\$ 17,661	\$ 3,279	\$ 1,863	\$ 29,134
106 - Proj. Tracking + Financial Mgt.	\$ 18,779	\$ -	\$ 4,607	\$ -	\$ 23,385
107 - Performance-Based Planning	\$ 2,017	\$ -	\$ 1,414	\$ -	\$ 3,431
108.6 - Sustainable Communities Planning	\$ -	\$ -	\$ -	\$ -	\$ -
108.7 - Sustainable Communities Planning	\$ -	\$ -	\$ -	\$ -	\$ -
108.8 - Sustainable Communities Planning	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL:	\$ 86,202	\$ 28,753	\$ 17,706	\$ 4,770	\$ 137,430

** Toll Credits are not a form of cash or revenue, but are in lieu of local matching funds.

Adoptions Resolution & Certifications

- Tahoe Metropolitan Planning Organization TMPO Resolution No. 2025 - 01
- FY 2025/2026 FHWA Metropolitan Transportation Planning Process Self-Certification
- California Department of Transportation Debarment and Suspension Certification
Fiscal Year 2025/2026
- FY 2024 Certifications and Assurances for FTA Assistance Programs

TAHOE METROPOLITAN PLANNING ORGANIZATION
TMPO RESOLUTION NO. 2025 – 01

ADOPTION OF THE TMPO 2026 TRANSPORTATION OVERALL WORK PROGRAM

WHEREAS, the Tahoe Metropolitan Planning Organization (TMPO) has been designated by the Governors of California and Nevada for the preparation of transportation plans and programs under Title 23, CFR 450;

WHEREAS, each MPO is required to adopt an Overall Work Program (OWP), also referred to as the Unified Planning Work Program (UPWP), describing the planning priorities facing the Region and the planning activities anticipated for the Region over the next year;

WHEREAS, staff have prepared an OWP that describes the anticipated revenues and expenditures and planning activities and products for transportation and air quality planning purposes over the next year;

WHEREAS, the Federal Highway Administration, the Federal Transit Administration, Caltrans and the Nevada Department of Transportation have reviewed and commented upon a draft version of the 2026 OWP;

WHEREAS, the Tahoe Transportation Commission has conducted public meetings at which the 2026 OWP was an officially noticed item that was discussed and was recommended for approval;

WHEREAS, staff is requesting that the TMPO Governing Board adopt a final 2026 OWP for submittal to state and federal agencies for approval, and authorize staff to take actions necessary for this approval; and

WHEREAS, the TMPO certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of the federal statutes listed on the MPO Planning Process Certification and Federal Transit Administration certifications included in the 2026 OWP document.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Metropolitan Planning Organization approves the 2026 Tahoe Basin Transportation Overall Work Program, appended hereto as Exhibit 1.

PASSED AND ADOPTED by the Governing Board of the Tahoe Metropolitan Planning Organization at its regular meeting held on April 23, 2025, by the following vote:

Ayes: Mr. Aguilar, Ms. Conrad-Saydah, Ms. Faustinos, Ms. Gustafson, Ms. Hill, Mr. Hoenigman, Mr. Kieckhefer, Ms. Laine, Mr. Rice, Mr. Settelmeyer, Ms. Williamson

Absent: Ms. Aldean, Mr. Bass, Ms. Leumer



Haley Williamson, Chair
Tahoe Metropolitan Planning Organization
Governing Board

FY 2025/2026 FHWA and FTA Metropolitan Transportation Planning Process Self-Certification

In accordance with 23 CFR part 450, the California Department of Transportation and Tahoe Metropolitan Planning Organization _____, the designated Metropolitan Planning Organization for the Lake Tahoe _____ urbanized area(s), hereby certify that the transportation planning process is being carried out in accordance with all applicable requirements including:

- 1) 23 U.S.C. 134, 49 U.S.C. 5303, and subpart C of 23 CFR part 450;
- 2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 5) Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Signed by:

708c8e2997e1438...

MPO Authorizing Signature

Julie W. Regan, Executive Director

Title

April 17, 2025

Date

Caltrans District Approval Signature

Title

Date

**Fiscal Year 2025/2026 California Department of Transportation
Debarment and Suspension Certification**

As required by U.S. DOT regulations on governmentwide Debarment and Suspension

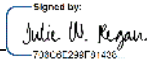
(Nonprocurement), 49 CFR 29.100:

- 1) The Applicant certifies, to the best of its knowledge and belief, that it and its contractors, subcontractors and subrecipients:
 - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
 - d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.
- 2) The Applicant also certifies that, if Applicant later becomes aware of any information contradicting the statements of paragraph (1) above, it will promptly provide that information to the State.
- 3) If the Applicant is unable to certify to all statements in paragraphs (1) and (2) of this certification, through those means available to Applicant, including the General Services Administration's *Excluded Parties List System (EPLS)*, Applicant shall indicate so in its applications, or in the transmittal letter or message accompanying its annual certifications and assurances, and will provide a written explanation to the State.

