



TRANSPORTATION PLANNING OVERALL WORK PROGRAM 2024-2025

TAHOE METROPOLITAN PLANNING ORGANIZATION ||
TAHOE REGIONAL PLANNING AGENCY

Lake Tahoe



The Lake Tahoe Transportation Overall Work Program for FY 2024/2025 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



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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
DBE	Disadvantaged Business Enterprise
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
GHG	Greenhouse Gas
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 2024/2025 covering the period of July 1, 2024 through June 30, 2025 (FY 24/25), 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 24/25.

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 as 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. In April 2021 TRPA adopted a new Vehicle Miles Traveled (VMT) per capita Threshold Standard and associated Transportation and Sustainable Communities (TSC) Threshold. This

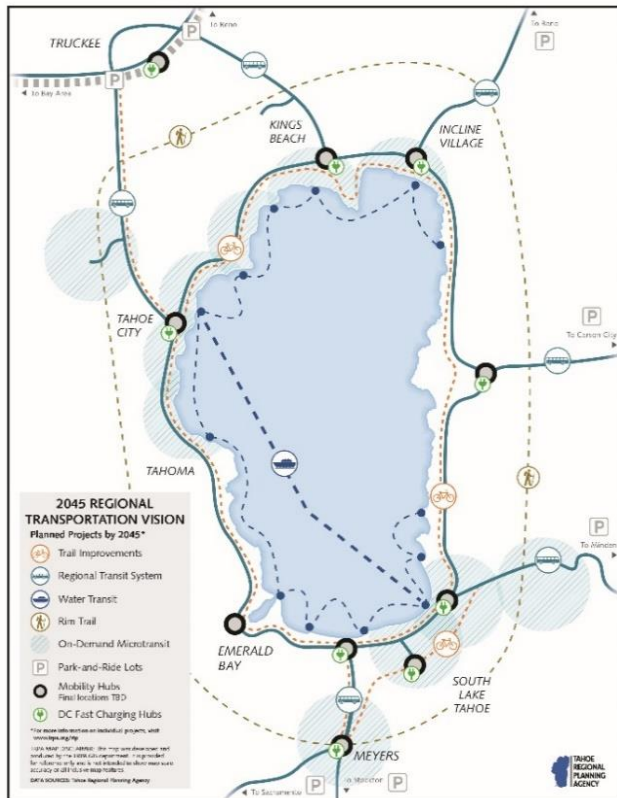
action only strengthened the foundation of the Regional Transportation Plan to reduce reliance on the automobile, support GHG emission reductions and increase multi-modal travel options. The new TSC threshold elevates and aligns Regional, Federal, and State transportation planning within the Lake Tahoe planning and regulatory framework.

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 also working closely with Central Federal Lands Division of FHWA on the 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 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.



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. New 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

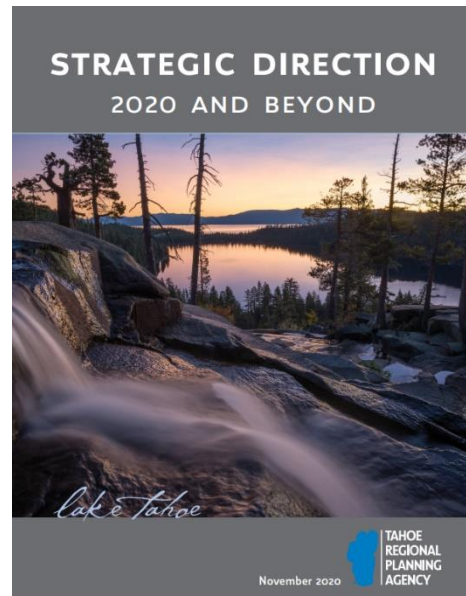
representatives from the Washoe Tribe of California and Nevada, USFS-LTBMU and the TRPA Advisory Planning Commission (APC).

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 strengthen the resilience of Tahoe’s environment, communities, and economy to the emerging stresses of climate change and to improve the region’s sustainability. California and Nevada have aggressive targets to reduce greenhouse gas emissions and TRPA and the region’s partners must work to help meet those targets.

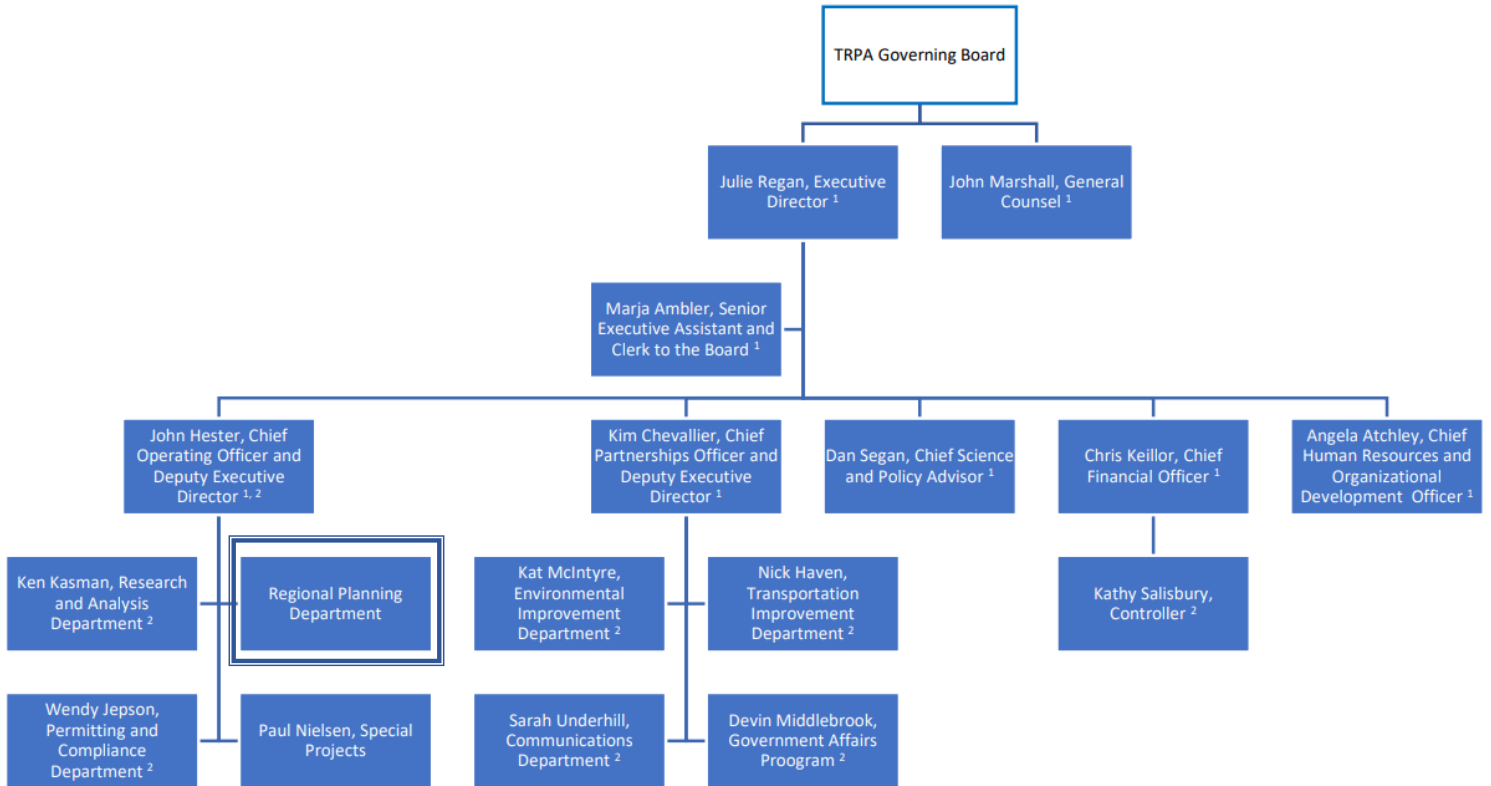
TRPA “Strategic Initiatives” include:

