
STAFF REPORT

Date: April 19, 2023

To: TMPO Governing Board

From: TRPA Staff

Subject: Draft Fiscal Year 2023/24 Tahoe Regional Planning Agency Transportation Planning Overall Work Program (OWP)

Summary and Staff Recommendation:

Staff recommends the Tahoe Metropolitan Planning Organization Board adopt the attached TMPO Resolution 2023 - __ approving the Fiscal Year 2024 Overall Work Program (OWP).

Tahoe Transportation Commission Recommendation:

On April 5, 2023, the Tahoe Transportation Commission (TTC) conducted a public hearing, provided comments on the draft Fiscal Year 2024 (FY24) Tahoe Regional Planning Agency (TRPA) Transportation Planning Overall Work Program (OWP) and recommended approval to the TMPO Governing Board.

Required Motion:

In order to adopt the attached resolution approving the proposed OWP, the Board must make the following motion, based on the staff report.

- 1) A motion to adopt TMPO Resolution 2023 - __ (Attachment A) to approve the FY 2024 OWP (Exhibit 1, thereto).

In order for the motion to pass, an affirmative vote of any eight Board members is required.

Project Description/Background:

Federal regulations (Title 23, Sec. 450.314) require each Metropolitan Planning Organization (MPO) to prepare an annual program of work that identifies transportation planning priorities to be carried out by the MPO during the 2024 fiscal year (July 1, 2023-June 30, 2024). The detailed description of the transportation planning activities in the OWP serves as the budget and direction for the expenditure of various Federal and State transportation planning funds. The primary revenue sources for OWP planning and administration is provided by the Federal Highways Administration and the Federal Transit Administration. These funds are awarded to TRPA acting as the designated MPO to fulfill core planning activities required by Title 23 Section 450 of the US Code of Federal Regulations. The OWP also forms the basis for inclusion of the transportation planning functions of the agency into the overall TRPA annual work program and budget.

Highlights of the coming year include:

- 2023/2024 Public Participation Plan
- 2023 Vision Zero Transportation Safety Strategy
- 2023/2024 Active Transportation Plan Update

- 2024 Biennial Regional Transportation Plan/Sustainable Communities Performance Report
- 2025 Regional Transportation Plan data purchases and upgrades
- Update and Maintenance of 2024 Regional Transportation Improvement Program

A summary of the FY24 OWP briefly describing the individual work elements and overall budget is in Attachment B.

Discussion:

TRPA staff prepared the initial draft FY24 OWP and started the required 30-day public comment period February 23, 2023. Comments on the draft document were requested by and heard at the TTC public hearing on April 5, 2023. All comments received have been considered and incorporated in the Final Draft FY24 OWP. Comments consisted of updating the TRPA organization chart, clarification on tasks and feedback on the Public Participation Plan to be updated next fiscal year (Attachment C.). The final document will be presented to the Environment Improvement, Transportation and Public Outreach committee of the TMPO Governing Board for recommendation of approval at the April 26, 2023, meeting. The Final Draft FY24 OWP is available on the TRPA Transportation Program web page at <http://www.trpa.gov/transportation> and under Work Program on the home page.

Contact Information:

If you have any questions or comments regarding this item, please contact Michelle Glickert, Transportation Planning Program Manager, at mglickert@trpa.gov or 775-589-5204.

Attachment:

- TMPO Adopting Resolution 2023 - __
Exhibit 1: [Final Draft TMPO FY 2024 Overall Work Program](#)
- Executive Summary TMPO FY24 Transportation Planning Overall Work Program
- Public Comments

Attachment A
TMPO Adopting Resolution 2023 - __ for 2024 OWP

TAHOE METROPOLITAN PLANNING ORGANIZATION
TMPO RESOLUTION NO. 2023-__

ADOPTION OF THE TMPO 2024 TRANSPORTATION OVERALL WORK PROGRAM

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

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

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

WHEREAS, the Federal Highway Administration, the Federal Transit Administration, Caltrans and the Nevada Department of Transportation have reviewed and commented upon a draft version of the 2024 OWP; and

WHEREAS, the Tahoe Transportation Commission has conducted public meetings at which the 2024 OWP was an officially noticed item that was discussed and was recommended for approval; and

WHEREAS, staff is requesting that the TMPO Governing Board adopt a final 2024 OWP for submittal to state and federal agencies for approval, and authorize staff to take actions necessary for this approval; and

WHEREAS, the TMPO certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of the federal statutes listed on the MPO Planning Process Certification and Federal Transit Administration certifications included in the 2024 OWP document.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Metropolitan Planning Organization approves the 2024 Tahoe Basin Transportation Overall Work Program, appended hereto as Exhibit 1.