**CALIFORNIA DEPARTMENT OF TRANSPORTATION
DEBARMENT AND SUSPENSION CERTIFICATION
FISCAL YEAR 2025/2026**

SIGNATURE PAGE

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

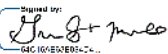
Signature  _____ Date April 17, 2025
Signed by:
73906C228F91426

Printed Name Julie W. Regan, Executive Director

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has the authority under state and local law to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, these certifications and assurances have been legally made and constitute legal and binding obligations of the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances or of the performance of the described project.

AFFIRMATION OF APPLICANT’S ATTORNEY

For Tahoe Metropolitan Planning Organization (Name of Applicant)
Signature  _____ Date April 18, 2025
Signed by:
64C164E8E8947C...

Printed Name of Applicant’s Attorney Graham St. Michel, General Counsel

Not every provision of every certification will apply to every applicant or award. If a provision of a certification does not apply to the applicant or its award, FTA will not enforce that provision.

Text in italic is guidance to the public. It does not have the force and effect of law, and is not meant to bind the public in any way. It is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.

CATEGORY 1. CERTIFICATIONS AND ASSURANCES REQUIRED OF EVERY APPLICANT.

All applicants must make the certifications in this category.

1.1. Standard Assurances.

The certifications in this subcategory appear as part of the applicant's registration or annual registration renewal in the System for Award Management (SAM.gov) and on the Office of Management and Budget's standard form 424B "Assurances—Non-Construction Programs". This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.

As the duly authorized representative of the applicant, you certify that the applicant:

- (a) Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
- (b) Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
- (c) Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
- (d) Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
- (e) Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§ 4728–4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 CFR 900, Subpart F).

- (f) Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to:
- (1) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin, as effectuated by U.S. DOT regulation 49 CFR Part 21;
 - (2) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681–1683, and 1685–1686), which prohibits discrimination on the basis of sex, as effectuated by U.S. DOT regulation 49 CFR Part 25;
 - (3) Section 5332 of the Federal Transit Law (49 U.S.C. § 5332), which prohibits any person being excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance from FTA because of race, color, religion, national origin, sex, disability, or age.
 - (4) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794), which prohibits discrimination on the basis of handicaps, as effectuated by U.S. DOT regulation 49 CFR Part 27;
 - (5) The Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101–6107), which prohibits discrimination on the basis of age;
 - (6) The Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse;
 - (7) The comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91–616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism;
 - (8) Sections 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records;
 - (9) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental, or financing of housing;
 - (10) Any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and,
 - (11) the requirements of any other nondiscrimination statute(s) which may apply to the application.
- (g) Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (“Uniform Act”) (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases. The requirements of the Uniform Act are effectuated by U.S. DOT regulation 49 CFR Part 24.

- (h) Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§ 1501–1508 and 7324–7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
- (i) Will comply, as applicable, with the provisions of the Davis–Bacon Act (40 U.S.C. §§ 276a to 276a-7), the Copeland Act (40 U.S.C. § 276c and 18 U.S.C. § 874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§ 327–333), regarding labor standards for federally assisted construction subagreements.
- (j) Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
- (k) Will comply with environmental standards which may be prescribed pursuant to the following:
 - (1) Institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514;
 - (2) Notification of violating facilities pursuant to EO 11738;
 - (3) Protection of wetlands pursuant to EO 11990;
 - (4) Evaluation of flood hazards in floodplains in accordance with EO 11988;
 - (5) Assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§ 1451 et seq.);
 - (6) Conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§ 7401 et seq.);
 - (7) Protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and
 - (8) Protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93–205).
- (l) Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§ 1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
- (m) Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§ 469a-1 et seq.).
- (n) Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
- (o) Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§ 2131 et seq.) pertaining to the care, handling, and treatment of warm blooded

- animals held for research, teaching, or other activities supported by this award of assistance.
- (p) Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§ 4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
 - (q) Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and 2 CFR Part 200, Subpart F, “Audit Requirements”, as adopted and implemented by U.S. DOT at 2 CFR Part 1201.
 - (r) Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing the program under which it is applying for assistance.
 - (s) Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. § 7104) which prohibits grant award recipients or a subrecipient from:
 - (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect;
 - (2) Procuring a commercial sex act during the period of time that the award is in effect; or
 - (3) Using forced labor in the performance of the award or subawards under the award.

1.2. Standard Assurances: Additional Assurances for Construction Projects.

This certification appears on the Office of Management and Budget’s standard form 424D “Assurances—Construction Programs” and applies specifically to federally assisted projects for construction. This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.