- 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) **Measuring What Matters** - Collection of good data, setting achievable goals, and monitoring programs that provide needed information to measure progress and adaptively manage to achieve better results for water quality, transportation, recreation, and stream environment zones.
- 3) **Tahoe Living** - Meeting many community and environmental goals requires Tahoe employees to be able to find and afford housing close to transit and trails that provide connections to work, school, stores, and recreation areas.
- 4) **Digital First** - Transitioning to digital technologies for information storage, access, and sharing, permit applications, and customer transactions for a system that is more easily shared, improves transparency, and enhances public access to information.
- 5) **Restoration Blueprint** - Leveraging the Environmental Improvement Program to find new funding sources to accelerate progress toward a healthy, sustainable, and resilient region including top priorities such as major transportation and community revitalization projects and reducing stormwater pollution through complete streets implementation.



TRPA Strategic Direction	Work Elements							
<u>Strategic Priorities</u>	101	102	103	104	105	106	107	108
1) Keeping Tahoe Moving	◇	◇	◇	◇	◇	◇	◇	◇
2) Measuring What Matters		◇		◇	◇		◇	◇
3) Tahoe Living				◇			◇	◇
4) Digital First			◇	◇	◇	◇	◇	
5) Restoration Blueprint				◇			◇	◇

Tahoe Regional Planning Agency Organizational Chart



Notes:

1. Executive Team members are shown with a superscript number one (1). Operations Group members are shown with a superscript number two (2).

**Tahoe Regional Planning Agency
Governing Board**

Representing:

Placer County Board of SupervisorsCindy Gustafson, Chair
Nevada At-Large MemberHayley Williamson, Vice Chair
Governor of Nevada AppointeeJessica Diss
Carson City RepresentativeShelly Aldean
California Senate Rules Committee AppointeeAlexandra Leumer
Nevada Department of Conservation & Natural ResourcesJames Settelmeyer
Governor of California AppointeeAshley Conrad-Saydah
Douglas County Commissioner.....Wesley Rice
El Dorado County Supervisor.....Brooke Laine
Nevada Secretary of StateFrancisco Aguilar
City of South Lake Tahoe Council MemberCody Bass
Washoe County CommissionerAlexis Hill
Governor of California AppointeeVince Hoenigman
California Assembly Speaker AppointeeBelinda Faustinos
President of the United States AppointeeMeghan Hays

TRPA Executive DirectorJulie W. Regan

**TAHOE METROPOLITAN PLANNING ORGANIZATION
GOVERNING BOARD**

Representing:

Placer County Board of SupervisorsCindy Gustafson, Chair
Nevada At-Large MemberHayley Williamson, Vice Chair
Governor of Nevada AppointeeJessica Diss
Carson City RepresentativeShelly Aldean
California Senate Rules Committee AppointeeAlexandra Leumer
Nevada Department of Conservation & Natural ResourcesJames Settelmeyer
Governor of California AppointeeAshley Conrad-Saydah
Douglas County Commissioner.....Wesley Rice
El Dorado County Supervisor.....Brooke Laine
Nevada Secretary of StateFrancisco Aguilar
City of South Lake Tahoe Council MemberJohn Friedrich
Washoe County CommissionerAlexis Hill
Governor of California AppointeeVince Hoenigman
California Assembly Speaker AppointeeBelinda Faustinos
President of the United States AppointeeMeghan Hays
USFS Forest SupervisorErick Walker

TRPA Executive DirectorJulie W. Regan
Metropolitan Planning Organization DirectorNick Haven

**TAHOE TRANSPORTATION COMMISSION
BOARD OF DIRECTORS**

Representing:

Washoe County	Alexis Hill, Chair
Carson City.....	Lori Bagwell
Douglas County.....	Wesley Rice
South Shore TMA.....	Raymond Suarez
City of South Lake Tahoe	John Friedrich
Placer County.....	Cindy Gustafson
Truckee - North Tahoe TMA	Andy Chapman
El Dorado County.....	Brooke Laine
Member At-large	Brian Bigley
USFS Lake Tahoe Basin Management Unit.....	Michael Gabor
TRPA Advisory Planning Commission	Vacant
TRPA Appointee.....	Jessica Diss
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).....	Sondra Rosenberg
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 underserved and underrepresented groups 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 the TRPA Transportation Equity Study completed in 2023 to ensure TRPA continues to reach under-represented populations through outreach. This includes evaluation of equity, more targeted outreach efforts to Community Priority Zones, document and materials translations, and 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**)

FEDERAL HIGHWAY ADMINISTRATION (FHWA) AND FEDERAL TRANSIT ADMINISTRATION (FTA) PLANNING EMPHASIS AREAS AND MPO PLANNING CONSIDERATIONS

The FHWA and FTA updated the Planning Emphasis areas (PEAs) in December of 2021. The emphasis areas focus on advancing equity and environmental justice in transportation planning, which will help achieve greenhouse gas reduction goals and increase resilience to extreme weather events resilience to extreme weather events resulting from climate change. The matrix below illustrates how these updated PEAs and the FAST Act planning considerations are considered in the transportation planning process through work elements in the OWP.