PASSED AND ADOPTED by the Governing Board of the Tahoe Metropolitan Planning Organization at its regular meeting held on April 26, 2023, by the following vote:

Ayes:

Nays:

Abstain:

Absent:

Cindy Gustafson, Chair
Tahoe Metropolitan Planning Organization
Governing Board

Exhibit 1 to Attachment A

[Final Draft TMPO FY 2022 Overall Work Program](#) (LINK)

Attachment B
Executive Summary TMPO FY24 Transportation Planning Overall Work Program

Lake Tahoe Transportation Planning Overall Work Program - FY 2023/24

FINAL DRAFT- April 2023

OWP Executive Summary

Introduction

The Overall Work Program (OWP) 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 and associated funding for Fiscal Year 2023/24. The OWP also serves as a management tool for the Tahoe Regional Planning Agency (TRPA), serving as the Tahoe Metropolitan Planning Organization (TMPO), through the identification of work elements containing tasks and products to be provided during the year, including Federal and State mandated transportation planning requirements and other regional transportation planning activities.

Work Elements

The OWP is organized by *functional areas* and **work elements (WE)** combining similar activities, and products in one place. Below is a list of the work elements with a brief description of each and budgets which include staff time and contracts/purchases:

Outreach and Administration

WE 101 – Overall Work Program Administration - \$152,175

This work element contains the administrative activities to support the Lake Tahoe transportation program, including budgets, work program development and tracking, and professional staff development.

WE 102 – Transportation Development Act - \$44,933

The Transportation Development Act (TDA) is a major source of regional transit operating funding from California. This work element outlines the administration and management of the TDA funding coming into the Lake Tahoe Region including the annual Unmet Transit Needs Report and an audit of the TDA administration.

WE 103 – Public Outreach and Coordination - \$290,395

Public outreach and collaboration with partners are key to TRPA's success. This work element includes activities to support a transparent, educational, and effective regional transportation planning process as the Tahoe Metropolitan Planning Organization. The element also includes specific public outreach and agency collaboration efforts such as updates to the Public Participation Plan, Tahoe Safety Vision Zero Strategy, Active Transportation Plan, Performance Reporting and furthering the Transportation Equity Study, along with TMPO/TTC Board support, tribal government consultation, and environmental justice activities.

Regional Intermodal Planning

WE 104 – Regional Intermodal Planning - \$688,900

This work element contains a variety of transportation planning activities that include the development of regional transportation policy documents including the Tahoe Safety Vision Zero Strategy, Active Transportation Plan, and Performance Reporting. This element also includes the execution of programs including transportation demand management, transit planning support including updates to the Tahoe Transportation District and Placer County Truckee Tahoe Area Regional Transportation Short Range Transit Plans, development of new transit services and other travel mode planning activities to implement regional transportation policy.

WE 105 – Transportation Data Management and Forecasting - \$416,789

This work element includes regional transportation data collection and modeling efforts to support transportation data needs of staff, partners, and the general public. This element also includes maintenance and updates as needed to the TRPA travel demand model and various transportation data sets for the 2025 the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) and to address TRPA, Federal, and State requirements. These activities are coordinated by the TRPA Research and Analysis Program.

Tracking and Financial Management

WE 106 – Project Tracking and Financial Management - \$269,143

This work element supports the financial management activities related to federal and state funded transportation projects in the Region. Tracking of new federal funding sources and support to local implementation partners. This element includes the required administration of transportation funding allocated by the TMPO, and updates and maintenance of the existing Federal Transportation Improvement Program (FTIP), and development of the next Regional Transportation Improvement Program (RTIP).

Regional Coordination

WE 107 –Performance-Based Planning - \$118,965

This work element supports the continual development of TMPO’s performance-based planning framework that directly supports monitoring the performance of the RTP/SCS Strategy and new goals and policies of the Regional Plan. Development of the biennial RTP/SCS Transportation Performance Report and integration with TRPA’s performance management system, including the development, tracking, and reporting on TRPA, State, and Federal transportation performance measures.

