



TRANSPORTATION PLANNING OVERALL WORK PROGRAM 2021-2022

TAHOE METROPOLITAN PLANNING ORGANIZATION
TAHOE REGIONAL PLANNING AGENCY



Commute Tahoe Program Guide



FINAL
4/22/2022
Amendment No.3

The Lake Tahoe Transportation Overall Work Program for FY 2021/2022 is a comprehensive annual plan of work for the Tahoe Regional Planning Agency's Transportation Planning Program and is funded through transportation planning grants administered by the following agencies:

California Department of Transportation (Caltrans)



Nevada Department of Transportation (NDOT)



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



U.S. DOT Credit/Disclaimer:

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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
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
SB 375	California State Senate Bill 375
SB 575	California State Senate Bill 575
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 2021/2022 covering the period of July 1, 2021 through June 30, 2022 (FY 21/22), 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 21/22.

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 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 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

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 Transportation and Air Quality 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 nine categories: water quality, air quality, noise, scenic quality, soil preservation and stream environment zones, wildlife, fisheries, vegetation conservation, and recreation) and transportation goals.

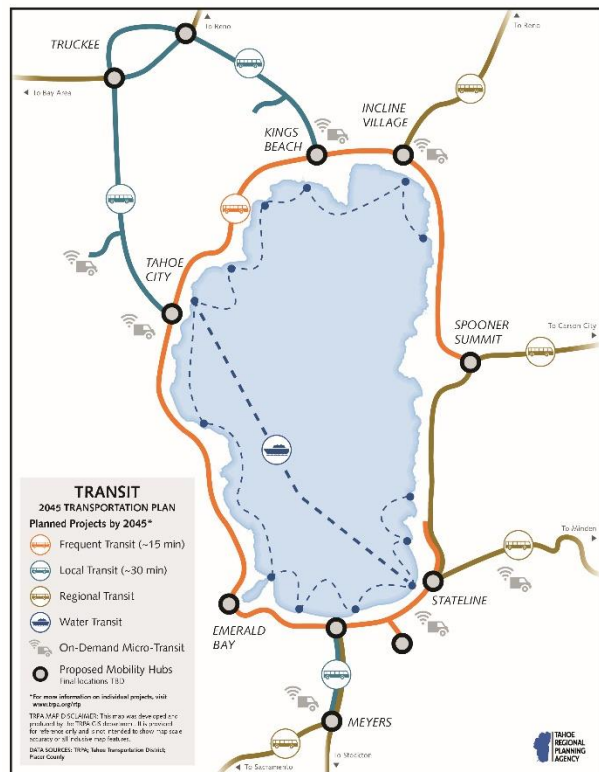
SETTING

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. Over 80% of the land area in the Lake Tahoe Basin is publicly owned and represents a major recreation attraction.

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 fourth Congressional District of California. Based on the 2010 Census, the resident population of the Tahoe Region was 54,862. This is a significant decline from the 62,894 population estimated by the 2000 Census. Of the 54,862 population figure, 41,176 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 13,686 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. Both public transit systems are complemented by a variety of private shuttles for summer and winter activities. 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.

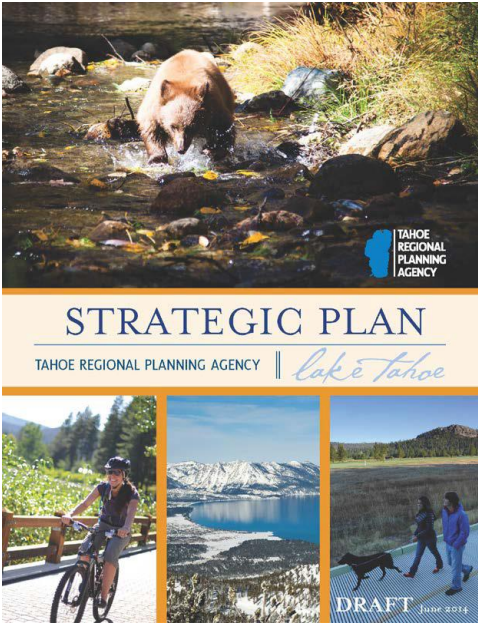
TAHOE TRANSPORTATION COMMISSION

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 PLAN AND THE TRANSPORTATION PROGRAM

The Transportation Planning Program plays an integral role in implementing the TRPA Strategic Plan. The TRPA Strategic Plan encompasses the intent of the federal cooperative, continuing, and comprehensive transportation planning approach required of MPOs. Building partnerships that result in projects that support the human and natural environment is a fundamental vision of the Strategic Plan.