Federal Planning Emphasis Areas

		Work Elements							
		101	102	103	104	105	106	107	108
FHWA and FTA PEAS	<i>Tackling the Climate Crisis – Transition to a Clean Energy Resilient Future</i>				X			X	
	<i>Equity and Justice in Transportation Planning</i>		X	X	X		X	X	X
	<i>Complete Streets</i>				X			X	X
	<i>Public Involvement</i>		X	X	X		X		X
	<i>Strategic Highway Network / U.S. Department of Defense Coordination</i>	N/A							
	<i>Federal Land Management Agency Coordination</i>			X	X		X		
	<i>Planning and Environment Linkages</i>			X	X	X		X	
	<i>Data in Transportation Planning</i>		X		X	X	X	X	

Federal Planning Factors

	Work Elements							
	101	102	103	104	105	106	107	108
<i>Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency</i>				X			X	
<i>Increase the safety of the transportation system for motorized and non-motorized users.</i>				X	X		X	X
<i>Increase the security of the transportation system for motorized and non-motorized users.</i>				X			X	X
<i>Increase the accessibility and mobility of people and for freight.</i>		X		X			X	X
<i>Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.</i>				X		X	X	X
<i>Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.</i>			X	X	X		X	X
<i>Promote efficient system management and operation.</i>		X		X	X	X	X	X
<i>Emphasize the preservation of the existing transportation system.</i>				X				X
<i>Improve transportation system resiliency and reliability and reduce or mitigate the storm water impacts of surface transportation</i>				X		X	X	X
<i>Enhance travel and tourism coordination</i>				X	X		X	X

FY 24/25 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

Sustainable Communities

- 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 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 GHG/VMT reduction goals.

CalSTA SB 125 – California-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 first Federal Certification Review as a TMA in 2019 and had no corrective actions and one commendation regarding its public involvement process. The next certification review is due by December of 2023 and will be built into this Work Program.

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

PREVIOUS WORK

- FY ~~232~~/~~243~~ OWP administration and financial reporting
- TRPA staff attended in-person and virtual transportation planning professional development trainings

PRODUCTS	COMPLETION DATE
P-1 Closeout FY 23/24 OWP	August 2024
P-2 Final FY 24/25 OWP and OWPA	July 2024
P-3 Quarterly Progress Reports	Quarterly
P-4 FY 24/25 OWP Amendment(s)	April 2025
P-5 Draft FY 25/26 OWP	March 2025

TASKS

- T-1 **Overall Work Program/Budget**
 (Staff)
 - Administer FY 24/25 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 25/26 OWP initiatives
- FY 25/26 OWP development (P-5)

T-2 Staff Development in Regional Transportation Planning

- (Staff)
- 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)	\$132,921		
-Toll Credits (CA-PL)	\$15,246		
TRPA General	\$5,800		
Subtotal:	\$138,721	Wages/Benefits:	\$89,084
Subtotal:	\$138,721	Est. Indirect Cost:	\$49,637
Total:	\$153,721	Subtotal:	\$138,721
Total:	\$153,721	Total:	\$153,721

**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 is required under California Public Utilities Code (PUC) Section 99401.5. TRPA’s unmet transit needs process is accomplished through the Social Services Transportation Advisory Council (SSTAC), in accordance with TDA requirements, with additional assistance from the Tahoe Area Coordinating Council for the Disabled (TACCD), Truckee - North Tahoe Transportation Management Association (TNT-TMA), Community Collaborative of Truckee Tahoe (CCTT), South Shore Transportation Management Association (SSTMA). 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.

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.

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.

New this year, TRPA will be 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	Submit TDA Schedule of Performance Audits	October 2024
P-2	Submit Annual Report of Financial Transactions	October 2024
P-3	Conduct and document Unmet Transit Needs/Transit Forums	October 2024
P-4	Complete claimant and TRPA Financial Audits	December 2024
P-5	Release LTF and STA Preliminary Findings of Apportionment	February 2025
P-6	Prepare and produce FY 23 Unmet Transit Needs Assessment	March 2025
P-7	Release Final LTF Apportionments	September 2024
P-8	LTF and STA allocation instructions to County Auditors	June 2025
P-9	SB125 ZETCP annual report	October 2024
P-10	SB125 TIRCP annual report	December 2024

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-5, P-7 & P-8)
 - Monitor quarterly reports from Auditor-Controllers
 - Audit Coordination: provide assistance to auditors for TRPA fiscal audits; monitor completion and submittal of claimant audits (P-2 & P-4)
 - 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-6)
 - Conduct and document unmet transit needs hearings and outreach efforts with traditionally underrepresented and underserved populations and their community leaders (i.e., elderly, disabled, low income, and minorities: Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) (P-3)
- 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-9 and P-10).

Work Element 102 Budget: **UPDATED**

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
TDA Administration	\$7,165	TDA Financial Audit	\$7,165
Subtotal:	\$7,165	Subtotal:	\$7,165
TMPO Staff:		TMPO Staff:	
CalSTA SB125	\$30,000		
TRPA General	\$8,100	Wages/Benefits:	\$31,191
TDA Administration	10,470	Est. Indirect Cost:	\$17,379
Subtotal:	\$48,570	Subtotal:	\$48,570
Total:	\$55,735	Total:	\$55,735
**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 Equity Study includes 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.

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 the 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 24/25 Fiscal Year will be heavily focused on outreach for the 2025 Regional Transportation Plan. 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 has added use of on-line meeting platforms that provide more options

via telephone for engagement in meetings, expanding the agencies reach to those without computers. Policies and best practices identified through the recent Transportation Equity Study and adopted in the 2024 PPP and will ensure all public outreach conducted by TRPA, consultants and regional partners will reach Tahoe’s vulnerable populations.

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 Commute Tahoe working group engaging transit providers, large business and public agency operators of the Tahoe region
- 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
- Developed the Transportation Equity Study to improve communication and outreach with underserved communities
- Completed an update to the Public Participation Plan
- 2025 RTP/SCS Outreach Strategy

PRODUCTS	COMPLETION DATE
P-1 Bi-Monthly 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. • Conduct public outreach for the upcoming RTP/SCS update: Connections 2050 • Incorporate Transportation Equity 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 **Environmental Justice**

(Staff)

- Preparation for and conduct meetings designed to inform and solicit feedback from minority and low-income populations regarding the transportation planning process and to assess impacts on those communities
- Monitor and report on public participation metrics adopted in the PPP to ensure outreach activities are started towards transportation disadvantaged communities

T-6 **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, DBE, 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)	\$11,132	Noticing/Advertising/Meetings	\$20,000
- Toll Credits (CA-PL)	\$1,277	TMA Cooperative Agreements	\$27,000
FHWA PL (CA 23/24 Carryover) - Expires 6/30/26	\$7,566	Subscriptions/Dues*	\$12,000
- Toll Credits (CA-PL Carry)	\$868	<i>*Not funded by CPG funds</i>	
FTA 5303 (CA)	\$20,000		
- Toll Credits (CA-5303)	\$2,294		
FTA 5303 (CA 23/24 Carryover) - Expires 6/30/26	\$6,102		
- Toll Credits (CA-5303 Carry)	\$700		
TRPA General	\$3,529		
TDA Planning	\$10,671		
Subtotal:	\$59,000	Subtotal:	\$59,000
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$123,000		
- Toll Credits (CA-PL)	\$14,108		
FHWA PL (NV)	\$80,000		
FTA 5303 (NV)	\$12,567	Wages/Benefits:	\$153,434
TRPA General	\$23,360	Est. Indirect Cost:	\$85,493
Subtotal:	\$238,927	Subtotal:	\$238,927
Total:	\$297,927	Total:	\$297,927

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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 established ***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 2020 RTP/SCS includes a renewed approach to environmental justice and identifies communities with greater needs for access to transportation. The Transportation Equity Study from FY2023 and the updated PPP will further best practices in public outreach, and focus on transportation access and equity for residents, commuters, visitors, and recreation travelers.