WE 108.5 –Sustainable Communities Planning - \$33,000

This sub work element continues Sustainable Communities Planning activities to be undertaken with remaining FY 21/22 SB1 - Sustainable Communities Formula Grant funding. The primary activity will be briefing materials and policy recommendation support for the final Regional Funding Strategy to support the RTP/SCS.

WE 108.6 –Sustainable Communities Planning - \$182,646

This sub work element highlights the updating the Electric Vehicle Readiness Plan, gathering travel behavior data and evaluating parking management programs, planned and future, to support the 2025 RTP/SCS.

WE 108.7 –Sustainable Communities Planning - \$181,578

This sub work element highlights evaluations of transportation technology to optimize mobility and reliability to help address congestion, visitation in preparation for larger system management and operations recommendations Plan that will be fold into the 2025 RTP/SCS

Contact: Michelle Glickert,
Principal Transportation Planner,
Transportation Planning Program Manager,
775-589-5204 mglickert@trpa.gov

Attachment C
Public Comments

Michelle Glickert

From: Elisabeth Lernhardt <elernhardt@yahoo.com>
Sent: Wednesday, April 5, 2023 10:47 AM
To: Judi Allen
Subject: Re: 4.5.2023 meeting

the East Shore highway 50 plan including the Spooner Summit building
Sincerely
Elisabeth Lernhardt

On Wednesday, April 5, 2023 at 08:15:54 AM PDT, Judi Allen <jallen@tahoetransportation.org> wrote:

What agenda item is your comment pertaining to?

From: Elisabeth Lernhardt <elernhardt@yahoo.com>
Sent: Tuesday, April 4, 2023 9:59 PM
To: Judi Allen <jallen@tahoetransportation.org>
Subject: 4.5.2023 meeting

TTD + NDOT

My comment is on the Highway 50 East shore plan. As much as I agree that improvements are necessary and appreciated. When it comes to the East shore. a bike lane is not part of it. Since 89% of the Tahoe Basin is public land, there should be no problem finding a conflict-free solution for a bike path far away from a busy federal highway! Given, that there are 600 miles of bike/hike paths in the basin. I do not see the necessity to take lanes away from the only 4-lane highway crossing through it. And when it comes to improving commerce, causing gridlock and congestion on Highway 50 will certainly not benefit local businesses.

When it comes to improving safety, the NDOT data clearly state, that a 4-lane road is safer than a 2-lane one. As a matter of fact 9 times safer!

The other problem with mixing pedestrians, bikers, and motor vehicles is user conflict. Intersections are the third cause of fatalities in Nevada. 25 % of fatal crashes are pedestrian crashes. With 40% occurring close to a crosswalk or sidewalk. These statistics should be self-evident. But if you need a practical course on how this plays out, I recommend visiting the Stateline casino corridor on a holiday weekend.

As to safety, the number one concern of residents is fire evacuation. We all remember the Caldor fire and the long lines and hours it took to leave the basin. Highway 50 was the main escape route. we do not want to repeat the same scenario as the town of Paradise CA in 2018! Where 85 persons were burnt alive in their cars being overtaken by the flames.

Comment noted, although project specific and not relative to the planning tasks and products of the OWP. No changes were made to the OWP - discussed at the 4/5 TTC

Tahoe Transportation District April 5, 2023 Board Meeting
 Public Comment for the Record on the Overall Work Program (OWP) ~Ellie Waller

		\$ 2,412,000					\$ 3,004,000					\$ 2,400,000								
Existing	220-0000-0149	TTD Fleet and Administration Facility	Funding Update	STBG-NV	\$ -	\$ -	\$ 678,000	\$ -	\$ -	\$ -	\$ 678,000	\$ 678,000	\$ -	\$ -	\$ -	\$ 678,000	\$ -	Nevada Project. Adding FY23 \$2,000,000 Congressional Designated Spending/Earmark apportionment. TCS. NDOT TIP 0020190012		
				Local Funds (Douglas Cty)	\$ -	\$ -	\$ 36,000	\$ -	\$ -	\$ -	\$ 36,000	\$ 36,000	\$ -	\$ -	\$ -	\$ 36,000	\$ -			
				CDS/FHWA (Earmark 23)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ 2,000,000		\$ 2,000,000	
																		\$ 714,000	\$ 2,714,000	\$ 2,000,000

<https://www.trpa.gov/wp-content/uploads/documents/FY23.24-TMPO-OWP-Notice-and-OWP-Combined.pdf> 48 pages

https://www.trpa.gov/wp-content/uploads/documents/2023FTIP_Amendment1.pdf 22 pages

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 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.
- 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.