As the duly authorized representative of the applicant, you certify that the applicant:

- (a) Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency; will record the Federal awarding agency directives; and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure nondiscrimination during the useful life of the project.
- (b) Will comply with the requirements of the assistance awarding agency with regard to the drafting, review, and approval of construction plans and specifications.
- (c) Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work confirms with the approved plans and specifications, and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.

1.3. Procurement.

The Uniform Administrative Requirements, 2 CFR § 200.325, allow a recipient to self-certify that its procurement system complies with Federal requirements, in lieu of submitting to certain pre-procurement reviews.

The applicant certifies that its procurement system complies with:

- (a) U.S. DOT regulations, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, particularly 2 CFR §§ 200.317–200.327 “Procurement Standards;
- (b) Federal laws, regulations, and requirements applicable to FTA procurements; and
- (c) The latest edition of FTA Circular 4220.1 and other applicable Federal guidance.

1.4. Suspension and Debarment.

Pursuant to Executive Order 12549, as implemented at 2 CFR Parts 180 and 1200, prior to entering into a covered transaction with an applicant, FTA must determine whether the applicant is excluded from participating in covered non-procurement transactions. For this purpose, FTA is authorized to collect a certification from each applicant regarding the applicant’s exclusion status. 2 CFR § 180.300. Additionally, each applicant must disclose any information required by 2 CFR § 180.335 about the applicant and the applicant’s principals prior to entering into an award agreement with FTA. This certification serves both purposes.

The applicant certifies, to the best of its knowledge and belief, that the applicant and each of its principals:

- (a) Is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily or involuntarily excluded from covered transactions by any Federal department or agency;
- (b) Has not, within the preceding three years, been convicted of or had a civil judgment rendered against him or her for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public or private agreement or transaction; violation of Federal or State antitrust statutes, including those proscribing price fixing between competitors, allocation of customers between competitors, and bid rigging; commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, receiving stolen property, making false claims, or obstruction of justice; or commission of any other offense indicating a lack of business integrity or business honesty;

- (c) Is not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any offense described in paragraph (b) of this certification;
- (d) Has not, within the preceding three years, had one or more public transactions (Federal, State, or local) terminated for cause or default.

1.5. Coronavirus Response and Relief Supplemental Appropriations Act, 2021, and CARES Act Funding.

The applicant certifies:

- (a) To the maximum extent possible, funds made available under title IV of division M of the Consolidated Appropriations Act, 2021 (Public Law 116–260), and in title XII of division B of the CARES Act (Public Law 116–136; 134 Stat. 599) shall be directed to payroll and operations of public transit (including payroll and expenses of private providers of public transportation); or
- (b) The applicant certifies that the applicant has not furloughed any employees.

1.6. American Rescue Plan Act Funding.

The applicant certifies:

- (a) Funds made available by Section 3401(a)(2)(A) of the American Rescue Plan Act of 2021 (Public Law 117-2) shall be directed to payroll and operations of public transportation (including payroll and expenses of private providers of public transportation); or
- (b) The applicant certifies that the applicant has not furloughed any employees.

CATEGORY 2. PUBLIC TRANSPORTATION AGENCY SAFETY PLANS

This certification is required of each applicant under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), each rail operator that is subject to FTA’s state safety oversight programs, and each State that is required to draft and certify a Public Transportation Agency Safety Plan on behalf of a Small Public Transportation Provider (as that term is defined at 49 CFR § 673.5) pursuant to 49 CFR § 673.11(d).

This certification is required by 49 U.S.C. § 5307(c)(1)(L), 49 U.S.C. § 5329(d)(1), and 49 CFR § 673.13. This certification is a condition of receipt of Urbanized Area Formula Grants Program (49 U.S.C. § 5307) funding.

This certification does not apply to any applicant that only receives financial assistance from FTA under the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C.

§ 5310), the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or combination of these two programs, unless it operates a rail fixed guideway public transportation system.

If the applicant is an operator, the applicant certifies that it has established a Public Transportation Agency Safety Plan meeting the requirements of 49 U.S.C. § 5329(d)(1) and 49 CFR Part 673; including, specifically, that the board of directors (or equivalent entity) of the applicant has approved, or, in the case of an applicant that will apply for assistance under 49 U.S.C. § 5307 that is serving an urbanized area with a population of 200,000 or more, the safety committee of the entity established under 49 U.S.C. § 5329(d)(5), followed by the board of directors (or equivalent entity) of the applicant has approved, the Public Transportation Agency Safety Plan or any updates thereto; and, for each recipient serving an urbanized area with a population of fewer than 200,000, that the Public Transportation Agency Safety Plan has been developed in cooperation with frontline employee representatives.

