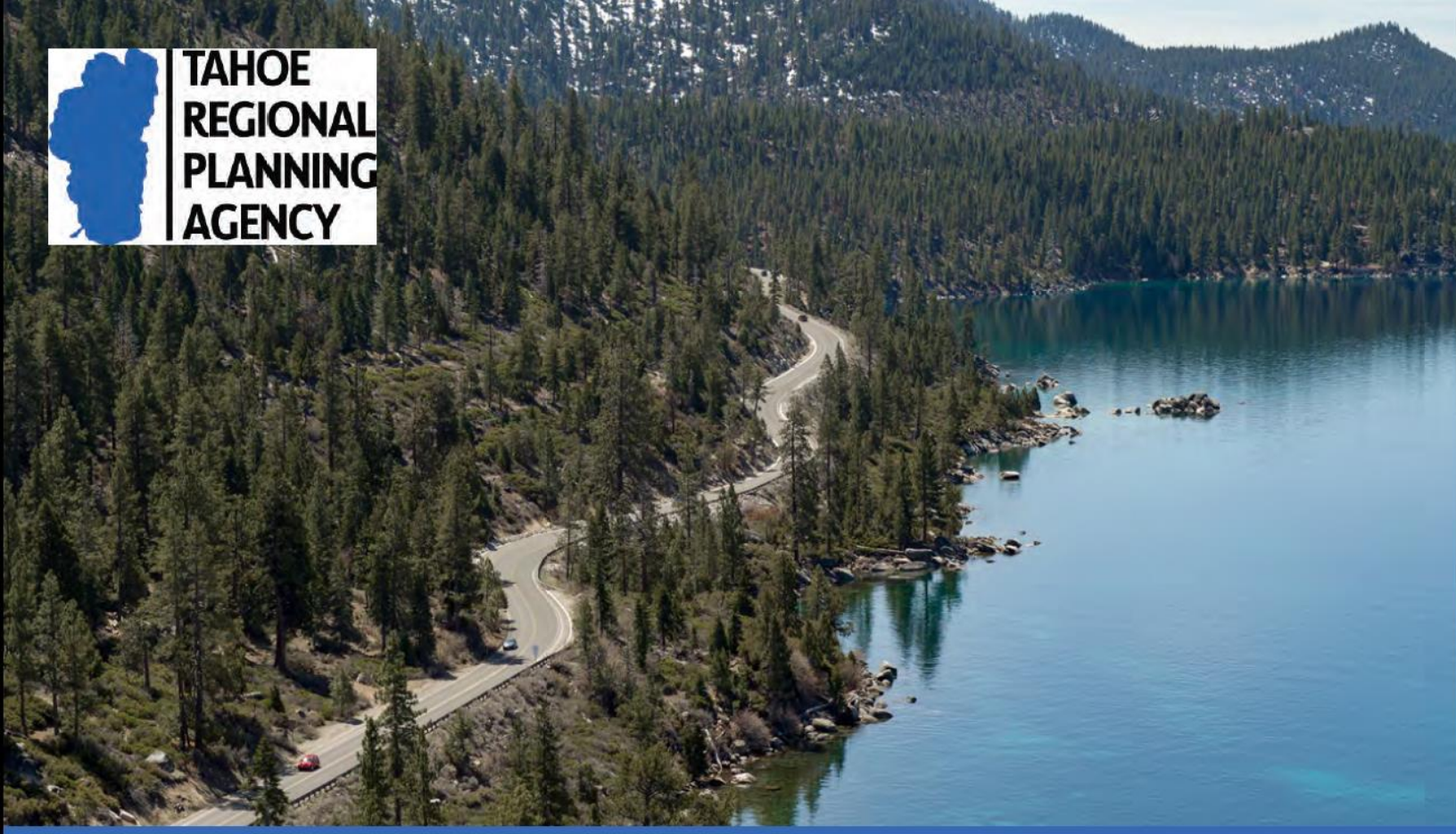
TAHOE REGIONAL PLANNING AGENCY



TRANSPORTATION PLANNING OVERALL WORK PROGRAM 2022-2023

TAHOE METROPOLITAN PLANNING ORGANIZATION
TAHOE REGIONAL PLANNING AGENCY

lake Tahoe

Amendment No.1
Final 11/16/2022

The Lake Tahoe Transportation Overall Work Program for FY 2022/2023 is a comprehensive annual plan of work for the Tahoe Regional Planning Agency's Transportation Planning Program and is funded through transportation planning grants administered by the following agencies:

California Department of Transportation (Caltrans)

Nevada Department of Transportation (NDOT)

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

U.S. DOT Credit/Disclaimer:

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

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Glossary of Acronyms and Abbreviations

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

Introduction

The Overall Work Program (OWP), also referred to as a Unified Planning Work Program, defines the continuing, comprehensive, and coordinated regional transportation planning process for the Lake Tahoe Basin. It establishes transportation, air quality, and other regional planning objectives for Fiscal Year 2022/2023 covering the period of July 1, 2022 through June 30, 2023 (FY 22/23), 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 22/23.