Does a Nevada equivalent Regional Transportation Agency exist that complements the RTP for California?

No, it does not

The plan shall give consideration to:

- o Completion of the Loop Road in the states of Nevada and California. **What is the current status for the Loop Road projects in Nevada and California? Provide the latest status/report to local jurisdictions Board of County Commissioners/Supervisors for review and comment.**

This list is for the Regional Plan, the OWP is not a project status update, it outlines the future planning tasks and products for the next Fiscal Year. Happy to coordinate a separate meeting to provide project updates and how we considered the following items from the Regional Plan into our Overall Work Program (OWP)

- o Utilization of a light rail mass transit system in the South Shore area. Define South Shore area. **What is the current status of the light rail mass transit system? Provide the latest status/report to appropriate South Shore jurisdictions Board of Commissioners for review and comment.**

see below comment

- o Utilization of a transit terminal in the Kingsbury Grade area. **Define Kingsbury Grade area. Define location of the transit terminal. Is this Nevada or California ? More specifically is this Douglas County, Nv?** Yes, Kingsbury Grade is in Douglas County, the transit hub is east of SR207 and US50

Light Rail: See above and note that the OWP Work Element 104 notes continual coordination on rail mass transit with our partners. Currently TRPA and many Tahoe agency partners have been working with Caltrans on a rail expansion and first mile last mile study from Sacramento to Reno utilizing the Truckee Environmental Improvement, Transportation & Public Outreach Committee Item No. 3 & TMPO Consent Calendar Item No. 1

- o Achieve vehicle miles reductions per identified Regional Plan milestones. **Provide the latest status/report to local jurisdictions toward the vehicle miles reduction milestones to Board of County Commissioners/Supervisors for review and comment.**

Report is required in 2nd quarter of 2024, a draft will be shared late in 2023

There are many, many, many agencies, 2 states, stakeholder groups, non-profits, etc. doing concurrent work. Are we spending \$\$\$\$ on duplicative efforts that feed duplicative reports wasting in-valuable funds that could be applied elsewhere?

Please let me know where you see duplication as I would gladly revise to save \$\$\$\$ as well.

TAHOE METROPOLITAN PLANNING ORGANIZATION
GOVERNING BOARD

Representing:

- Placer County Board of Supervisors Cindy Gustafson, Chair
- Nevada At-Large Member Hayley Williamson, Vice Chair
- Governor of Nevada Appointee Jessica Diss
- Carson City Representative Shelly Aldean
- California Senate Rules Committee AppointeeOpen
- 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 Member John Friedrich
- Washoe County Commissioner Alexis Hill
- Governor of California AppointeeVince Hoenigman
- California Assembly Speaker Appointee Belinda Faustinos
- President of the United States Appointee A.J. "Bud" Hicks
- USFS Forest Supervisor Erick Walker

- TRPA Executive Director Julie W. Regan
- Long Range and Transportation Planning Division Manager Nick Haven

Lake Tahoe Transportation Planning - Fiscal Year 2023/2024 *Draft March 2023* TAHOE
 TRANSPORTATION COMMISSION BOARD OF DIRECTORS Representing:

Lake Tahoe Transportation Planning - Fiscal Year 2023/2024 *Draft March 2023*

**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 Cody Bass
- 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 Kyle Davis
- California Governor Appointee Sherry Hao
- 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

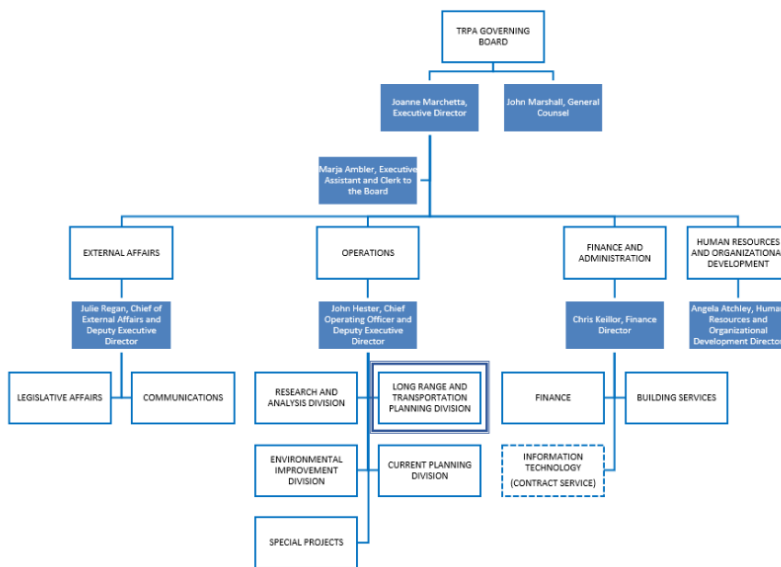
Long Range and Transportation Planning Division Manager Nick Haven