If the applicant is a State that drafts and certifies a Public Transportation Agency Safety Plan on behalf of a public transportation operator, the applicant certifies that:

- (a) It has drafted and certified a Public Transportation Agency Safety Plan meeting the requirements of 49 U.S.C. § 5329(d)(1) and 49 CFR Part 673 for each Small Public Transportation Provider (as that term is defined at 49 CFR § 673.5) in the State, unless the Small Public Transportation Provider provided notification to the State that it was opting out of the State-drafted plan and drafting its own Public Transportation Agency Safety Plan; and
- (b) Each Small Public Transportation Provider within the State that opts to use a State-drafted Public Transportation Agency Safety Plan has a plan that has been approved by the provider's Accountable Executive (as that term is defined at 49 CFR § 673.5), Board of Directors or Equivalent Authority (as that term is defined at 49 CFR § 673.5), and, if the Small Public Transportation Provider serves an urbanized area with a population of 200,000 or more, the safety committee of the Small Public Transportation Provider established under 49 U.S.C. § 5329(d)(5).

CATEGORY 3. TAX LIABILITY AND FELONY CONVICTIONS.

If the applicant is a business association (regardless of for-profit, not for-profit, or tax exempt status), it must make this certification. Federal appropriations acts since at least 2014 have prohibited FTA from using funds to enter into an agreement with any corporation that has unpaid Federal tax liabilities or recent felony convictions without first considering the corporation for debarment. E.g., Consolidated Appropriations Act, 2023, Pub. L. 117-328, div. E, tit. VII, §§ 744–745. U.S. DOT Order 4200.6 defines a “corporation” as “any private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association”, and applies the restriction to all tiers of subawards. As prescribed by U.S. DOT

Order 4200.6, FTA requires each business association applicant to certify as to its tax and felony status.

If the applicant is a private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association, the applicant certifies that:

- (a) It has no unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability; and
- (b) It has not been convicted of a felony criminal violation under any Federal law within the preceding 24 months.

CATEGORY 4. LOBBYING.

If the applicant will apply for a grant or cooperative agreement exceeding \$100,000, or a loan, line of credit, loan guarantee, or loan insurance exceeding \$150,000, it must make the following certification and, if applicable, make a disclosure regarding the applicant's lobbying activities. This certification is required by 49 CFR § 20.110 and app. A to that part.

This certification does not apply to an applicant that is an Indian Tribe, Indian organization, or an Indian tribal organization exempt from the requirements of 49 CFR Part 20.

4.1. Certification for Contracts, Grants, Loans, and Cooperative Agreements.

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (c) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and

contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

4.2. Statement for Loan Guarantees and Loan Insurance.

The undersigned states, to the best of his or her knowledge and belief, that:

If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

CATEGORY 5. PRIVATE SECTOR PROTECTIONS.

If the applicant will apply for funds that it will use to acquire or operate public transportation facilities or equipment, the applicant must make the following certification regarding protections for the private sector.

5.1. Charter Service Agreement.

To enforce the provisions of 49 U.S.C. § 5323(d), FTA's charter service regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following Charter Service Agreement. 49 CFR § 604.4.

The applicant agrees that it, and each of its subrecipients, and third party contractors at any level who use FTA-funded vehicles, may provide charter service using equipment or facilities acquired with Federal assistance authorized under the Federal Transit Laws only in compliance with the regulations set out in 49 CFR Part 604, the terms and conditions of which are incorporated herein by reference.

5.2. School Bus Agreement.

To enforce the provisions of 49 U.S.C. § 5323(f), FTA's school bus regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following agreement regarding the provision of school bus services. 49 CFR § 605.15.

- (a) If the applicant is not authorized by the FTA Administrator under 49 CFR § 605.11 to engage in school bus operations, the applicant agrees and certifies as follows:
 - (1) The applicant and any operator of project equipment agrees that it will not engage in school bus operations in competition with private school bus operators.
 - (2) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Mass Transit Regulations, or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
- (b) If the applicant is authorized or obtains authorization from the FTA Administrator to engage in school bus operations under 49 CFR § 605.11, the applicant agrees as follows:
 - (1) The applicant agrees that neither it nor any operator of project equipment will engage in school bus operations in competition with private school bus operators except as provided herein.
 - (2) The applicant, or any operator of project equipment, agrees to promptly notify the FTA Administrator of any changes in its operations which might jeopardize the continuation of an exemption under § 605.11.
 - (3) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Transit Administration regulations or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
 - (4) The applicant agrees that the project facilities and equipment shall be used for the provision of mass transportation services within its urban area and that any other use of project facilities and equipment will be incidental to and shall not interfere with the use of such facilities and equipment in mass transportation service to the public.

CATEGORY 6. TRANSIT ASSET MANAGEMENT PLAN.

If the applicant owns, operates, or manages capital assets used to provide public transportation, the following certification is required by 49 U.S.C. § 5326(a).