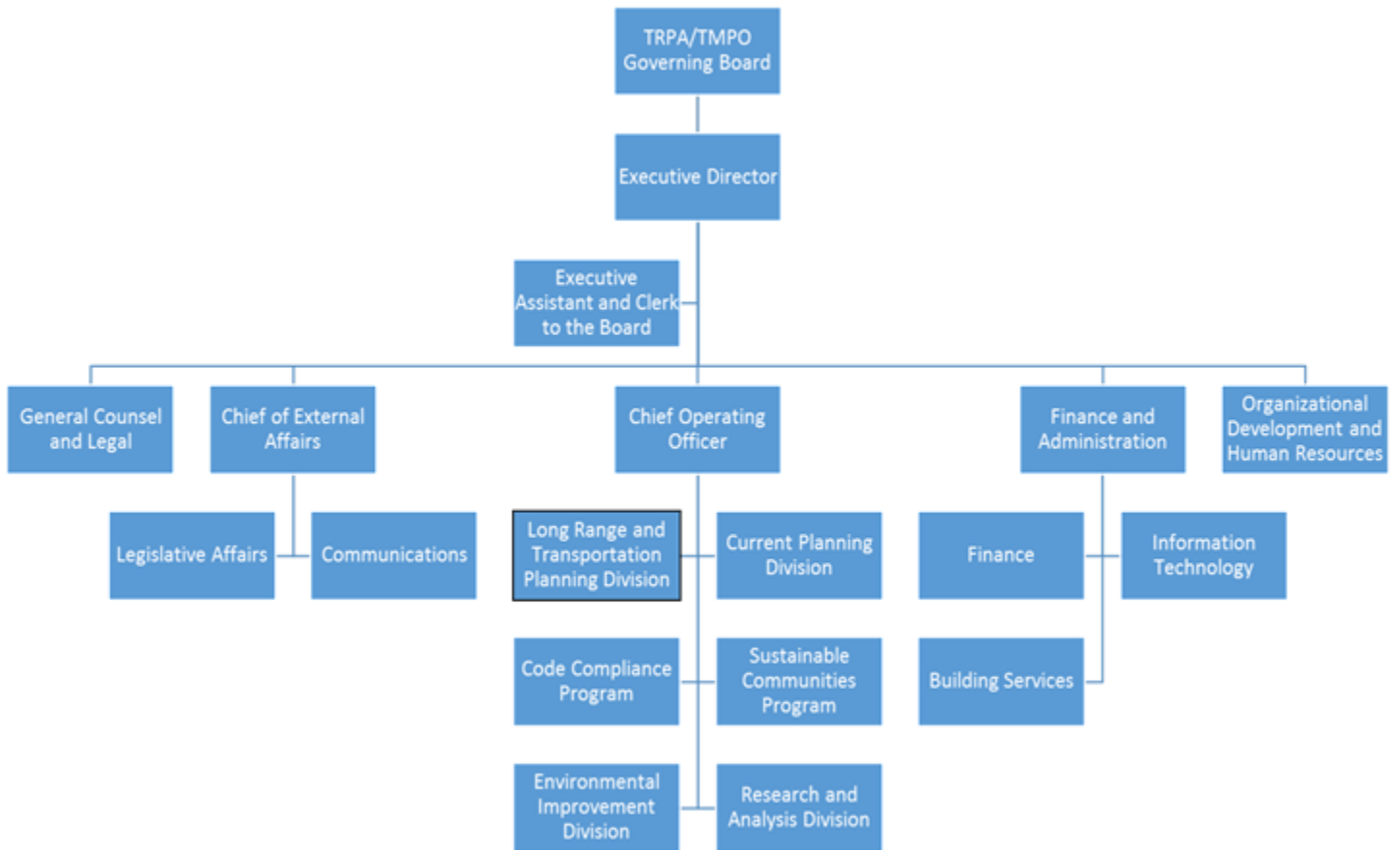


TRPA “Strategic Goals” include:

- 1) Accelerate Threshold Attainment**
Focus on Regional issues and develop new funding opportunities to continue the Environmental Improvement Program.
- 2) Propel the Development and Use of Best Information, Data and Science**
Continue strong relations with the science community and improve measurement and reporting for accountability.
- 3) Establish TRPA as a Leader in Environmental & Sustainability Programs**
Seek best practices and form new strategic alliances.
- 4) Operate as a High-Performance Organization**
Create an enduring organizational culture of high performance and continuous improvement.

TRPA Strategic Plan	Work Elements							
<u>Strategic Priorities</u>	101	102	103	104	105	106	107	108
1) Accelerate Threshold Attainment		◇		◇		◇	◇	◇
2) Propel the Development and Use of Best Information, Data and Science	◇		◇	◇	◇		◇	◇
3) Establish TRPA as a Leader in Environmental & Sustainability Programs				◇			◇	◇
4) Operate as a High-Performance Organization	◇		◇				◇	◇

TAHOE REGIONAL PLANNING AGENCY
ORGANIZATIONAL CHART



**TAHOE REGIONAL PLANNING AGENCY
GOVERNING BOARD**

Representing:

Governor of Nevada Appointee Mark Bruce, Chair
Placer County Board of Supervisors Cindy Gustafson, Vice Chair
Carson City Representative Shelly Aldean
California Senate Rules Committee Appointee William Yeates
Nevada Department of Conservation & Natural Resources James Lawrence
Governor of California Appointee Ashley Conrad-Saydah
Douglas County Commissioner..... Wesley Rice
El Dorado County Supervisor..... Sue Novasel
Nevada Secretary of State Barbara Cegavske
City of South Lake Tahoe Council Member John Friedrich
Washoe County Commissioner Alexis Hill
Governor of California Appointee Vince Hoenigman
Nevada At-Large Member Hayley Williamson
California Assembly Speaker Appointee Belinda Faustinos
President of the United States Appointee A.J. "Bud" Hicks

TRPA Executive Director Joanne S. Marchetta

**TAHOE METROPOLITAN PLANNING ORGANIZATION
GOVERNING BOARD**

Representing:

Governor of Nevada Appointee Mark Bruce, Chair
Placer County Board of Supervisors Cindy Gustafson, Vice Chair
California Senate Rules Committee Appointee William Yeates
Carson City Representative Shelly Aldean
Nevada Department of Conservation & Natural Resources James Lawrence
Governor of California Appointee
Douglas County Commissioner..... Wesley Rice
El Dorado County Supervisor..... Sue Novasel
Nevada Secretary of State Barbara Cegavske
City of South Lake Tahoe Council Member John Friedrich
Washoe County Commissioner Alexis Hill
Governor of California Appointee vacant
Nevada At-Large Member Hayley Williamson
California Assembly Speaker Appointee Belinda Faustinos
President of the United States Appointee A.J. "Bud" Hicks
USFS Forest Supervisor Erick Walker

TRPA Executive Director Joanne S. Marchetta
Long Range and Transportation Planning Division Manager Nick Haven

**TAHOE TRANSPORTATION COMMISSION
BOARD OF DIRECTORS**

Representing:

Placer County.....	Cindy Gustafson, Chair
Carson City.....	Lori Bagwell, Vice Chair
Douglas County.....	Wesley Rice
South Shore TMA.....	Darcie Goodman-Collins
City of South Lake Tahoe	Cody Bass
Washoe County	Alexis Hill
Truckee - North Tahoe TMA	Andy Chapman
El Dorado County.....	Sue Novasel
Member At-large	Brian Bigley
USFS Lake Tahoe Basin Management Unit.....	Michael Gabor
TRPA Advisory Planning Commission	Vacant
TRPA Appointee.....	Mark Bruce
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

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. 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 is actively working with the Washoe Tribe on a MOU to memorialize the government-to-government relationship between the two parties.

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 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) PLANNING FACTORS

The latest Federal transportation bill (FAST Act) expanded the scope of factors to consider in the transportation planning process. The matrix below illustrates how FAST Act planning factors (23 USC Section 134(h)) are addressed across work elements in the OWP.

Fiscal Year 21/22 FHWA Transportation Planning Factors (Carried over from FY 20/21)

		Work Elements							
		101	102	103	104	105	106	107	108
FAST Act Planning Considerations	<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
	<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
	<i>Promote efficient system management and operation.</i>		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 21/22 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

NOTE: 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.

Each task identifies the responsible party for carrying out the task: (S) Staff TRPA/TMPO, (C) Consultant and (OO) Outside organization.

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.