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 Corridor around Emerald Bay in California. TRPA will also continue to participate in the US50 South Shore Community Revitalization planning and support SR89/Emerald Bay Trail Feasibility Study recommendations.

The TRPA has committed to an adaptive policy framework that will provide for coordinated updates 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 preparation for the 2025 RTP/SCS (Connections 2050) with several supporting modal plan updates, data collection (WE105 and 108), and necessary studies for environmental review.

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 established working group will continue to increase 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 reflective of all employer sizes. TRPA

will also continue to support the annual Tahoe Bike Month to increase active transportation 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. To continue to support vehicle electrification, the award-winning Electric Vehicle Readiness Plan will be updated beginning in FY24 to integrate with growing state and federal policies, programs and funding opportunities. The CHSTP will also be updated in FY25 to ensure compliance with 5310 FTA funding.

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) and Tahoe Area Regional Transit (TART) are each working through an update to their Short-Range Transit Plans. TRPA staff will support and ensure SRTP recommendations align with the regional planning processes and recommendations can be included in the 2025 RTP/SCS. Additionally, the SSTMA initiated a micro transit pilot program, and 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. 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

- Completed the 2024 Active Transportation Plan
- Commute Tahoe program working group and creation of supporting materials
- Coordinated local Area Plans and project consistency with 2020 RTP/SCS
- Supported US50 East Corridor Management Plan
- Supported SR89 Corridor Management Plan
- Worked with CARB on RTP/SCS Update Methodology
- Completed Vizion Zero Safety Strategy
- Completed the Transportation Equity Study

PRODUCTS	COMPLETION DATE
P-1 WE104.1 Draft Policies/Goals to 2025 RTP/SCS: Connections 2050	July 2024
P-2 WE104.1 Coordinated Human Services Plan	October 2024
P-3 WE104.1 Transit Rider Surveys	June 2025
P-4 WE104.2 TDM Educational Materials and Website Update Complete Street Standards for Town Centers	Ongoing June 2025

P-5 [WE104.2](#)

[Complete Street Standards for Town Centers/TDM Educational Materials and Website Update](#)

[June 2025 Ongoing](#)

TASKS 104.1

Regional Transportation Plan Maintenance and Coordination

T-1

(Staff & Consultant)

Regional Transportation Plan (Core Planning Function)

- Administration of 2020 RTP/SCS, including coordinating with state, local, and federal partners to explore funding opportunities to implement the plan.
- Begin development of the 2025 RTP/SCS goals and policies update (P-1).
- Participate in public and interagency meetings as a transportation technical resource.
- Develop special studies as needed for the 2025 RTP/SCS update (i.e.: transportation equity, freight, aviation, etc.)
- Review projects and area plans to ensure consistency with established transportation plans and 2020 RTP/SCS policies.
- Participate on Steering Committee for US 50 East Corridor Plan and supporting work.
- 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 & Consultant)

Inter-Regional Planning

- Develop 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
- Support the Tahoe-Truckee PEV Readiness Plan and coordinate Regional EV strategy, identify funding for charging infrastructure, serve as a regional ombudsman, and promote adoption of zero emission vehicles.

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

Transit Planning

(Staff & Consultant)

- ~~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 2020 RTP/SCS~~
- ~~Support the update and integration of Short-Range Transit Plans (next 1-5 years) for TTD and TART services.~~
- ~~Coordinate with transit partners to update the Coordinated Human Services Transportation Plan (CHSTP) (P-2)~~
- ~~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-3)~~
- ~~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~~

T-4

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

Transportation Demand Management (Travel 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 Challenge
- Coordinate the Safe Routes to School Program, active 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-45)
- 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)	\$36,091	Regional Planning Tech Svcs.	\$200,000
-Toll Credits (CA-PL)	\$4,140		
FHWA PL (CA 23/24 Carryover) - Expires 6/30/26	\$89,743		
-Toll Credits (CA-PL Carry)	\$10,294		
FTA 5303 (CA)	\$30,288		
-Toll Credits (CA-5303)	\$3,474		
FTA 5303 (CA 23/24 Carryover) - Expires 6/30/26	\$11,767		
-Toll Credits (CA-5303 Carry)	\$1,350		
TDA Planning	\$32,111		
Subtotal:	\$200,000	Subtotal:	\$200,000
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$53,909		
-Toll Credits (CA-PL)	\$6,183		
FTA 5303 (CA)	\$23,859		
-Toll Credits (CA-5303)	\$2,737		
FHWA PL (NV)	\$88,713		
FTA 5303 (NV)	\$10,387	Wages/Benefits:	\$163,392
TRPA General	\$77,566	Est. Indirect Cost:	\$91,042
Subtotal:	\$254,434	Subtotal:	\$254,434
Total:	\$454,434	Total:	\$454,434

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TASKS 104.2 Complete Streets, Modal Planning and Programs

T-1

(Staff)

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) in preparation for 2025 RTP/SCS.
- Coordinate with EDCTC, PCTPA, TMA's, NDOT, Caltrans, and local jurisdictions regarding traveler information, adaptive roadway management, and emergency planning between Sacramento and South Lake Tahoe, through participation on committees and other relevant efforts.
- Continue evaluation and gaining 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.

T-2

(Staff & Consultant)

Active Transportation Planning & Complete Streets

- Monitor and utilize state and federal bicycle and pedestrian planning requirements and other resources.
- Coordinate with regional partners of the Lake Tahoe Destination Stewardship Working Group Council on active transportation policy and planning.
- Support local agency Active Transportation Program grant applications and Regional Active Transportation Plan project and program implementation.
- Support development of town-center complete street standards that implement the vision and projects identified in the 2024 Active Transportation Plan (P-54)

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 Planning.
- Support implementation of recommended best practices for safety data collection and reporting.