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.

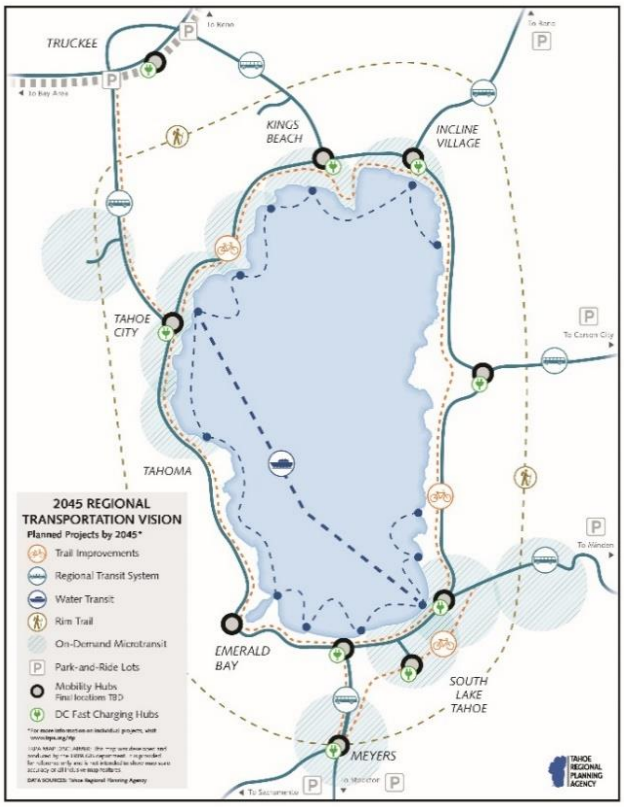
Lake Tahoe's unique setting and environmental stature necessitates developing transportation plans and projects that are evaluated in conjunction with TRPA's environmental standards called "environmental threshold carrying capacities" (under the following ten categories: water quality, air quality, noise,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

on the automobile, support GHG emission reductions and increase multi-modal travel options. The new TSC threshold elevates and aligns Regional, Federal, and State transportation planning within the Lake Tahoe planning and regulatory framework.

SETTING

The Tahoe Region is located on the border of the states of California and Nevada, between the Sierra Crest and the Carson Range. Approximately two-thirds of the Region is located in California, with one-third within the state of Nevada. The Tahoe Region contains an area of about 501 square miles, of which approximately 191 square miles comprise the surface waters of Lake Tahoe and includes a 37 square mile urban boundary containing the commercial and residential activity. Lake Tahoe dominates the features of the Region and is the primary focus of local and regional environmental regulations to protect its exceptional water clarity. 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 third Congressional District of California. Based on the 2020 Census, the resident population of the Tahoe Region was 55,667. This is a significant decline from the 62,894 population estimated by the 2000 Census. Of the 55,667 population figure, approximately 41,780 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 13,886 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.

TAHOE REGIONAL PLANNING AGENCY 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.

TAHOE REGIONAL PLANNING AGENCY 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.