In the most recent federal transportation authorization bill, Fixing America’s Surface Transportation Act (FAST Act), the Lake Tahoe Region was recognized as a Transportation Management Area (TMA) with a total population of 210,000. 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. Specific ongoing TMA planning activities are called out in subsequent Work Elements.

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

PREVIOUS WORK

- FY 20/21 OWP administration and financial reporting
- TRPA staff attended transportation planning professional development trainings

PRODUCTS	COMPLETION DATE
P-1 Closeout FY 20/21 OWP	July 2021
P-2 Final FY 21/22 OWP and OWPA	July 2021
P-3 Quarterly Progress Reports	Quarterly
P-4 FY 21/22 OWP Amendment(s)	April 2022
P-5 Draft FY 22/23 OWP	March 2022

TASKS

- T-1 **Overall Work Program/Budget**
- (S)
- Administer FY 21/22 OWP document and related amendments
 - Coordinate quarterly and end of year reporting
 - Provide grant management and oversight of transportation planning grants
 - Budget and agreement administration
 - Host annual meeting with State and Federal partners to review proposed FY 22/23 OWP initiatives
 - FY 22/23 OWP development

T-2
(S)

Staff Development in Regional Transportation Planning

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

Work Element 101 Budget:

REVENUES	EXPENDITURES
Direct Costs:	Direct Costs:
TRPA General \$20,000	Travel/Training \$20,000
Subtotal: 20,000	Subtotal: \$20,000
TMPO Staff:	TMPO Staff:
FHWA PL (CA) \$110,983	
-Toll Credits (PL-CA) \$12,730	
FHWA PL (CA-Carryover) \$6,964	Wages/Benefits: \$72,601
-Toll Credits (CA-PL Carry) \$799	Est. Indirect Cost: \$45,346
Subtotal: \$117,947	Subtotal: \$117,947
Total: \$137,947	Total: \$137,947

**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.

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.

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	August 2021
P-2 Submit Annual Report of Financial Transactions	September 2021
P-3 Develop Productivity Improvement Recommendations	April 2022
P-4 Complete claimant and TRPA Financial Audits	December 2021
P-5 Conduct and document Unmet Transit Needs/Transit Forums	October 2021

P-6	Release LTF and STA Preliminary Findings of Apportionment	February 2022
P-7	Prepare and produce FY 20 Unmet Transit Needs Assessment	March 2022
P-8	Release Final LTF Apportionments	May 2022
P-9	LTF and STA allocation instructions to County Auditors	June 2022

TASKS

T-1 TDA Administration

- (S) • Process TDA Claims: notify claimants of funds available for apportionment; process claims for TRPA approval; submit allocation instructions to Auditor-Controllers
- Monitor quarterly reports from Auditor-Controllers
- Audit Coordination: provide assistance to auditors for TRPA fiscal audits; monitor completion and submittal of claimant audits.
- Review statutes, rules and regulations, and pending legislation pertinent to transit and transit funding
- Analyze service performance and recommend productivity improvements

T-2 Social Services Transportation Advisory Council

- (S) • 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

- (S) • 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
- 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)

Work Element 102 Budget:

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
TDA Administration	\$7,442	TDA Financial Audit	\$7,442
Subtotal:	\$7,442	Subtotal:	\$7,442
TMPO Staff:		TMPO Staff:	
TDA Administration	\$32,558	Wages/Benefits	\$20,041
		Est. Indirect Cost:	\$12,517
Subtotal:	\$32,558	Subtotal:	\$32,558
Total:	\$40,000	Total:	\$40,000

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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.

TRPA has established a transparent inclusive regional transportation planning forum 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 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 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 speaker series deepens public understanding of transportation issues and provides continual input for planners.

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. The recently updated TRPA transportation website is maintained to provide the latest information.

PREVIOUS WORK

- Supported development of the repurposed South Shore TMA
- Maintained on-going communication with the public through press releases, updates to the web site, and social media on transportation planning activities and concepts

PRODUCTS	COMPLETION DATE
P-1 Quarterly Transportation E-Newsletter	Quarterly
P-2 TRPA website and social media updates to promote new programs and news	Monthly
P-3 Board and Committee Staff Reports and Technical Analysis	Monthly
P-4 Title VI and Limited English Proficiency Plan	October
TASKS	
T-1 TRPA Board Support and Regional Coordination	
(S)	<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 Tribal Government Coordination, Consultation, and Collaboration	
(S)	<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 Tribal government
T-3 Public Participation and Involvement	
(S)	<ul style="list-style-type: none"> • Administer the Public Participation Plan (PPP), including documented public involvement procedures • Support public outreach strategy for the 2020 Linking Tahoe: RTP/SCS • Support public outreach strategy for the Active Transportation Plan update • Release public notices and other public information to media outlets as appropriate • Produce maps, brochures, displays, and other visualization tools supporting transportation proposals • 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 • Produce quarterly e-newsletters for regional transportation news and involvement opportunity issues • 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	
(S, OO)	<ul style="list-style-type: none"> • Work with SS/TMA 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**
(S) • 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
- T-6 **Civil Rights**
(S) • Title VI, DBE, ADA program management, compliance, monitoring, and reporting
 • Update Title VI and Limited English Proficiency Plans

Work Element 103 Budget:

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
FHWA PL (CA)	\$22,000	Noticing/Advertising/Meetings	\$15,000
-Toll Credits (CA-PL)	\$2,523	*Subscriptions/Dues	\$12,000
FHWA PL (CA-Carryover)	\$20,000	TMA Cooperative Agreements	\$27,000
-Toll Credits (CA-Carry)	\$2,294		
TRPA General	\$12,000	<i>*Not funded by CPG funds</i>	
Subtotal:	\$54,000	Subtotal:	\$54,000
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$111,827		
-Toll Credits (CA-PL)	\$12,827		
FHWA PL (CA-Carryover)	\$21,934		
-Toll Credits (CA-Carry)	\$2,516		
TRPA General	\$24,824	Wages/Benefits:	\$106,677
TDA Planning	\$14,722	Est. Indirect Cost:	\$66,630
Subtotal:	\$173,307	Subtotal:	\$173,307
Total:	\$227,307	Total:	\$227,307

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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 (FAST Act), 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.

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, 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 TRPA has committed to an adaptive policy management 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, as supported by federal and state planning guidance. TRPA just completed the 2020 Linking Tahoe. In support of the new RTP, TRPA will be supporting corridor planning on the US 50 East Corridor between Stateline and Spooner Summit in Nevada. TRPA will also continue to participate the US50 South Shore Community Revitalization planning, continuing SR89/Emerald Bay corridor Planning through the SR 89 Trail Feasibility Study, and the SR28/89 corridor alongside Placer County and it's Resort Triangle Transportation Plan.