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 2020 RTP/SCS
- Support the update and integration of Short-Range Transit Plans (next 1-5 years) for TTD and TART services.
- Coordinate with transit partners to update the Coordinated Human Services Transportation Plan (CHSTP) (P-2)
- 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-3)
- 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

Work Element 104.2 Budget: UPDATED

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
FHWA PL (CA)	\$ 54,000	Transit/TDM Support Svcs.	\$ 50,000
-Toll Credits (CA-PL)	\$6,194	Modal Planning	\$ 30,000
TRPA General	\$ 16,000		
TDA Planning	\$ 10,000		
Subtotal:	\$ 80,000	Subtotal:	\$ 80,000
TMPO Staff:		TMPO Staff:	
FHWA PL - Complete Streets (CA)	\$ 19,502		
FHWA PL (CA)	\$ 70,738		
-Toll Credits (CA-PL)	\$8,114		
FTA 5303 (CA)	\$ 5,000		
-Toll Credits (CA-5303)	\$574		
FHWA PL - Complete Streets (NV)	\$ 7,671		
FHWA PL (NV)	\$ 10,000		
FTA 5303 (NV)	\$ 3,000		
TRPA General	\$ 73,331		
Subtotal:	\$ 189,242	Wages/Benefits:	\$121,527
		Est. Indirect Cost:	\$ 67,715
		Subtotal:	\$189,242
Total:	\$ 269,242	Total:	\$269,242

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

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 Transportation 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 future 2024 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 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 (VMT, GHG, Etc.) via dashboards and visual tools on Laketahoeinfo.org	Quarterly
P-3	Project Impact Assessment Tool – maintenance	Ongoing

TASKS	
T-1 (Staff)	<p>Data Management</p> <ul style="list-style-type: none"> • Manage 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 VMT 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 performance measure targets. • Collect and analyze bicycle/pedestrian monitoring data and reporting in accordance with established monitoring protocol. • Collect and analyze zero emission vehicle and infrastructure adoption data and project future demand for charging, emission reductions, and energy demand. • 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 2025 RTP/SCS.
T-3 (Staff & Consultant)	<p>Travel Demand Modeling</p> <ul style="list-style-type: none"> • Work with stakeholders to update the travel demand model/data as necessary for additional model improvements. • Support modeling for maintenance and updates to the project impact assessment tool and VMT 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)	\$87,733	Data and Forecasting System Svcs.	\$80,000
-Toll Credits (CA-PL)	\$10,063	Data Collection Contract Svcs.	\$75,000
FHWA PL (CA 23/24 Carryover) - Expires 6/30/26	\$27,055		
-Toll Credits (CA-PL Carry)	\$3,103		
FTA 5303 (CA)	\$14,488		
-Toll Credits (CA-5303)	\$1,662		
FTA 5303 (CA 23/24 Carryover) - Expires 6/30/26	\$9,515		
-Toll Credits (CA-5303 Carry)	\$1,091		
TDA Planning	\$16,209		
Subtotal:	\$155,000	Subtotal:	\$155,000
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$46,057		
-Toll Credits (CA-PL)	\$5,283		
FTA 5303 (CA)	\$21,186		
-Toll Credits (CA-5303)	\$2,430		
FHWA PL (NV)	\$62,000		
FTA 5303 (NV)	\$11,500	Wages/Benefits:	\$112,761
TRPA General	\$34,849	Est. Indirect Cost:	\$62,831
Subtotal:	\$175,592	Subtotal:	\$175,592
Total:	\$330,592	Total:	\$330,592

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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 regionally significant transportation projects. As a core MPO planning function, staff will continue maintaining the current 2023 FTIP through administrative modifications and amendments to maintain required financial constraint and accountability until new FTIP is adopted. Maintenance of the FTIP including amendments will be ongoing until the approval of the 2025 FTIP in December of 2024. TRPA also tracks available federal and state transportation funding sources and grant opportunities to share with project 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 the recently enacted Infrastructure Investment and Jobs Act (IIJA). This includes participation in various working groups, distributing information on IIJA discretionary programs as they are rolled out, incorporating new funding sources into the Regional Grant Program and coordinating and tracking regional IIJA grant program requests.

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 RTIP is updated every two years and will be updated next fiscal year, 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
- Development of the 2025 FTIP
- Maintenance of the 2022 RTIP
- Development and Adoption of the 2024 RTIP

- 2023/24 Regional Grant Program (RGP) Cycle Administration
- 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, and local agencies in project programming
- Annual Federal Obligations Report FY 2023

PRODUCTS	COMPLETION DATE
P-1 Maintenance of 2023 FTIP	December 2024
P-2 Adoption of 2025 FTIP	December 2024
P-3 Maintenance of 2025 FTIP	Quarterly
P-4 Annual Federal Obligation Report	December 2024
P-5 Maintenance of 2024 RTIP	Quarterly

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"> • Maintenance of the 2023 FTIP (P-1) • Approval of the 2025 FTIP (P-2) • Monitor and maintain the current FTIP through administrative modifications and amendments (P-3) • Maintain California Transportation Improvement Program System (CTIPS) database and Nevada electronic Statewide Transportation Improvement Program (E-STIP) • Publish TRPA programming information on Tahoe Regional Planning Agency 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 | <p>Regional Transportation Improvement Program</p> <ul style="list-style-type: none"> • 2024 RTIP document maintenance (P-5) |
| T-3 | <p>Regional Grant Program</p> <ul style="list-style-type: none"> • Manage the Regional Grant Program (RGP) funding cycles (CMAQ, Carbon Reduction Program, STBG, TAP & ATP/MPO) • Coordinate priority project identification and reporting efforts • Monitor and update transportation projects in the Transportation Tracker • Integration of Transportation Tracker projects between EIP, FTIP, and RTP/SCS • Support implementation of 2020 RTP/SCS and development of the project and funding elements for 2025 RTP/SCS • Coordinate Performance Report Management responses with grant selection |
| T-4 | <p>Project Tracking and Statewide Transportation Improvement Program Coordination</p> |

- Monitor and provide guidance on available federal (IIJA) and state funding 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.
- Work with NDOT to support 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 processes that include traditionally underrepresented and underserved populations and their community leaders (i.e., elderly, disabled, low income, and minorities: Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander)

Work Element 106 Budget:

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
	\$0		\$0
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$125,000		
-Toll Credits (CA-PL)	\$14,338		
FTA 5303 (CA)	\$29,000		
-Toll Credits (CA-5303)	\$3,326		
FHWA PL (NV)	\$26,645		
FTA 5303 (NV)	\$15,020		
STIP - Planning, Programming, & Monitoring	\$33,000		
TRPA General	\$56,074		
TDA Administration	\$17,365		
	Subtotal: \$302,104	Wages/Benefits:	\$194,005
		Est. Indirect Cost:	\$108,099
		Subtotal:	\$302,104
	Total: \$302,104	Total:	\$302,104

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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 Safety (PM1), Pavement and Bridge (PM2), System Performance, Freight, applicable CMAQ and future Green House Gas (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 IJIA, 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 reduce the dependency on the private automobile. 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 IJIA, 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 development in WE104, corridor management planning, Vision Zero Safety Strategy, and Active Transportation Plan 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 2023 FTIP
- Convened the first Transportation Performance Technical Advisory Committee
- Developed 2024 biennial performance report.
- Integrated performance measures in the 2024 Vision Zero Strategy and 2024 Active Transportation Plan
- Completed 2023/2024 Congestion Management Report
- Worked with both states to develop draft PM3 Greenhouse Gas (GHG) reduction targets.