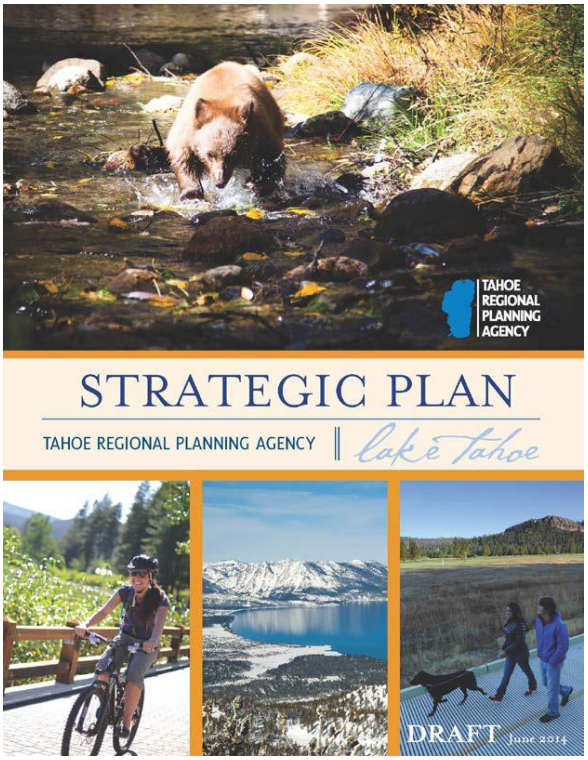
Tahoe Transportation Commission

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.

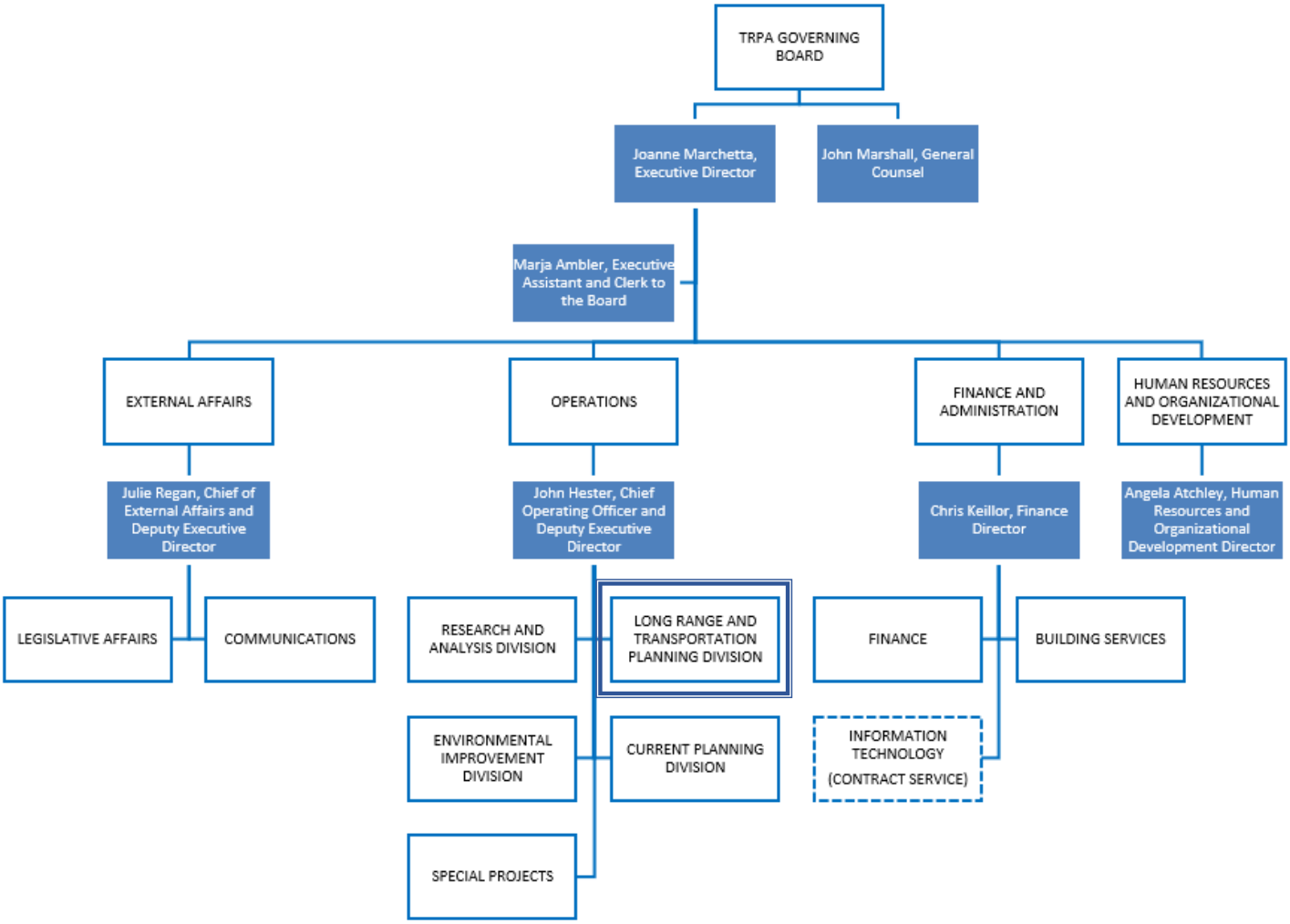
2) **Propel the Development and Use of Best Information, Data and Science**
   Continue strong relations with the science community and improve measurement and reporting for accountability.