The applicant certifies that it is in compliance with 49 CFR Part 625.

CATEGORY 7. ROLLING STOCK BUY AMERICA REVIEWS AND BUS TESTING.**7.1. Rolling Stock Buy America Reviews.**

If the applicant will apply for an award to acquire rolling stock for use in revenue service, it must make this certification. This certification is required by 49 CFR § 663.7.

The applicant certifies that it will conduct or cause to be conducted the pre-award and post-delivery audits prescribed by 49 CFR Part 663 and will maintain on file the certifications required by Subparts B, C, and D of 49 CFR Part 663.

7.2. Bus Testing.

If the applicant will apply for funds for the purchase or lease of any new bus model, or any bus model with a major change in configuration or components, the applicant must make this certification. This certification is required by 49 CFR § 665.7.

The applicant certifies that the bus was tested at the Bus Testing Facility and that the bus received a passing test score as required by 49 CFR Part 665. The applicant has received or will receive the appropriate full Bus Testing Report and any applicable partial testing reports before final acceptance of the first vehicle.

CATEGORY 8. URBANIZED AREA FORMULA GRANTS PROGRAM.

If the applicant will apply for an award under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), or any other program or award that is subject to the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310); “flex funds” from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)); projects that will receive an award authorized by the Transportation Infrastructure Finance and Innovation Act (“TIFIA”) (23 U.S.C. §§ 601–609) or State Infrastructure Bank Program (23 U.S.C. § 610) (see 49 U.S.C. § 5323(o)); formula awards or competitive awards to urbanized areas under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339(a) and (b)); or low or no emission awards to any area under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339(c)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5307(c)(1).

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out the program of projects (developed pursuant 49 U.S.C. § 5307(b)), including safety and security aspects of the program;
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities;

- (c) Will maintain equipment and facilities in accordance with the applicant's transit asset management plan;
- (d) Will ensure that, during non-peak hours for transportation using or involving a facility or equipment of a project financed under this section, a fare that is not more than 50 percent of the peak hour fare will be charged for any—
 - (1) Senior;
 - (2) Individual who, because of illness, injury, age, congenital malfunction, or any other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), cannot use a public transportation service or a public transportation facility effectively without special facilities, planning, or design; and
 - (3) Individual presenting a Medicare card issued to that individual under title II or XVIII of the Social Security Act (42 U.S.C. §§ 401 et seq., and 1395 et seq.);
- (e) In carrying out a procurement under 49 U.S.C. § 5307, will comply with 49 U.S.C. §§ 5323 (general provisions) and 5325 (contract requirements);
- (f) Has complied with 49 U.S.C. § 5307(b) (program of projects requirements);
- (g) Has available and will provide the required amounts as provided by 49 U.S.C. § 5307(d) (cost sharing);
- (h) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning);
- (i) Has a locally developed process to solicit and consider public comment before raising a fare or carrying out a major reduction of transportation;
- (j) Either—
 - (1) Will expend for each fiscal year for public transportation security projects, including increased lighting in or adjacent to a public transportation system (including bus stops, subway stations, parking lots, and garages), increased camera surveillance of an area in or adjacent to that system, providing an emergency telephone line to contact law enforcement or security personnel in an area in or adjacent to that system, and any other project intended to increase the security and safety of an existing or planned public transportation system, at least 1 percent of the amount the recipient receives for each fiscal year under 49 U.S.C. § 5336; or
 - (2) Has decided that the expenditure for security projects is not necessary;
- (k) In the case of an applicant for an urbanized area with a population of not fewer than 200,000 individuals, as determined by the Bureau of the Census, will submit an annual report listing projects carried out in the preceding fiscal year under 49 U.S.C. § 5307 for associated transit improvements as defined in 49 U.S.C. § 5302; and
- (l) Will comply with 49 U.S.C. § 5329(d) (public transportation agency safety plan).

CATEGORY 9. FORMULA GRANTS FOR RURAL AREAS.

If the applicant will apply for funds made available to it under the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), it must make this certification. Paragraph (a) of this certification helps FTA make the determinations required by 49 U.S.C. § 5310(b)(2)(C). Paragraph (b) of this certification is required by 49 U.S.C. § 5311(f)(2). Paragraph (c) of this certification, which applies to funds apportioned for the Appalachian Development Public Transportation Assistance Program, is necessary to enforce the conditions of 49 U.S.C. § 5311(c)(2)(D).