TRPA is increasing its focus on coordination with public and private sector entities to share research and increase awareness of existing travel options for residents and visitors. The Transportation Demand Management (TDM) tasks will also launch a broader pilot program to increase awareness of employer transportation options through participation in the Commute Tahoe program. TRPA will continue focusing on large employers through the Commute Tahoe program with assistance from the TNT-TMA and SS/TMA and reach out to medium and small employers to ensure the program is reflective of all employer sizes. TRPA will continue to support the annual Bike Challenge to increase active transportation in the Region.

In addition to the Regional Transportation Plan TRPA also maintains various modal specific plans including the Active Transportation Plan (ATP)-formerly the Bicycle and Pedestrian Plan, and Intelligent Transportation Systems (ITS) Plan. An update to the ATP will begin this fiscal year folding in natural surface trails (Tahoe Regional Trails Plan) in addition to other plan updates.

TRPA also supports the transit operators in updating short-range transit plans and coordinates with local or state led safety, goods movement, aviation, and system management planning efforts. 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 Washoe County Regional Transportation Commission (Washoe RTC), county and local governments support a partnership approach to identifying inter-regional transportation solutions.

PREVIOUS WORK

- Launched update to Active Transportation Plan
- Initiated Commute Tahoe program activities
- Coordinated local Area Plans and project consistency with *2017 RTP/SCS*
- Convened the Pathway Partnership to coordinate project prioritization, tracking, and programming
- Finalized 2020 RTP/SCS
- Coordinated new regional transit service from Reno to north Tahoe
- Supported US50 East Corridor Management Plan
- Submitted final 2020 RTP/SCS Methodology to CARB

PRODUCTS	COMPLETION DATE
P-1 Draft Tahoe Regional Trails Plan	June 2022
P-2 TDM Educational Materials and Website Update	April 2021
P-3 Safety Agreement with transit operators	June 2022

TASKS

T-1 (S, C)	<p>Regional Transportation Plan (Core Planning Function)</p> <ul style="list-style-type: none"> • Administration of <i>2020 RTP/SCS</i>, including coordinating with state, local, and federal partners to explore funding opportunities to implement the plan • Process amendments to <i>2020 RTP/SCS</i> as necessary • Participate in public and interagency meetings as a transportation technical resource • Develop special studies as needed for the 2024 Linking Tahoe: RTP/SCS update (i.e.: transportation equity, technology, freight, aviation, etc.) • Review projects to ensure consistency with established transportation plans and <u><i>2020 RTP/SCS</i></u> policies • Participate on Steering Committee for US 50 East Corridor Plan and supporting work
T-2 (S)	<p>Inter-Regional Planning</p> <ul style="list-style-type: none"> • Develop formal planning partnerships with surrounding transportation agencies (Northern California Megaregion – SACOG, MTC, San Joaquin, Washoe RTC, etc.) • Identify freight movement issues and coordinate 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 (S)	<p>Active Transportation Planning</p> <ul style="list-style-type: none"> • Update the <i>Linking Tahoe: Active Transportation Plan</i> for approval in 2022 • Incorporate the Tahoe Regional Trails Plan (expected completion June 2022) into the Active Transportation Plan update

- Monitor and utilize state and federal bicycle and pedestrian planning requirements and other resources
- Support the Pathway Partnership and Sustainable Recreation Committee to coordinate regional partners on active transportation policy and planning

T-4
(S, C)

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 Linking Tahoe: RTP/SCS*
- Support the update of Short-Range Transit Plans (next 1-5 years) for TTD and TART services
- Partner with TART and TTD to conduct periodic rider surveys and other outreach to assess current service and provide recommendations based on survey results
- 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, Etc.)
- Centralize monitoring of regional transit data and utilize www.LakeTahoeinfo.org to share and display data

T-5
(S, C, OO)

Transportation Demand Management (Travel Management)

- Work with TNT-TMA, SS/TMA 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
- Disseminate educational materials related to Commute Tahoe strategies and programs.
- Update www.linkingtahoe.com website to include information on existing transportation options

T-6
(S)

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*.
- Coordinate with EDCTC, 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 SP & R grant project team 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.

T-7
(S)

Aviation/Rail/Freight Planning

- Coordinate with Caltrans Division of Aeronautics and CSLT on Lake Tahoe Airport ground transportation access, resiliency and reliability planning, and the Lake Tahoe Airport Master Plan
- Encourage connections to Lake Tahoe in State Rail Plans in California and Nevada
- Coordinate with State Freight Plans and associated freight programs

T-8
(S)

Safety Planning

- Support local agency grant applications for safety projects identified in the TRPA Safety Strategy
- Support implementation of recommended best practices for safety data collection and reporting
- Gain agreement with regional implementing agencies on project design volumes and best practices for the design of safety improvements.

Work Element 104 Budget:

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
FHWA PL (CA)	\$191,579	Regional Planning Tech Svcs.	\$147,375
-Toll Credits (CA-PL)	\$21,974	Transit/TDM Support Svcs.	\$60,000
FTA 5303 (CA)	\$39,796	Corridor Planning Svcs.	\$24,000
-Toll Credits (FTA 5303 CA)	\$4,565		
Subtotal:	\$231,375	Subtotal:	\$231,375
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$105,851		
-Toll Credits (PL-CA)	\$12,141		
	\$36,415		
FTA 5303 (CA)			
-Toll Credits (FTA 5303 CA)	\$4,177		
FHWA PL (NV)	\$101,000	Wages/Benefits:	\$174,014
FTA 5303 (NV)	\$32,415	Est. Indirect Cost:	\$108,689
TDA Planning	\$7,022		
Subtotal:	\$282,703	Subtotal:	\$282,703
Total:	\$514,078	Total:	\$514,078

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WORK ELEMENT 105: TRANSPORTATION DATA MANAGEMENT AND FORECASTING

PURPOSE

To administer the regional transportation data collection and modeling efforts of TRPA; to collect the necessary transportation, demographic, and land use information to support transportation planning; to analyze 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, FTIP and other key transportation planning efforts.