It should be noted that there newly appointed Governing Board members. I'm hopeful they have had a sufficient amount of time to consume many, many, many reports and be able to comment in a meaningful way about the OWP.

Comment noted

Lake Tahoe Transportation Planning - Fiscal Year 2023/2024 *Draft March 2023*

**Tahoe Regional Planning Agency
 Organizational Chart**



I believe this organization chart to be out of date and should be corrected. Julie Regan moves to Executive Director. Kimberly Chevallier replaces Julie and any other recent changes captured correctly.

The final draft will incorporate the latest organization chart.

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) September 2019** <https://www.trpa.gov/wp-content/uploads/documents/archive/2/2019-Public-Participation-Plan-FINAL.pdf> 55 pages TRPA/TMPO STAFF CONTRIBUTORS

Kira Smith Associate Transportation Planner
Devin Middlebrook Sustainability Program Coordinator
Judy Weber Associate Planner
Michelle Glickert Principal Transportation Planner

The PPP has elements that should be brought forward. Comments below

The TMPO's public participation process aims to give the public ample opportunities for early, meaningful, and continued involvement. Collecting diverse public input is important for determining the types of projects that meet public desire, and ensures that public funds are directed to the areas of highest need. Transparency increases levels of participation, ensuring well-prepared and publicly supported planning documents. Chapter One of the plan explains the public participation process and federal and state regulatory requirements. Chapter Two outlines how TMPO works with our government partners, describes our standard outreach activities, and offers a variety of outreach methods to reach a diverse set of stakeholders. Chapter Three lists the specific public outreach protocols for each TMPO plan. Chapter Four evaluates the Public Participation Plan's performance, and illustrates how input is used to update TMPO's outreach.

As part of developing the Regional Transportation Plan, the TMPO is partnering with the Tahoe Transportation District (TTD) to produce corridor connection plans. Agencies throughout the Region and the public are participating in the corridor planning process to create holistic projects that will address multi-modal transportation solutions, environmental improvement, safety for all roadway users, support for economic vitality, quality of life, and accelerated delivery of projects and services.

Examples of the public not being represented accurately.

The proposed Incline Village transportation hub at the IV Elementary School brought much opposing public comment about the location and purchase.

The Highway 50 lane-reduction project proposed by NDOT and TRPA Regional Transportation Plan 2020 also brought much opposing public comment.

1.3 FEDERAL & STATE REQUIREMENTS FOR PUBLIC PARTICIPATION

Lots of regulations arose at the Federal and State levels. My opinion, the general public at-large that comment about projects in written form or in person are out numbered by the stakeholder groups, agencies, etc. and are under-represented and mis-represented. Example below

TMPO's transportation team works with TRPA's communications team and TTD's staff to coordinate outreach. This enables TMPO to reach a larger group of people in a variety of ways. To further support successful coordination, TMPO organizes advisory bodies during plan development, holds public hearings, and meets individually with local jurisdictions and sovereign governments on an as-needed basis. Table 1 illustrates agency stakeholder meetings TRPA and TMPO staff regularly attend.