- (a) The applicant certifies that its State program for public transportation service projects, including agreements with private providers for public transportation service—
 - (1) Provides a fair distribution of amounts in the State, including Indian reservations; and
 - (2) Provides the maximum feasible coordination of public transportation service assisted under 49 U.S.C. § 5311 with transportation service assisted by other Federal sources; and
- (b) If the applicant will in any fiscal year expend less than 15% of the total amount made available to it under 49 U.S.C. § 5311 to carry out a program to develop and support intercity bus transportation, the applicant certifies that it has consulted with affected intercity bus service providers, and the intercity bus service needs of the State are being met adequately.
- (c) If the applicant will use for a highway project amounts that cannot be used for operating expenses authorized under 49 U.S.C. § 5311(c)(2) (Appalachian Development Public Transportation Assistance Program), the applicant certifies that—
 - (1) It has approved the use in writing only after providing appropriate notice and an opportunity for comment and appeal to affected public transportation providers; and
 - (2) It has determined that otherwise eligible local transit needs are being addressed.

CATEGORY 10. FIXED GUIDEWAY CAPITAL INVESTMENT GRANTS AND THE EXPEDITED PROJECT DELIVERY FOR CAPITAL INVESTMENT GRANTS PILOT PROGRAM.

If the applicant will apply for an award under any subsection of the Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), including an award made pursuant to the FAST Act's Expedited Project Delivery for Capital Investment Grants Pilot Program (Pub. L. 114-94, div. A, title III, § 3005(b)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5309(c)(2) and Pub. L. 114-94, div. A, title III, § 3005(b)(3)(B).

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award,
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities acquired or improved under its Award.
- (c) Will maintain equipment and facilities acquired or improved under its Award in accordance with its transit asset management plan; and
- (d) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning).

CATEGORY 11. GRANTS FOR BUSES AND BUS FACILITIES AND LOW OR NO EMISSION VEHICLE DEPLOYMENT GRANT PROGRAMS.

If the applicant is in an urbanized area and will apply for an award under subsection (a) (formula grants), subsection (b) (buses and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 8 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5339(a)(3), (b)(6), and (c)(3), respectively.

If the applicant is in a rural area and will apply for an award under subsection (a) (formula grants), subsection (b) (bus and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 9 for Formula Grants for Rural Areas (49 U.S.C. § 5311). This certification is required by 49 U.S.C. § 5339(a)(3), (b)(6), and (c)(3), respectively.

Making this certification will incorporate by reference the applicable certifications in Category 8 or Category 9.

If the applicant will receive a competitive award under subsection (b) (buses and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339) related to zero emissions vehicles or related infrastructure, it must make the following certification. This certification is required by 49 U.S.C. § 5339(d).

The applicant will use 5 percent of grants related to zero emissions vehicles (as defined in subsection (c)(1)) or related infrastructure under subsection (b) or (c) to fund workforce development training as described in section 49 U.S.C. § 5314(b)(2) (including registered apprenticeships and other labor-management training programs) under the recipient's plan to address the impact of the transition to zero emission vehicles on the applicant's current workforce; or the applicant certifies a smaller percentage is necessary to carry out that plan.

CATEGORY 12. ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAMS.

If the applicant will apply for an award under the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program (49 U.S.C. § 5310), it must make the certification in Category 8 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5310(e)(1). Making this certification will incorporate by reference the certification in Category 8, except that FTA has determined that (d), (f), (i), (j), and (k) of Category 8 do not apply to awards made under 49 U.S.C. § 5310 and will not be enforced.

In addition to the certification in Category 8, the applicant must make the following certification that is specific to the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program. This certification is required by 49 U.S.C. § 5310(e)(2).

The applicant certifies that:

- (a) The projects selected by the applicant are included in a locally developed, coordinated public transit-human services transportation plan;
- (b) The plan described in clause (a) was developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public;
- (c) To the maximum extent feasible, the services funded under 49 U.S.C. § 5310 will be coordinated with transportation services assisted by other Federal departments and agencies, including any transportation activities carried out by a recipient of a grant from the Department of Health and Human Services; and
- (d) If the applicant will allocate funds received under 49 U.S.C. § 5310 to subrecipients, it will do so on a fair and equitable basis.

CATEGORY 13. STATE OF GOOD REPAIR GRANTS.

If the applicant will apply for an award under FTA's State of Good Repair Grants Program (49 U.S.C. § 5337), it must make the following certification. Because FTA generally does not review the transit asset management plans of public transportation providers, the asset management certification is necessary to enforce the provisions of 49 U.S.C. § 5337(a)(4). The certification with regard to acquiring restricted rail rolling stock is required by 49 U.S.C. § 5323(u)(4). Note that this certification is not limited to the use of Federal funds.

The applicant certifies that the projects it will carry out using assistance authorized by the State of Good Repair Grants Program, 49 U.S.C. § 5337, are aligned with the applicant's most recent transit asset management plan and are identified in the investment and prioritization section of such plan, consistent with the requirements of 49 CFR Part 625.