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 system, vehicle delay, and travel mode share. Other data collection, consistent with TRPA's annual transportation data collection program, includes regional travel patterns, bicycle and pedestrian counts, transit performance, and traffic counts at identified locations. Purchased data sets are also an efficient tool to supply difficult to obtain data for analysis. TRPA has utilized the latest data to update primary inputs to the travel demand model to provide the base and forecast analysis for the 2020 RTP/SCS. TRPA convenes a Model Working Group to provide a venue to discuss 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.
- Completed updates to the travel demand model including new data sources, and functionality
- Convened Model Working Group to share 2020 RTP/SCS model updates and assumptions including longer term model improvements
- Completed final 2020 RTP/SCS model forecast
- Analysis using new Streetlight Data package

PRODUCTS

COMPLETION DATE

P-1 Publish transportation monitoring data to LakeTahoeinfo.org

Quarterly

P-2 Track and publish policy performance (VMT, GHG, Etc.) via dashboards and visual tools on Laketahoeinfo.org **Quarterly**

TASKS

T-1 Data Management

- (S)
- 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

T-2 Performance Measure Data Collection

- (S, C)
- 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
 - Coordinate transit monitoring data and reporting in accordance with established transit monitoring protocol and Transit Productivity Improvement Program (TPIP)
 - Collect and analyze other relevant transportation and demographic data

T-3 Travel Demand Modeling

- (S, C)
- Reconvene Model Working Group as necessary for additional travel demand model improvements
 - Support modeling for final project impact assessment tool and VMT standard monitoring
 - 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)	\$30,081		
-Toll Credits (PL-CA)	\$3,450		
FHWA PL (CA-Carryover)	\$55,818		
-Toll Credits (CA-Carry)	\$6,402		
FTA 5303 (CA Carryover)	\$9,101	Data and Forecasting System Svcs.	\$45,000
-Toll Credits (CA 5303-Carry)	\$1,044	Data Collection Contract Svcs.	\$50,000
Subtotal:	\$95,000	Subtotal:	\$95,000
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$75,838		
-Toll Credits (PL-CA)	\$8,699		
FHWA PL (CA-Carryover)	\$31,756		
-Toll Credits (CA-Carry)	\$3,642		
FTA 5303 (CA)	\$3,585		
-Toll Credits (FTA 5303 CA)	\$411		
FTA 5303 (CA Carryover)	\$46,312		
-Toll Credits (CA 5303-Carry)	\$5,312		
FHWA PL (NV)	\$82,000	Wages/Benefits:	\$150,072
TDA Planning	\$4,316	Est. Indirect Cost:	\$93,735
Subtotal:	\$243,807	Subtotal:	\$243,807
Total:	\$338,807	Total:	\$338,807

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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 transportation projects. As a core MPO planning function, staff will continue maintaining the current 2021 FTIP through administrative modifications and amendments to maintain required financial constraint and accountability. Maintenance of the FTIP including amendments will be ongoing. The development of the 2023 FTIP will begin Spring 2022.

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. As funding is awarded to projects in the Lake Tahoe Region it requires project programming, monitoring and tracking to ensure the funds are used in a timely manner. The FAST Act increased the amount of funding allocated by various programs to Lake Tahoe. This increase of funding has required additional resources for TRPA's programming function along with other related activities.

In addition to the 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 was last updated in early 2020.

In order to provide public and partner access transparency, the Transportation Project Tracker (transportation.laketahoeinfo.org) displays real-time project tracking and information. 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 linkage to TRPA's Performance-Based Planning program (see Work Element 107).

PREVIOUS WORK

- Maintenance of the 2019 FTIP
- Maintenance of the 2020 RTIP
- Annual Federal Obligation Report (FY19/20)
- Regional Grant Program (RGP) Cycle 5 Updates
- Participation on the California Regional Transportation Planning Agency Working Group
- Participation on the California Federal Programming Group (CFPG)
- Participation on the Nevada statewide STIP/TIP Working Group
- Coordination with California, Nevada, and local agencies in project programming

PRODUCTS	COMPLETION DATE
P-1 Maintenance of 2021 FTIP	Quarterly
P-2 Maintenance of the 2020 RTIP	Quarterly
P-3 Regional Grant Program Final Recommendations	September 2021
P-4 Draft 2023 FTIP	June 2022
P-5 Adoption of 2022 RTIP	December 2021
P-6 Annual Federal Obligations Report	December 2021

2 TASKS

(S) All to be completed by staff

- T-1 **Federal Transportation Improvement Program (FTIP) (Core MPO Planning Function)**
 - Monitor and maintain the current FTIP through administrative modifications and amendments
 - **Development of the draft 2023 FTIP**
 - Maintain California Transportation Improvement Program (CTIP) database and Nevada electronic Statewide Transportation Improvement Program (e-STIP)
 - Publish TRPA programming information on Tahoe Regional Planning Agency I Transportation
 - Participate in FHWA-NV/NDOT Planning Executive Group initiatives related to programming
 - Participate monthly with CFPG, RTPA 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

- T-2 **Regional Transportation Improvement Program**
 - 2020 RTIP document maintenance
 - Work with regional stakeholders to prepare the 2022 RTIP

- T-3 **Regional Grant Program**
 - Manage the Regional Grant Program (RGP) funding cycles (CMAQ, STBG, TAP & ATP)
 - 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

- T-4 **Project Tracking and Statewide Transportation Improvement Program Coordination**
 - Monitor and provide guidance on available federal 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
 - Develop annual list of federal obligated projects

- 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 Plan(s) in FTIP

- 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:	
Subtotal:	\$0	Subtotal:	\$0
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$94,206		
-Toll Credits (PL-CA)	\$10,805		
FHWA PL (NV)	\$75,000	Wages/Benefits:	\$106,582
TDA Planning	\$3,947	Est. Indirect Cost:	\$66,571
Subtotal:	\$173,153	Subtotal:	\$173,153
Total:	\$173,153	Total:	\$173,153

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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 and applicable CMAQ (PM3) measures; to refine and monitor RTP performance measures; to enhance linkages between the planning process and project implementation to evaluate progress toward established regional goals; refine the Congestion Management Process as necessary to support regional transportation goals in accordance with federal planning requirements.

DISCUSSION

Performance-based planning defines current performance levels, establishes target performance levels, and identifies strategies for achieving these targets. This approach was strengthened with the passing of MAP-21 and continued with the FAST Act, 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 and the future 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 and the FAST Act, TRPA threshold and Regional Plan performance measures, and various state performance metrics.

Performance Management Framework is built into the TMPO work plan including grant project selection outlined in WE106, the core of RTP Implementation in WE104 corridor management planning and the previous work on the Safety Plan Strategy that shapes the planning and programming of projects to support each states PM1 Safety Targets.