STAKEHOLDER MEETINGS		
Occurrence	Agency	Stakeholder Type
Monthly	Tahoe Transportation Commission	Regional Advisory
Monthly	Truckee – North Tahoe Transportation Management Association	Public / Private Association
Monthly	South Shore Transportation Management Association	Public / Private Association
Monthly	Fire Public Information Team	Agency Association
Monthly	South Tahoe Environmental Education Coalition	Agency Association
Bi-Monthly	North Tahoe Environmental Education Coalition	Agency Association
Quarterly	Pathway Partnership	Agency Association
Quarterly	South Tahoe Social Services Transportation Advisory Council	Social Services Community
Quarterly	North Tahoe Social Services Transportation Advisory Council	Social Services Community
Ad Hoc	City of South Lake Tahoe JPA Bicycle Advisory Committee	Local Jurisdiction/Advisory
Ad Hoc	Lake Tahoe Visitors Authority	Visitors Authority

Ad Hoc	North Lake Tahoe Resort Association	Visitors Authority
Ad Hoc	Incline Village Crystal Bay Visitors Bureau	Visitors Authority
Ad Hoc	Advisory Planning Commission	Regional Agency
Ad Hoc	Local Governments	Agency Coordination

Table 1: Stakeholder Meetings. Source: TMPO

Bi State Consultation on Transportation is a coalition of states and public and private partners committed to accelerating transportation improvements for the Tahoe Region. The consultation convened in 2017 and created a 10-year Transportation Action Plan that identifies top-priority projects, services, and fair-share funding commitments from federal, state, local, and private sector partners. Through four subcommittees in the consultation, partners sought policy alignments, formalized partnerships, and enhanced transportation project delivery at Lake Tahoe. Partners will continue to consult the 10-year Action Plan when prioritizing project funding and implementation. For more information, please visit: <http://www.trpa.org/wp-content/uploads/00-BiStateConsultationOnTransportationFinal-Report-3.26.19.pdf>



Bi-State Consultation on Transportation. Photo: Robbie Graves

Public Participation Plan | August 2019

Comment noted

Some of the faces have changed but still do not adequately represent the public at-large

Back to OWP comments

Lake Tahoe Transportation Planning - Fiscal Year 2023/2024 *Draft March 2023*

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 and 108**)
- Federal Transportation Improvement Program (**Work Element 106**)
- Congestion Management Process (**Work Element 107**)
- Annual Listing of Projects (**Work Element 106**)

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 [TRPA Public Participation Plan \(PPP\)](#) and is updated every four years prior to the development of the Regional Transportation Plan. Preparation for updating the current PPP will begin later in the fiscal year.

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 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 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. Establishing open communication channels for dialogue through interactive web tools, social media, e-newsletters, workshops, events, and

TRPA has established a transparent inclusive regional transportation planning process that invites and solicits public input on proposals. **Invites and solicits but does not incorporate, when the public most affected, disagrees and does bring some solutions to the table. More solutions would be forthcoming if at-large concerned-citizens were actually included in the process.**

Listening sessions and workshops do not accurately or adequately capture public sentiment and are being used more frequently at the dismay of the public that attends.

Yes, public comment can be provided in written form but attending in person is much more effective at getting a comment heard and understood. Often various agencies have meeting the same day. TRPA staff, local agency staff, etc. are paid to attend and have no scheduling conflicts

Thank you for the above comments, these will be incorporated in the next Public Participation Plan update process and we will be sure to reach out to you when that begins to ensure this is incorporated. Currently TRPA executive team have identified this as well and will be working over this year to improve the public process and will incorporate that into our final Public Participation Plan.

I OPPOSE ASSEMBLY CONCURRENT RESOLUTION NO. 5—COMMITTEE ON LEGISLATIVE OPERATIONS AND ELECTIONS (ON BEHALF OF THE LEGISLATIVE COMMITTEE FOR THE REVIEW AND OVERSIGHT OF THE TAHOE REGIONAL PLANNING AGENCY AND THE MARLETTE LAKE WATER SYSTEM) MARCH 17, 2023 _Referred to Committee on Natural Resources SUMMARY—Expresses support for the Lake Tahoe Transportation Action Plan. (BDR R-387)

- 1) 7-7-7 Plan is fatally flawed.
- 2) The Plan assumes 7 million in Federal funding is available ?
- 3) The Plan assumes 7 million in local jurisdiction funding is available ?
- 4) The Plan assumes 7 million from private/public partnerships funding is available ?
- 5) Bi-State (Nv/Ca) objectives have not been expressed

[NOT an OWP Comment](#)

And I'm still outraged that a Visitors Authority had the audacity to propose a Bill to be authored because Douglas County continued to evaluate fair share service geography for a pilot micro-transit system that was a permit condition for the South Shore Event Center. Douglas County was not provided anywhere near equal service to neighborhoods until it was made a condition for \$520k to be allocated for FY 22-23.