PRODUCTS	COMPLETION DATE	
P-1	Maintained Performance-Based Planning Framework	On-going
P-2	2024 PM 2 Pavement and Bridge Condition Measure Report	August 2024
P-3	2024 PM 3 GHG Target check with Caltrans and NDOT	October 2024
P-4	2025 PM1 Safety Target set with Caltrans and NDOT*	February 2025

-
- | | |
|-----------------|---|
| 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 new 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 biennially to prepare required Performance Reports and improve information sharing that supports the performance system and updates to LT Info . • Coordinate the performance management process, data gathering, funding programming, project sequencing, etc. with the Tahoe Transportation Implementation CommitteeCollaborative. • 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)	\$20,000		
-Toll Credits (CA-PL)	\$2,294		
FTA 5303 (CA)	\$10,789		
-Toll Credits (CA-5303)	\$1,238		
FHWA PL (NV)	\$34,000		
FTA 5303 (NV)	\$7,500		
TRPA General	\$8,403		
	Subtotal:		
	\$80,692		
	Total:		
	\$80,692		
		Wages/Benefits:	\$51,819
		Est. Indirect Cost:	\$28,873
		Subtotal:	\$80,692
		Total:	\$80,692

**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 GHG 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 equitable outcomes; to consider impacts on the constrained transportation system due to increased interregional tourism and visitor traffic; to advance safe active transportation 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, VMT/GHG 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.

The activities included in this work element will assist in producing the next Regional Transportation Plan/ Sustainable Communities Strategy by providing data and analysis to better understand Lake Tahoe's unique travel behavior, updates to the Electrical Vehicle Readiness Plan, Transportation System Management & Operations Draft Plan, incorporating intelligent transportation systems with a focus on system management, parking management, including the consideration of social equity. This work element will also support the consideration of a funding strategy 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

- VMT/GHG Evaluation Tools:
 - Refinements to the project level VMT tool
 - Briefing Materials and Policy Recommendations
- Draft Electric Vehicle Readiness Plan

WORK ELEMENT 108.6 (FY 22/23 – RMRA)

PRODUCTS	COMPLETION DATE
P-1 Final Electric Vehicle Readiness Plan Update	September 2024

TASKS

- T-1 Final Draft and approval Electric Vehicle Readiness Plan Preparation
(Staff & Consultants)
- Outreach to educate underserved communities on usage of mode shifts to EV alternative modes (C)
 - Update EV Readiness Plan (C) (P-1)
- T-2 Regional Transportation Plan/ Sustainable Communities Strategy Support
(Staff & Consultants)
- RTP/SCS travel behavior data gathering and analysis to help identify VMT for users and effective project and program mitigations to reduce VMT
- T-3 Regional/Community Parking Management Options Evaluation
(Staff & Consultants)
- Develop principles for regional and community parking management, and consider appropriate changes that will encourage more use of transit, bike and ped travel where appropriate

Work Element 108.6 Budget:

WE 108.6			
REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
TRPA General	\$12,921	Sustainable Comm Planning	\$112,647
SB1 Formula & Competitive WE 108.6 (22/23 Carryover) - Expires 2/28/25	\$99,726		
Subtotal:	\$112,647	Subtotal:	\$112,647
TMPO Staff:		TMPO Staff:	
	\$0		\$0
Total:	\$112,647	Total:	\$112,647

WORK ELEMENT 108.7 (FY 23/24 – RMRA)

PRODUCTS	COMPLETION DATE
P-1 Transportation System Management & Operations (TSMO) Draft Plan	December 2024

TASKS

- T-1 Existing System Management Conditions
(Staff & 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
(Staff & Consultants)
- Prepare system management recommendations 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. The existing conditions and TSMO recommendations will be incorporated in the 2025 Regional Transportation Plan.

Work Element 108.7 Budget:

WE 108.7			
REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
TRPA General	\$21,216		
SB1 Formula & Competitive WE 108.7 (23/24 Carryover) - Expires 2/28/26	\$163,750	Sustainable Comm Planning	\$184,966
Subtotal:	\$184,966	Subtotal:	\$184,966
TMPO Staff:		TMPO Staff:	
	\$0		\$0
Total:	\$184,966	Total:	\$184,966

WORK ELEMENT 108.8 (FY 23/24 – RMRA)REVISE!!!

PRODUCTS	COMPLETION DATE
P-1 Transportation System Management & Operations (TSMO) Final Plan	April 2025

TASKS

- T-1 Transportation System Management & Operations Final Plan
(Staff & Consultants)
 - Prepare system management recommendations 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. The existing conditions and TSMO recommendations will be incorporated in the 2025 Regional Transportation Plan.
- T-2 Regional/Community Parking Management Options Evaluation
(Staff & Consultants)
 - Develop principles for regional and community parking management and consider appropriate changes that will encourage more use of transit, bike and ped travel where appropriate.

Work Element 108.8 Budget:

WE 108.8			
REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
TRPA General	\$21,216		
SB1 Formula & Competitive WE 108.8 - Expires 2/28/27	\$163,750	Sustainable Comm Planning	\$184,966
Subtotal:	\$184,966	Subtotal:	\$184,966
TMPO Staff:		TMPO Staff:	
	\$0		\$0
Total:	\$184,966	Total:	\$184,966

**CALTRANS REGIONAL PLANNING ACTIVITIES
FOR FY 2024/25**

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 Committee 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 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 24/25 FINANCIAL SUMMARY

UPDATED

Table 1 – FY24/25 TRPA/TMPO Programmed Revenues

Funding Source	FY 2025
Federal	
FHWA PL - Complete Streets (CA)	19,502
FHWA PL (CA)	760,581
FHWA PL (CA 23/24 Carryover) - Expires 6/30/26	124,364
FTA 5303 (CA)	154,610
FTA 5303 (CA 23/24 Carryover) - Expires 6/30/26	27,384
FHWA PL - Complete Streets (NV)	7,671
FHWA PL (NV)	301,358
FTA 5303 (NV)	59,974
Federal Subtotal:	1,455,444
Non-Federal	
STIP - Planning, Programming, & Monitoring	33,000
CalSTA SB125	30,000
SB1 Formula & Competitive WE 108.8 - Expires 2/28/27	163,750
SB1 Formula & Competitive WE 108.7 (23/24 Carryover) - Expires 2/28/26	163,750
SB1 Formula & Competitive WE 108.6 (22/23 Carryover) - Expires 2/28/25	99,726
TRPA General	377,365
TDA Administration	35,000
TDA Planning	68,991
Non-Federal Subtotal:	971,582
GRAND TOTAL:	2,427,026

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 on behalf of 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. (See above)

CA-RMRA - 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 GHG/VMT 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.

