2027 Federal Transportation Improvement Program Public Comment Record

#	Date Received	Name	Organization	Summary of Comment	Date replied	Response
1.	8/5/2026	Brooke Laine	Tahoe Transportation Commission - Public Hearing	TTD Transit Asset Management (TAM) rolling stock figures on page 30 of TTC board packet need updating. Add link for 2026 TAM Plan.	8/5/2026	Comment noted at hearing and will update TAM figures. Updated the TAM table figures and link.
2.	8/7/2026	Peter Keng	Caltrans - Email	1. TOC (p. 4); Appendices divider (p. 34); Appendix headers (p. 105, p. 111): Duplicate appendix letter "H" is used for two different appendices.	8/10/2026	TOC and Appendix headers are updated.
				2. Appendix D / Appendix E – PM 3 Targets table (p. 83 and p. 97): The three CMAQ Program Performance targets (annual hours of peak-hour excessive delay per capita; total emissions reduction by criteria pollutant; percent of non-SOV travel) are all shown as "N/A." Please confirm whether these targets are inapplicable to the Tahoe urbanized area (e.g., due to the FHWA population threshold for the peak-hour excessive delay measure) or should instead show adopted Caltrans/NDOT targets, given that CMAQ funds are programmed in the 2027 FTIP (p. 38, $2.05M, Table 2).	8/10/2026	Thank you for flagging this; we do adopt the state's target, consistent with other performance measures, the table will be updated.
				3. Appendix D – PM 1 Safety narrative (p. 76) vs. Table 1/Table 2 (Appendix A, pp. 36-39) and CTIPS ID 220-0000-0181 (MPO ID NDOT24): The narrative states "The 2027 FTIP does not include any HSIP funds," but the financial tables and the CTIPS report for the new US 50 and SR 28 Roundabout project show $13,755,000 in "Highway Safety Improvement Program" (HSIP-NV) funding in FY 2028-29 (p. 56). Please reconcile this statement and confirm whether the roundabout project is reflected in the "Summary of Safety Projects" table (currently 2 "Primarily Safety Projects" totaling $131,909,000; p. 78).	8/10/2026	Appendix D is the California-only Performance Measure details, which is why the narrative notes no HSIP CA dollars. NV safety projects are not a part of Appendix D California Performance Measures but are discussed in the FTIP Performance Measure section which covers both states. TMPO does opt to support the state's and nearby SACOG CMAQ Performance Measure Targets. The tables have been updated to reflect this.
				4. Table 1 vs. Table 2, Appendix A (p. 36, 38) and Appendix D (p. 76): Table 1 (Revenue) shows $1,260,000 in Active Transportation Program (ATP), Table 2 (Programmed) shows none programmed, and Appendix D states the FTIP includes no ATP funds. Please confirm this ATP apportionment remains unprogrammed and the future programming.	8/10/2026	2027 ATP MPO $1,260,000 is shown in the Financial Summary revenue table and has not been programmed. The funds will be programmed in the FTIP next year. The Appendix D has been updated to reflect the ATP revenue future programming.
				5. Table 1 vs. Table 2, Appendix A (p. 36, 38): CMAQ and STBGP/RSTP revenue are unprogrammed relative to the revenue shown available. Please clarify whether these balances reflect a planned contingency, timing lag in project-level obligation, or reconciled with project programming before adoption.	8/10/2026	Future CMAQ and STBG apportionments from 2029 and 2030 are shown in the Financial Summary revenue table and will be programmed in the FTIP at a later date through the Regional Grant Program.
				7. Appendix D, p. 92 / Appendix E, p. 99 – Summary of Transit Safety Projects table: The "Total FTIP Investments" total project cost figure differs slightly across performance-measure summary tables that otherwise purport to cover the same universe of FTIP projects: $222,988,000 (PM1 Safety table, p. 78, and PM2 Pavement/Bridge table, p. 82) versus $222,948,000 (TAM table, p. 89/Appendix E p. 98). Please reconcile these figures.	8/10/2026	Appendix D is now updated with one additional SHOPP project changing totals; all totals on the worksheet and within the narrative are consistent.