PREVIOUS WORK

- Established and provided reporting on performance metrics for Federal Transportation Performance Measures PM-1, PM-2 and PM-3
- Submitted PM-2 Targets
- Included performance-based planning framework into the Regional Grant Program
- Final CMP Documentation

PRODUCTS		COMPLETION DATE
P-1	Maintained Performance-Based Planning Framework	On-going
P-2	2022 PM1 Safety Target set with Caltrans and Nevada DOT	February 2022
<hr/>		
T-1	Performance-Based Planning	
(S)	<ul style="list-style-type: none"> • Continue Refine the Region’s contemporary performance-based planning framework • Participate in federal workshops on performance-based planning • Refine the tools 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 • Integrate new Transit Safety Plan performance targets, developed by each transit agency, in the selection of regional safety targets • Stakeholder coordination to 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 Committee. • Ensure timely transmittal of data to Caltrans, NDOT, FHWA and FTA 	
T-2	Congestion Management Process	
(S)	<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:	
Subtotal:	\$0	Subtotal:	\$0
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$4,214		
-Toll Credits (PL-CA)	\$483		
FTA 5303 (CA)	\$10,000		
-Toll Credits (FTA 5303 CA)	\$1,147		
FHWA PL (NV)	\$69,000	Wages/Benefits:	\$53,457
TDA Planning	\$3,632	Est. Indirect Cost:	\$33,389
Subtotal:	\$86,846	Subtotal:	\$86,846
Total:	\$86,846	Total:	\$86,846

**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 development corridor management plans; to collect and analyze necessary corridor level data; to identify roles and responsibilities of multiple partnering agencies; to incorporate public input and needs into decision making; to consider impacts on the constrained transportation system due to increased interregional tourism and visitor traffic; to evaluate and develop project VMT reduction tools and strategies that support the RTP/SCS; to advance sustainable regional transportation funding.

DISCUSSION

TRPA, along with 12 other agencies, has committed to a partner-based planning process that is conducted at a corridor scale. This comprehensive planning approach has shown success on the recreation heavy East and West shores of Lake Tahoe. The Corridor planning approach is led by an entity with a vested interest in the corridor and typically utilizes a steering committee of other principal entities to drive the process. For purposes of corridor planning, the Region has been divided into six internal corridors and two entry/exit corridors ([Link](#)). The corridor planning approach is an organizing framework to support regional transportation policy as well as align and accelerate implementation of various entity's policy documents. For TRPA, corridor planning supports the RTP/SCS at a sub-regional scale. This planning approach requires multi agency collaboration, commitments, and resources. The TTD developed the 2017 Linking Tahoe: Corridor Connection Plan ([Link](#)), which collected and synthesized large amounts of data for all internal and external corridors. This document provides a foundation for more detailed corridor management plans. Current corridor management plans underway are the SR89 Emerald Bay Recreation Corridor and the US 50 South Shore (Main Street Management Plan). The US50 East Shore Corridor (not funded by this work element), and the SR89/28 Corridor (Resort Triangle Transportation Plan) including connections to Truckee will be completed later in FY 21.

This work element, funded by SB1 Sustainable Communities Formula Funds, highlights the next phase of corridor planning , VMT/GHG reduction activities, and collaborating on a regional funding strategy. The corridor planning effort will be a multi-year program that will be captured in this and subsequent OWPs. Additional tasks supporting the evaluation and development of VMT/GHG reduction strategies and tools to support state requirements will also be included in the work element. In order to accelerate implementation of the Sustainable Communities Strategy TRPA is co-leading a collaborative process to identify new transportation funding sources.

TRPA is working with Placer County to further the RTP/SCS by creating a common set of methodologies, metrics and tools for project impact analysis to better integrate transportation, housing and land use planning to support local and regional Vehicle Miles Traveled (VMT) and greenhouse gas (GHG) reduction goals and to ultimately achieve the State's GHG reduction target in AB32. This VMT/GHG reduction analytical framework will be adapted to other jurisdictions in Lake Tahoe using unique data to determine the most effective strategies for VMT and GHG reduction. TRPA and local jurisdictions will be responsible for data collection as necessary to support VMT/GHG analysis and evaluation going forward. As a follow-up task, TRPA will investigate necessary travel demand model updates and other tools to support the VMT/GHG evaluation and forecasting process.

The evaluation and recommendation of new transportation funding strategies to deliver the RTP/SCS is a critical activity for Lake Tahoe. Conventional transportation funding from Federal and State and Federal programs are typically allocated by resident population or are delivered via extremely competitive grant processes that favor large urban areas with high matching funds from alternative sources. The Tahoe Region is seeking to remain competitive and create sustainable revenue sources that can allow for a more reliable implementation and service delivery. The activities included in this work element will assist in producing a Funding Strategy that will evaluate funding mechanisms, including the consideration of social equity and interplay with local and state emerging or existing funding sources. Activities to support the Funding strategy will include stakeholder and public outreach, screening of potential mechanisms, legislative analysis, identification of implementation priorities from RTP/SCS, regional consensus process, and packaging a final proposal, among other tasks.

PREVIOUS WORK

- SR 89 – Emerald Bay Recreation Corridor Management Plan:
 - Adopted Project Charter
 - Draft Corridor Alternative Scenarios
 - Draft SR89/Emerald Bay Corridor Management Plan
- US 50 South Shore - Main Street Management Plan:
 - Established Steering committees and public outreach strategy
 - Secured consultant and initiated contracted support activities
 - Developed and analyzed two alternatives for street design
 - Selected preferred alternative for street design
- VMT/GHG Evaluation Tools:
 - Technical papers supporting tool development
 - Draft project level VMT tool
 - Supporting data purchase and analysis

WORK ELEMENT 108.3 (FY 19/20 – RMRA)

PRODUCTS		COMPLETION DATE
P-1	Final project evaluation and impact analysis	September 2021
TASKS		
T-1	Regional VMT/GHG Evaluation Program	
(S, C)	<ul style="list-style-type: none"> • Finalize tools for evaluation and impact analysis to support RTP/SCS 	

Work Element 108.3 Budget:

WE 108.3			
REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
TDA Planning	\$4,014	Sustainable Comm Planning	\$34,994
CA-RMRA 19/20	\$30,980		
Subtotal:	\$34,994	Subtotal:	\$34,994
TMPO Staff:		TMPO Staff:	
	\$0		\$0
Total:	\$34,994	Total:	\$34,994

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WORK ELEMENT 108.4 (FY 20/21 – RMRA)