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 – FY24/25 Transportation Staffing Costs

TRPA/TMPO Transportation Team	Salary and Wages	Benefits	FY 24/25 Estimated IDC Rate 55.72%	Total Salary, Benefits and Overhead
Total FY 24/25 Salaries	697,395	219,818	511,071	\$1,428,284
Total	\$697,395	\$219,818	\$511,071	\$1,428,284

Table 3 – FY24/25 Staffing Costs and Revenues UPDATED

WORK ELEMENTS	Consolidated Planning Grant (CPG)						TRPA General	STIP PPM	CalSTA SB125	TDA Admin	TDA Planning	TOTAL
	CA PL - Complete Streets	CA PL	CA 5303	NV PL - Complete Streets	NV PL	NV 5303						
101- Program Administration	-	132,921	-	-	-	-	5,800	-	-	-	-	\$ 138,721
102 - Transportation Dev't. Act	-	-	-	-	-	-	8,100	-	30,000	10,470	-	\$ 48,570
103 - Public Outreach	-	123,000	-	-	80,000	12,567	23,360	-	-	-	-	\$ 238,927
104.1 - Regional Planning Tech	-	53,909	23,859	-	88,713	10,387	77,566	-	-	-	-	\$ 254,434
104.2 - Complete Streets & Modal Planning Programs	19,502	70,738	5,000	7,671	10,000	3,000	73,331	-	-	-	-	\$ 189,242
105 - Data Collection & Forecasting	-	46,057	21,186	-	62,000	11,500	34,849	-	-	-	-	\$ 175,592
106 - Proj. Tracking + Financial Mgt.	-	125,000	29,000	-	26,645	15,020	56,074	33,000	-	17,365	-	\$ 302,104
107 - Performance-Based Planning	-	20,000	10,789	-	34,000	7,500	8,403	-	-	-	-	\$ 80,692
108.6 - Sustainable Communities Planning	-	-	-	-	-	-	-	-	-	-	-	\$ -
108.7 - Sustainable Communities Planning	-	-	-	-	-	-	-	-	-	-	-	\$ -
108.8 - Sustainable Communities Planning	-	-	-	-	-	-	-	-	-	-	-	\$ -
TOTAL:	\$ 19,502	\$ 571,625	\$ 89,834	\$ 7,671	\$ 301,358	\$ 59,974	\$ 287,483	\$ 33,000	\$ 30,000	\$ 27,835	\$ -	\$ 1,428,282

WORK ELEMENTS	Toll Credit Match CA PL	Toll Credit Match CA 5303	TOTAL
101- Program Administration	15,246	-	\$ 15,246
102 - Transportation Dev't. Act	-	-	\$ -
103 - Public Outreach	14,108	-	\$ 14,108
104.1 - Regional Planning Tech	6,183	2,737	\$ 8,920
104.2 - Complete Streets & Modal Planning Programs	8,114	574	\$ 8,687
105 - Data Collection & Forecasting	5,283	2,430	\$ 7,713
106 - Proj. Tracking + Financial Mgt.	14,338	3,326	\$ 17,664
107 - Performance-Based Planning	2,294	1,238	\$ 3,532
108.6 - Sustainable Communities Planning	-	-	\$ -
108.7 - Sustainable Communities Planning	-	-	\$ -
108.8 - Sustainable Communities Planning	-	-	\$ -
TOTAL:	\$ 65,565	\$ 10,304	\$ 75,869

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

Table 4 – FY24/25 Direct Costs and Revenues UPDATED

WORK ELEMENTS	Consolidated Planning Grant (CPG)				TRPA General	SB1	SB1 23/24 Carryover	SB1 22/23 Carryover	TDA Admin	TDA Planning	TOTAL
	CA PL	CA PL - 23/24 Carryover	CA 5303	CA 5303 - 23/24 Carryover							
101- Program Administration	-	-	-	-	15,000	-	-	-	-	-	\$ 15,000
102 - Transportation Dev't. Act	-	-	-	-	-	-	-	-	7,165	-	\$ 7,165
103 - Public Outreach	11,132	7,566	20,000	6,102	3,529	-	-	-	-	10,671	\$ 59,000
104.1 - Regional Planning Tech	36,091	89,743	30,288	11,767	-	-	-	-	-	32,111	\$ 200,000
104.2 - Complete Streets & Modal Planning Programs	54,000	-	-	-	16,000	-	-	-	-	10,000	\$ 80,000
105 - Data Collection & Forecasting	87,733	27,055	14,488	9,515	-	-	-	-	-	16,209	\$ 155,000
106 - Proj. Tracking + Financial Mgt.	-	-	-	-	-	-	-	-	-	-	\$ -
107 - Performance-Based Planning	-	-	-	-	-	-	-	-	-	-	\$ -
108.6 - Sustainable Communities Planning	-	-	-	-	12,921	-	-	99,726	-	-	\$ 112,647
108.7 - Sustainable Communities Planning	-	-	-	-	21,216	-	163,750	-	-	-	\$ 184,966
108.8 - Sustainable Communities Planning	-	-	-	-	21,216	163,750	-	-	-	-	\$ 184,966
TOTAL:	\$ 188,956	\$ 124,364	\$ 64,776	\$ 27,384	\$ 89,882	\$ 163,750	\$ 163,750	\$ 99,726	\$ 7,165	\$ 68,991	\$ 998,744

WORK ELEMENTS	Toll Credit Match	Toll Credit Match	Toll Credit Match	Toll Credit Match	TOTAL
	CA PL	CA PL - 23/24 Carryover	CA 5303	CA 5303 - 23/24 Carryover	
101- Program Administration	-	-	-	-	\$ -
102 - Transportation Dev't. Act	-	-	-	-	\$ -
103 - Public Outreach	1,277	868	2,294	700	\$ 5,139
104.1 - Regional Planning Tech	4,140	10,294	3,474	1,350	\$ 19,257
104.2 - Complete Streets & Modal Planning Programs	6,194	-	-	-	\$ 6,194
105 - Data Collection & Forecasting	10,063	3,103	1,662	1,091	\$ 15,919
106 - Proj. Tracking + Financial Mgt.	-	-	-	-	\$ -
107 - Performance-Based Planning	-	-	-	-	\$ -
108.6 - Sustainable Communities Planning	-	-	-	-	\$ -
108.7 - Sustainable Communities Planning	-	-	-	-	\$ -
108.8 - Sustainable Communities Planning	-	-	-	-	\$ -
TOTAL:	\$ 21,673	\$ 14,265	\$ 7,430	\$ 3,141	\$ 46,509