If the applicant operates a rail fixed guideway service, the applicant certifies that, in the fiscal year for which an award is available to the applicant under the State of Good Repair Grants Program, 49 U.S.C. § 5337, the applicant will not award any contract or subcontract for the procurement of rail rolling stock for use in public transportation with a rail rolling stock manufacturer described in 49 U.S.C. § 5323(u)(1).

CATEGORY 14. INFRASTRUCTURE FINANCE PROGRAMS.

If the applicant will apply for an award for a project that will include assistance under the Transportation Infrastructure Finance and Innovation Act (“TIFIA”) Program (23 U.S.C. §§ 601–609) or the State Infrastructure Banks (“SIB”) Program (23 U.S.C. § 610), it must make the certifications in Category 8 for the Urbanized Area Formula Grants Program, Category 10 for the Fixed Guideway Capital Investment Grants program, and Category 13 for the State of Good Repair Grants program. These certifications are required by 49 U.S.C. § 5323(o).

Making this certification will incorporate the certifications in Categories 8, 10, and 13 by reference.

CATEGORY 15. ALCOHOL AND CONTROLLED SUBSTANCES TESTING.

If the applicant will apply for an award under FTA’s Urbanized Area Formula Grants Program (49 U.S.C. § 5307), Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339) programs, the applicant must make the following certification. The applicant must make this certification on its own behalf and on behalf of its subrecipients and contractors. This certification is required by 49 CFR § 655.83.

The applicant certifies that it, its subrecipients, and its contractors are compliant with FTA’s regulation for the Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations, 49 CFR Part 655.

CATEGORY 16. RAIL SAFETY TRAINING AND OVERSIGHT.

If the applicant is a State with at least one rail fixed guideway system, or is a State Safety Oversight Agency, or operates a rail fixed guideway system, it must make the following certification. The elements of this certification are required by 49 CFR §§ 672.31 and 674.39.

The applicant certifies that the rail fixed guideway public transportation system and the State Safety Oversight Agency for the State are:

- (a) Compliant with the requirements of 49 CFR Part 672, “Public Transportation Safety Certification Training Program”; and
- (b) Compliant with the requirements of 49 CFR Part 674, “State Safety Oversight”.

CATEGORY 17. DEMAND RESPONSIVE SERVICE.

If the applicant operates demand responsive service and will apply for an award to purchase a non-rail vehicle that is not accessible within the meaning of 49 CFR Part 37, it must make the following certification. This certification is required by 49 CFR § 37.77.

The applicant certifies that the service it provides to individuals with disabilities is equivalent to that provided to other persons. A demand responsive system, when viewed in its entirety, is deemed to provide equivalent service if the service available to individuals with disabilities, including individuals who use wheelchairs, is provided in the most integrated setting appropriate to the needs of the individual and is equivalent to the service provided other individuals with respect to the following service characteristics:

- (a) Response time;
- (b) Fares;
- (c) Geographic area of service;
- (d) Hours and days of service;
- (e) Restrictions or priorities based on trip purpose;
- (f) Availability of information and reservation capability; and
- (g) Any constraints on capacity or service availability.

CATEGORY 18. INTEREST AND FINANCING COSTS.

If the applicant will pay for interest or other financing costs of a project using assistance awarded under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), the Fixed Guideway Capital Investment Grants Program (49 U.S.C. § 5309), or any program that must comply with the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310), “flex funds” from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)), or awards to urbanized areas under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the following certification. This certification is required by 49 U.S.C. §§ 5307(e)(3) and 5309(k)(2)(D).

The applicant certifies that:

- (a) Its application includes the cost of interest earned and payable on bonds issued by the applicant only to the extent proceeds of the bonds were or will be expended in carrying out the project identified in its application; and
- (b) The applicant has shown or will show reasonable diligence in seeking the most favorable financing terms available to the project at the time of borrowing.

CATEGORY 19. CYBERSECURITY CERTIFICATION FOR RAIL ROLLING STOCK AND OPERATIONS.

If the applicant operates a rail fixed guideway public transportation system, it must make this certification. This certification is required by 49 U.S.C. § 5323(v). For information about standards or practices that may apply to a rail fixed guideway public transportation system, visit <https://www.nist.gov/cyberframework> and <https://www.cisa.gov/>.

The applicant certifies that it has established a process to develop, maintain, and execute a written plan for identifying and reducing cybersecurity risks that complies with the requirements of 49 U.S.C. § 5323(v)(2).

CATEGORY 20. PUBLIC TRANSPORTATION ON INDIAN RESERVATIONS FORMULA AND DISCRETIONARY PROGRAM (TRIBAL TRANSIT PROGRAMS).