				8. Appendix B, CTIPS ID 220-0000-0110, "Grouped Projects Bicycle and Pedestrian Facilities" (pp. 57-61): This grouped listing includes the South Tahoe Greenway – Upper Truckee River Bridge at Johnson Meadow, please confirm this project satisfies the "appropriate scale" to be included in a Grouped project per the Guidance for Programming Grouped Project Listings.	8/10/2026	The South Tahoe Greenway - Upper Truckee River Bridge at Johnson Meadow project is considered appropriate scale for inclusion in a Grouped project and is not defined as a regionally significant project.
				9. System Preservation, O&M narrative (pp. 32-33): The FTIP does not include a dedicated, appendix-level O&M funding analysis. Please confirm whether a more detailed revenue analysis dedicated to system operations and maintenance, consistent with 23 CFR 450.216(k), will be added prior to final adoption.	8/10/2026	The CFR referenced (23 CFR 450.216(k)) applies to the long-range 20-year statewide transportation plan and is outside FTIP requirements. No updates needed.
				10. Appendix H – 2027 FTIP Public Notification and Comment Log (pp. 105-107): Please ensure the completed comment log including all comments received and TRPA's responses is included in the final FTIP prior to adoption.	8/10/2026	Comment noted.
				11. Amending the Federal Transportation Improvement Program, Amendments (pp. 29-30): Revise the Amendments section language to include "whichever is less" framing for clarity and consistency with the Administrative Modification language.	8/10/2026	The amendment language has been revised for clarity and consistency with the Administration Modification language.
3.	8/11/2026	Ian Justeson	Caltrans D3 -Email	Please add the SHOPP Minor B project to the 2027 FTIP. EA 2N810 Project ID 0326000224	8/11/2026	Comment note. The SHOPP Minor B project has been added to the FTIP.

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4.	8/12/2026	Tara Styer	Tahoe Transportation District - Email	General updates: pg. 7 Glossary: Acronyms - add TTD acronym. pg. 9 revise sentence wording to accordance	8/12/2026	Updated the Glossary Acronyms to include TTD and text correction completed.
				Update the TTD PTASP link page 22. Update PTASP safety data page 20. Update TTD's TAM Plan information pages 21 - 23. Update TAM information on page 21.	8/12/2026	Updated the PTASP safety information and TAM Plan data on pages 21 - 23.
				Sand Harbor to Thunderbird Cove funding updates: TAP $248,362 FY27/28 CON, STBG $1,373,544 FY27/28 PE, Conserve NV $500,000 PE FY27/28, STBG $179,548 CON FY27/28, TAP $10,500 CON FY27/28	8/12/2026	Sand Harbor to Thunderbird Cove project funding updates have been completed.
				TTD Transit Operations funding updates: revise AQ Mitigation funds from $43k to $76k for Placer and EDC contributions, Add League to Save Lake Tahoe $38,000 and EDC AQ Management District $393,395, Revise FTA 5311 FY26/27 to $1,816,000 and 27/28 and FY28/29 to $1.8.	8/12/2026	TTD Transit Operations project funding revisions completed.
				TTD Transit Capital: revise TDA LTF $100,000 and SGR $99k	8/12/2026	TTD Transit Capital project funding revisions completed.
5.	8/12/2026	Doug Flaherty	Incline Village Resident - Email	1. Dramatic increases in trail use and recreation pressure. 2. Additional Regional Growth Pressure from the Reno-Sparks Metro Area. 3. Data driven subject matter expert potential Lake Tahoe basin wide clearance times- Washoe/Tahoe (Incline Village-Crystal Bay-Sand Harbor/East Shore) - substantial evidence. 4. Federal Transportation Planning Safety Regulations are inadequate for Tahoe conditions. 5. Equity-based federal funding justifications. 6. A comprehensive Basin-wide joint Federal NEPA/TRPA environmental statement is required.	8/12/2026	1-6. Comments noted.
6.	8/12/2026	Doug Flaherty	Tahoe Sierra Clean Air - Email	1. Dramatic increases in trail use and recreation pressure. 2. Additional Regional Growth Pressure from the Reno-Sparks Metro Area. 3. Data driven subject matter expert potential Lake Tahoe basin wide clearance times- Washoe/Tahoe (Incline Village-Crystal Bay-Sand Harbor/East Shore) - substantial evidence. 4. Federal Transportation Planning Safety Regulations are inadequate for Tahoe conditions. 5. Equity-based federal funding justifications. 6. A comprehensive Basin-wide joint Federal NEPA/TRPA environmental statement is required.	8/12/2026	1-6. Comments noted.