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

Table 5 – FY24/25 Staffing & Direct Costs by Work Element **UPDATED**

WORK ELEMENTS	Staff	Direct	Total
101- Program Administration	\$ 138,721	\$ 15,000	\$ 153,721
102 - Transportation Dev't. Act	\$ 48,570	\$ 7,165	\$ 55,735
103 - Public Outreach	\$ 238,927	\$ 59,000	\$ 297,927
104.1 - Regional Planning Tech	\$ 254,434	\$ 200,000	\$ 454,434
104.2 - Complete Streets & Modal Planning Programs	\$ 189,242	\$ 80,000	\$ 269,242
105 - Data Collection & Forecasting	\$ 175,592	\$ 155,000	\$ 330,592
106 - Proj. Tracking + Financial Mgt.	\$ 302,104	\$ -	\$ 302,104
107 - Performance-Based Planning	\$ 80,692	\$ -	\$ 80,692
108.6 - Sustainable Communities Planning	\$ -	\$ 112,647	\$ 112,647
108.7 - Sustainable Communities Planning	\$ -	\$ 184,966	\$ 184,966
108.8 - Sustainable Communities Planning	\$ -	\$ 184,966	\$ 184,966
TOTAL:	\$ 1,428,282	\$ 998,744	\$ 2,427,026

Table 6 – FY24/25 Staffing & Direct Costs by Revenue Source UPDATED

WORK ELEMENTS	Consolidated Planning Grant (CPG)								TRPA General	STIP PPM	CalSTA SB125	SB1	SB1 23/24 Carryover	SB1 22/23 Carryover	TDA Admin	TDA Planning	TOTAL
	CA PL - Complete Streets	CA PL	CA PL - 23/24 Carryover	CA 5303	CA 5303 - 23/24 Carryover	NV PL - Complete Streets	NV PL	NV 5303									
Total Staff:	19,502	571,625	-	89,834	-	7,671	301,358	59,974	287,483	33,000	30,000	-	-	-	27,835	-	\$ 1,428,282
Total Direct:	-	188,956	124,364	64,776	27,384	-	-	-	89,882	-	-	163,750	163,750	99,726	7,165	68,991	\$ 998,744
TOTAL:	\$ 19,502	\$ 760,581	\$ 124,364	\$ 154,610	\$ 27,384	\$ 7,671	\$ 301,358	\$ 59,974	\$ 377,365	\$ 33,000	\$ 30,000	\$ 163,750	\$ 163,750	\$ 99,726	\$ 35,000	\$ 68,991	\$ 2,427,026

WORK ELEMENTS	Toll Credit Match CA PL	Toll Credit Match CA PL - 23/24 Carryover	Toll Credit Match CA 5303	Toll Credit Match CA 5303 - 23/24 Carryover		TOTAL
Total Staff:	65,565	-	10,304	-		\$ 75,869
Total Direct:	21,673	14,265	7,430	3,141		\$ 46,509
TOTAL:	\$ 87,239	\$ 14,265	\$ 17,734	\$ 3,141		\$ 122,378

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

Table 7 – FY24/25 Toll Credit Summary UPDATED

Toll Credits	CA PL	CA PL - 23/24 Carryover	CA 5303	CA 5303 - 23/24 Carryover	TOTAL
Total Staff:	65,565	-	10,304	-	\$ 75,869
Total Direct:	21,673	14,265	7,430	3,141	\$ 46,509
TOTALS:	\$ 87,239	\$ 14,265	\$ 17,734	\$ 3,141	\$ 122,378

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

Table 8 – FY24/25 Staff and Direct by Fund

WORK ELEMENTS	Consolidated Planning Grant (CPG)								TRPA General	STIP PPM	CalSTA SB125	SB1	SB1 23/24 Carryover	SB1 22/23 Carryover	TDA Admin	TDA Planning	TOTAL
	CA PL - Complete Streets	CA PL	CA PL - 23/24 Carryover	CA 5303	CA 5303 - 23/24 Carryover	NV PL - Complete Streets	NV PL	NV 5303									
101- Program Administration	-	132,921	-	-	-	-	-	-	20,800	-	-	-	-	-	-	-	\$ 153,721
102 - Transportation Dev't. Act	-	-	-	-	-	-	-	-	8,100	-	30,000	-	-	-	17,635	-	\$ 55,735
103 - Public Outreach	-	134,132	7,566	20,000	6,102	-	80,000	12,567	26,889	-	-	-	-	-	10,671	-	\$ 297,927
104.1 - Regional Planning Tech	-	90,000	89,743	54,147	11,767	-	88,713	10,387	77,566	-	-	-	-	-	32,111	-	\$ 454,434
104.2 - Complete Streets & Modal Planning Programs	19,502	124,738	-	5,000	-	7,671	10,000	3,000	89,331	-	-	-	-	-	10,000	-	\$ 269,242
105 - Data Collection & Forecasting	-	133,790	27,055	35,674	9,515	-	62,000	11,500	34,849	-	-	-	-	-	16,209	-	\$ 330,592
106 - Proj. Tracking + Financial Mgt.	-	125,000	-	29,000	-	-	26,645	15,020	56,074	33,000	-	-	-	-	17,365	-	\$ 302,104
107 - Performance-Based Planning	-	20,000	-	10,789	-	-	34,000	7,500	8,403	-	-	-	-	-	-	-	\$ 80,692
108.6 - Sustainable Communities Planning	-	-	-	-	-	-	-	-	12,921	-	-	-	-	99,726	-	-	\$ 112,647
108.7 - Sustainable Communities Planning	-	-	-	-	-	-	-	-	21,216	-	-	-	163,750	-	-	-	\$ 184,966
108.8 - Sustainable Communities Planning	-	-	-	-	-	-	-	-	21,216	-	-	163,750	-	-	-	-	\$ 184,966
TOTAL:	\$ 19,502	\$760,581	\$124,364	\$154,610	\$ 27,384	\$ 7,671	\$301,358	\$59,974	\$377,365	\$ 33,000	\$ 30,000	\$163,750	\$163,750	\$ 99,726	\$ 35,000	\$ 68,991	\$ 2,427,026

WORK ELEMENTS	Toll Credit Match CA PL	Toll Credit Match CA PL - 23/24 Carryover	Toll Credit Match CA 5303	Toll Credit Match CA 5303 - 23/24 Carryover	TOTAL
101- Program Administration	15,246	-	-	-	\$ 15,246
102 - Transportation Dev't. Act	-	-	-	-	\$ -
103 - Public Outreach	15,385	868	2,294	700	\$ 19,247
104.1 - Regional Planning Tech	10,323	10,294	6,211	1,350	\$ 28,177
104.2 - Complete Streets & Modal Planning Programs	14,307	-	574	-	\$ 14,881
105 - Data Collection & Forecasting	15,346	3,103	4,092	1,091	\$ 23,632
106 - Proj. Tracking + Financial Mgt.	14,338	-	3,326	-	\$ 17,664
107 - Performance-Based Planning	2,294	-	1,238	-	\$ 3,532
108.6 - Sustainable Communities Planning	-	-	-	-	\$ -
108.7 - Sustainable Communities Planning	-	-	-	-	\$ -
108.8 - Sustainable Communities Planning	-	-	-	-	\$ -
TOTAL:	\$ 87,239	\$ 14,265	\$ 17,734	\$ 3,141	\$ 122,378

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Adoptions Resolution & Certifications
(to be provided in Final Draft delivered to funders)

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