Before FTA may provide Federal assistance for an Award financed under either the Public Transportation on Indian Reservations Formula or Discretionary Program authorized under 49 U.S.C. § 5311(c)(1), as amended by the FAST Act, (Tribal Transit Programs), the applicant must select the Certifications in Category 21, except as FTA determines otherwise in writing. Tribal Transit Program applicants may certify to this Category and Category 1 (Certifications and Assurances Required of Every Applicant) and need not make any other certification, to meet Tribal Transit Program certification requirements. If an applicant will apply for any program in addition to the Tribal Transit Program, additional certifications may be required.

FTA has established terms and conditions for Tribal Transit Program grants financed with Federal assistance appropriated or made available under 49 U.S.C. § 5311(c)(1). The applicant certifies that:

- (a) It has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award.
- (b) It has or will have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award.
- (c) It will maintain its equipment and facilities acquired or improved under its Award, in accordance with its transit asset management plan and consistent with FTA regulations, “Transit Asset Management,” 49 CFR Part 625. Its Award will achieve maximum feasible coordination with transportation service financed by other federal sources.
- (d) With respect to its procurement system:
 - (1) It will have a procurement system that complies with U.S. DOT regulations, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, “Uniform Administrative Requirements, Cost

- Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, for Awards made on or after December 26, 2014,
- (2) It will have a procurement system that complies with U.S. DOT regulations, “Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments,” 49 CFR Part 18, specifically former 49 CFR § 18.36, for Awards made before December 26, 2014, or
 - (3) It will inform FTA promptly if its procurement system does not comply with either of those U.S. DOT regulations.
- (e) It will comply with the Certifications, Assurances, and Agreements in:
- (1) Category 05.1 and 05.2 (Charter Service Agreement and School Bus Agreement),
 - (2) Category 06 (Transit Asset Management Plan),
 - (3) Category 07.1 and 07.2 (Rolling Stock Buy America Reviews and Bus Testing),
 - (4) Category 09 (Formula Grants for Rural Areas),
 - (5) Category 15 (Alcohol and Controlled Substances Testing), and
 - (6) Category 17 (Demand Responsive Service).

CATEGORY 21. EMERGENCY RELIEF PROGRAM.

An applicant to the Public Transportation Emergency Relief Program, 49 U.S.C. § 5324, must make the following certification. The certification is required by 49 U.S.C. § 5324(f) and must be made before the applicant can receive a grant under the Emergency Relief program.

The applicant certifies that the applicant has insurance required under State law for all structures related to the emergency relief program grant application.

FEDERAL FISCAL YEAR 2024 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE PROGRAMS

(Signature pages alternate to providing Certifications and Assurances in TrAMS.)

Name of Applicant: Tahoe Metropolitan Planning Organization

The Applicant certifies to the applicable provisions of all categories: (*check here*) X.

Or,

The Applicant certifies to the applicable provisions of the categories it has selected:

Category	Certification
01 Certifications and Assurances Required of Every Applicant	_____
02 Public Transportation Agency Safety Plans	_____
03 Tax Liability and Felony Convictions	_____
04 Lobbying	_____
05 Private Sector Protections	_____
06 Transit Asset Management Plan	_____
07 Rolling Stock Buy America Reviews and Bus Testing	_____
08 Urbanized Area Formula Grants Program	_____
09 Formula Grants for Rural Areas	_____
10 Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program	_____
11 Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs	_____

Certifications and Assurances

Fiscal Year 2024

- 12 Enhanced Mobility of Seniors and Individuals with Disabilities Programs
- 13 State of Good Repair Grants
- 14 Infrastructure Finance Programs
- 15 Alcohol and Controlled Substances Testing
- 16 Rail Safety Training and Oversight
- 17 Demand Responsive Service
- 18 Interest and Financing Costs
- 19 Cybersecurity Certification for Rail Rolling Stock and Operations
- 20 Tribal Transit Programs
- 21 Emergency Relief Program

CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

AFFIRMATION OF APPLICANT

Name of the Applicant: Tahoe Metropolitan Planning Organization

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in the federal fiscal year, irrespective of whether the individual that acted on his or her Applicant’s behalf continues to represent it.

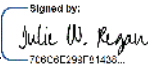
The Certifications and Assurances the Applicant selects apply to each Award for which it now seeks, or may later seek federal assistance to be awarded by FTA during the federal fiscal year.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq.*, and implementing U.S. DOT regulations, “Program Fraud Civil Remedies,” 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

Certifications and Assurances

Fiscal Year 2024

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature  _____ Date: April 17, 2025

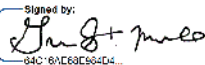
Name Julie W. Regan, Executive Director _____ Authorized Representative of Applicant

AFFIRMATION OF APPLICANT’S ATTORNEY

For (Name of Applicant): Tahoe Metropolitan Planning Organization _____

As the undersigned Attorney for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature  _____ Date: April 18, 2025

Name Graham St. Michel, General Counsel _____ Attorney for Applicant

Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant’s Attorney pertaining to the Applicant’s legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney’s signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.