PRODUCTS	COMPLETION DATE
P-1 Draft Regional Funding Strategy/Proposal	December 2021

TASKS

- T-1 Regional Funding Strategy**
(S, C)
- Educate stakeholders and decision makers on pricing and other funding strategies
 - Public and stakeholder outreach
 - Illustrate RTP/SCS implementation priorities and resulting GHG, VMT and other benefits
 - Enhance social equity and avoid inequitable cost burdens
 - Investigate relationship with state pricing programs under consideration (i.e.: VMT Pilot)
 - Evaluate and screen potential funding mechanisms
 - Develop recommendations for funding proposal
 - Package final strategy and proposal

Work Element 108.4 Budget:

WE 108.4			
REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
TRPA General	\$15,200	Sustainable Comm Planning	\$132,516
CA-RMRA 20/21	\$117,316		
Subtotal:	\$132,516	Subtotal:	\$132,516
TMPO Staff:		TMPO Staff:	
	\$0		\$0
Total:	\$132,516	Total:	\$132,516

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WORK ELEMENT 108.5 (FY 21/22 – RMRA)

PRODUCTS	COMPLETION DATE
P-1 Final Regional Strategy/Proposal	April 2022

TASKS

- T-1 Regional Funding Strategy**
(S, C)
- Develop final strategy, including supporting documentation
 - Package proposal materials for public and legislative education
 - Public and stakeholder outreach activities

Work Element 108.5 Budget:

WE 108.5	
REVENUES	EXPENDITURES
Direct Costs:	Direct Costs:
TRPA General \$20,611	Sustainable Comm Planning \$179,691
CA-RMRA 21/22 \$159,080	
Subtotal: \$179,691	Subtotal: \$179,691
TMPO Staff:	TMPO Staff:
\$0	\$0
Total: \$179,691	Total: \$179,691

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

**CALTRANS REGIONAL PLANNING ACTIVITIES
FOR FY 2021/22**

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	Participation in the following projects and studies: Agency Coordination <ul style="list-style-type: none"> • Attend TTD Board Meetings • Coordinate Annual Meeting Studies / PDTs <ul style="list-style-type: none"> • SR 89 Corridor Management Plan PDT • US 50 Recreational Travel Management Hot Spot Study
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 21/22 FINANCIAL SUMMARY

Table 1 – FY 21/22 TRPA/TMPO Programmed Revenues

Funding Source	FY 2022
Federal	
FHWA PL (CA)	\$746,579
FHWA PL (CA-Carryover)	\$136,472
FTA 5303 (CA)	\$89,796
FTA 5303 (CA Carryover)	\$55,413
FHWA PL (NV)	\$327,000
FTA 5303 (NV)	\$32,415
Federal Subtotal:	\$1,387,675
Non-Federal	
CA-RMRA 20/21 C/O	\$117,316
CA-RMRA 19/20 C/O	\$30,980
CA-RMRA 21/22	\$159,080
TRPA General	\$92,635
TDA Administration	\$40,000
TDA Planning	\$37,653
Non-Federal Subtotal:	477,664
GRAND TOTAL:	\$1,865,339

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.

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 – FY 21/22 Transportation Staffing Costs

TRPA/TMPO Transportation Team	Salary and Wages	Benefits	IDC Rate 57.76%	Total Salary, Benefits and Overhead
Total FY 21/22 Salaries	\$527,853	\$175,951	\$406,517	\$1,110,321
Total	\$527,853	\$175,951	\$406,517	\$1,110,321

Table 3 – FY 21/22 Staffing Costs and Revenues

WORK ELEMENTS	Consolidated Planning Grant (CPG)						Toll Credit Match CA-PL	Toll Credit Match CA- PL Carry	Toll Credit Match CA 5303	Toll Credit Match CA 5303 Carry	TRPA (Local)	TDA - ADMIN	TDA - PLNG	TOTAL
	CA-PL	CA PL -Carry	CA 5303	CA 5303 - Carry	NV - PL	NV 5303								
101- Program Administration	110,983	6,964	-	-	-	-	12,730	799	-	-	-	-	-	\$ 117,947
102 - Transportation Dev't. Act	-	-	-	-	-	-	-	-	-	-	-	32,558	-	\$ 32,558
103 - Public Outreach	111,827	21,934	-	-	-	-	12,827	2,516	-	-	24,824	-	14,722	\$ 173,307
104 - Intermodal Planning	105,851	-	36,415	-	101,000	32,415	12,141	-	4,177	-	-	-	7,022	\$ 282,703
105 - Data Collection & Forecasting	75,838	31,756	3,585	46,312	82,000	-	8,699	3,642	411	5,312	-	-	4,316	\$ 243,807
106 - Proj. Tracking + Financial Mgt.	94,206	-	-	-	75,000	-	10,805	-	-	-	-	-	3,947	\$ 173,153
107 - Performance-Based Planning	4,214	-	10,000	-	69,000	-	483	-	1,147	-	-	-	3,632	\$ 86,846
108.3 - Sustainable Communities Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	\$ -
108.4 - Sustainable Communities Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	\$ -
108.5 - Sustainable Communities Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	\$ -
TOTAL:	\$ 502,919	\$ 60,654	\$50,000	\$ 46,312	\$327,000	\$ 32,415	\$ 57,685	\$ 6,957	\$ 5,735	\$ 5,312	\$ 24,824	\$ 32,558	\$33,639	\$ 1,110,321

Table 4 – FY 21/22 Direct Costs and Revenues

WORK ELEMENTS	Consolidated Planning Grant (CPG)				Toll Credit Match CA-PL	Toll Credit Match CA-PL Carry	Toll Credit Match CA-5303	Toll Credit Match CA-5303 Carry	TRPA (Local)	CA-RMRA 20/21 Carry-over	CA-RMRA 19/20 Carry-over	CA-RMRA 21/22	TDA Admin	TDA Planning	TOTAL
	CA-PL	CA PL- Carry	CA-5303	CA-5303 Carry											
101- Program Administration	-	-	-	-	-	-	-	-	20,000	-	-	-	-	-	\$ 20,000
102 - Transportation Dev't. Act	-	-	-	-	-	-	-	-	-	-	-	-	7,442	-	\$ 7,442
103 - Public Outreach	22,000	20,000	-	-	2,523	2,294	-	-	12,000	-	-	-	-	-	\$ 54,000
104 - Intermodal Planning	191,579	-	39,796	-	21,974	-	4,565	-	-	-	-	-	-	-	\$ 231,375
105 - Data Collection & Forecasting	30,081	55,818	-	9,101	3,450	6,402	-	1,044	-	-	-	-	-	-	\$ 95,000
106 - Proj. Tracking + Financial Mgt.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$ -
107 - Performance-Based Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$ -
108.3 - Sustainable Communities Plannin	-	-	-	-	-	-	-	-	-	-	30,980	-	-	4,014	\$ 34,994
108.4 - Sustainable Communities Planning	-	-	-	-	-	-	-	-	15,200	117,316	-	-	-	-	\$ 132,516
108.5 - Sustainable Communities Planning	-	-	-	-	-	-	-	-	20,611	-	-	159,080	-	-	\$ 179,691
TOTAL:	\$ 243,660	\$ 75,818	\$ 39,796	\$ 9,101	\$ 27,948	\$ 8,696	\$ 4,565	\$ 1,044	\$ 67,811	\$ 117,316	\$ 30,980	\$ 159,080	\$ 7,442	\$ 4,014	\$ 755,018

Table 5 – FY 21/22 Staffing & Direct Costs by Work Element

WORK ELEMENTS	Staff	Direct	Total
101- Program Administration	\$ 117,947	\$ 20,000	\$ 137,947
102 - Transportation Dev't. Act	\$ 32,558	\$ 7,442	\$ 40,000
103 - Public Outreach	\$ 173,307	\$ 54,000	\$ 227,307
104 - Intermodal Planning	\$ 282,703	\$ 231,375	\$ 514,078
105 - Data Collection & Forecasting	\$ 243,807	\$ 95,000	\$ 338,807
106 - Proj. Tracking + Financial Mgt.	\$ 173,153	\$ -	\$ 173,153
107 - Performance-Based Planning	\$ 86,846	\$ -	\$ 86,846
108.3 - Sustainable Communities Planning		\$ 34,994	\$ 34,994
108.4 - Sustainable Communities Planning	\$ -	\$ 132,516	\$ 132,516
108.5 - Sustainable Communities Planning	\$ -	\$ 179,691	\$ 179,691
TOTAL:	\$ 1,110,321	\$ 755,018	\$ 1,865,339

Table 6 – FY 21/22 Staffing & Direct Costs by Revenue Source

	Consolidated Planning Grant (CPG)						Toll Credit Match	Toll Credit Match	Toll Credit Match	Toll Credit Match	TRPA (Local)	CA-RMRA 20/21	CA-RMRA 19/20	CA-RMRA 21/22	TDA Admin	TDA Planning	TOTAL
	CA- PL	CA-PL Carry	CA-5303	CA-5303 Carry	NV - PL	NV-5303	CA-PL	CA- PL Carry	CA-5303	CA-5303 Carry		Carry	Carry				
Total Staff:	502,919	60,654	50,000	46,312	327,000	32,415	57,685	6,957	5,735	5,312	24,824	-	-	-	32,558	33,639	1,110,321
Total Direct:	243,660	75,818	39,796	9,101	-	-	27,948	8,696	4,565	1,044	67,811	117,316	30,980	159,080	7,442	4,014	755,018
TOTAL:	\$ 746,579	\$ 136,472	\$ 89,796	\$ 55,413	\$327,000	\$ 32,415	\$ 85,633	\$ 15,653	\$ 10,300	\$ 6,356	\$ 67,811	\$ 117,316	\$ 30,980	\$ 159,080	\$ 40,000	\$ 37,653	\$ 1,865,339

Table 7– FY 21/22 Toll Credit Summary

Toll Credits	CA-PL	CA PL-Carry	CA-5303	CA-5303 Carry	TOTAL
Total Staff:	57,685	6,957	5,735	5,312	70,377
Total Direct:	27,948	8,696	4,565	1,044	42,253
TOTALS:	\$ 85,633	\$ 15,653	\$ 10,300	\$ 6,356	\$ 117,941

Table 8– FY 21/22 Staff and Direct by Fund*

WORK ELEMENTS	Consolidated Planning Grant (CPG)								Toll Credit Match	Toll Credit Match	Toll Credit Match	Toll Credit Match	Toll Credit Match	Toll Credit Match	TRPA (Local)	CA-RMRA 21/22	CA-RMRA 20/21	CA-RMRA 19/20	TDA Admin	TDA Planning	TOTAL
	CA PL	CA PL - 20/21 Carryover	CA PL - 19/20 Carryover	CA 5303	CA 5303 - 20/21 Carryover	CA 5303 - 19/20 Carryover	NV-PL	NV 5303	CA PL	CA PL - 20/21 Carryover	CA PL - 19/20 Carryover	CA 5303	CA 5303 - 20/21 Carryover	CA 5303 - 19/20 Carryover		Carryover	Carryover				
101- Program Administration	110,983	-	6,964	-	-	-	-	-	12,730	-	-	799	-	-	20,000	-	-	-	-	-	\$ 137,947
102 - Transportation Dev't. Act	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40,000	-	\$ 40,000
103 - Public Outreach	133,827	32,480	9,454	-	-	-	-	-	15,350	3,725	1,084	-	-	-	36,824	-	-	-	-	14,722	\$ 227,307
104 - Intermodal Planning	297,430	-	-	76,211	-	-	101,000	32,415	34,115	-	-	8,741	-	-	-	-	-	-	-	7,022	\$ 514,078
105 - Data Collection & Forecasting	105,919	87,574	-	3,585	34,254	21,159	82,000	-	12,149	10,045	-	411	3,929	2,427	-	-	-	-	-	4,316	\$ 338,807
106 - Proj. Tracking + Financial Mgt.	94,206	-	-	-	-	-	75,000	-	10,805	-	-	-	-	-	-	-	-	-	-	3,947	\$ 173,153
107 - Performance-Based Planning	4,214	-	-	10,000	-	-	69,000	-	483	-	-	1,147	-	-	-	-	-	-	-	3,632	\$ 86,846
108.3 - Sustainable Communities Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30,980	-	4,014	\$ 34,994
108.4 - Sustainable Communities Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15,200	-	117,316	-	-	-	\$ 132,516
108.5 - Sustainable Communities Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20,611	159,080	-	-	-	-	\$ 179,691
TOTAL:	\$746,579	\$ 120,054	\$ 16,418	\$ 89,796	\$34,254	\$21,159	\$327,000	\$ 32,415	\$ 85,633	\$ 13,770	\$ 1,883	\$ 10,300	\$ 3,929	\$ 2,427	\$92,635	\$159,080	\$117,316	\$ 30,980	\$ 40,000	\$37,653	\$ 1,865,339

*Revised per Caltrans 6/1/22