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							
Strategic Priorities	**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

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Governor of Nevada Appointee	Mark Bruce, Chair
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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
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. Future updates to the plan will incorporate recommendations from a TRPA Equity Study currently underway to ensure the plan continues to reach under-represented populations. This includes evaluation of equity and access to public meetings held using online engagement platforms like Zoom and MS Teams. Additional information regarding TRPA's effort to provide a transparent non-discriminatory operation is documented by the TRPA Title VI Program.

NATIVE AMERICAN TRIBAL GOVERNMENT CONSULTATION

The Lake Tahoe Region is home to one Tribal Government, the Washoe Tribe of California and Nevada. TRPA conducts regular government-to–government communication with the Washoe Tribe to consider tribal needs in the planning and programming process. The Washoe Tribe is a voting member of the Tahoe Transportation Commission, the advisory body to the TMPO Governing Board. TRPA 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, 105 and 108**)
- Federal Transportation Improvement Program (**Work Element 106**)
- Congestion Management Process (**Work Element 107**)
- Annual Listing of Projects (**Work Element 106**)

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

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

2022 FHWA and FTA Planning Emphasis Areas

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

Federal MPO Planning Considerations

	Work Elements							
	101	102	103	104	105	106	107	108
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency				X			X	
Increase the safety of the transportation system for motorized and non-motorized users.				X	X		X	X
Increase the security of the transportation system for motorized and non-motorized users.				X			X	X
Increase the accessibility and mobility of people and for freight.		X		X			X	X
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.				X		X	X	X
Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.			X	X	X		X	X
Promote efficient system management and operation.		X		X	X	X	X	X
Emphasize the preservation of the existing transportation system.				X				X
Improve transportation system resiliency and reliability and reduce or mitigate the storm water impacts of surface transportation				X		X	X	X
Enhance travel and tourism coordination				X	X		X	X

FY 22/23 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. Specific Consultants are identified where known.

WORK ELEMENT 101: PROGRAM ADMINISTRATION

PURPOSE

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

DISCUSSION

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

The Lake Tahoe Region is recognized as a Transportation Management Area (TMA) with a total population of 210,000 by USDOT (U.S.C. Title 23 § 134 -Highway-FHWA, U.S.C. Title 49 § 5303 - Transit-FTA). As a TMA there are additional requirements that address congestion management, additional planning and programming considerations, and FHWA Planning Certification reviews every four years. The activities included in this work element involve administrative efforts to support the MPO program as required by federal planning statues. TRPA completed its first Federal Certification Review as a TMA in 2019 and had no corrective actions and one commendation regarding its public involvement process. The next certification review is due by December of 2023.

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

PREVIOUS WORK

- FY 21/22 OWP administration and financial reporting
- TRPA staff attended in-person and virtual transportation planning professional development trainings

PRODUCTS		COMPLETION DATE
P-1	Closeout FY 21/22 OWP	**July 2022**
P-2	Final FY 22/23 OWP and OWPA	**July 2022**
P-3	Quarterly Progress Reports	**Quarterly**
P-4	FY 22/23 OWP Amendment(s)	**April 2023**
P-5	Draft FY 23/24 OWP	**March 2023**

TASKS

T-1 (Staff) **Overall Work Program/Budget**

- Administer FY 22/23 OWP document and related amendments
- Coordinate quarterly and end of year reporting
- Provide grant management and oversight of transportation planning grants
- Budget and funding agreement administration
- Host annual meeting with State and Federal partners to review proposed FY 23/24 OWP initiatives

- FY 23/24 OWP development

T-2 (Staff) **Staff Development in Regional Transportation Planning**

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

Work Element 101 Budget:

REVENUES		EXPENDITURES	
Direct Costs:		**Direct Costs:**	
TRPA General	$20,000	Travel/Training	$20,000
Subtotal:	**$20,000**	**Subtotal:**	**$20,000**
TMPO Staff:		**TMPO Staff:**	
FHWA PL (CA)	$117,747	**Wages/Benefits:**	**$74,637**
-Toll Credits (PL-CA)	$13,506	**Est. Indirect Cost:**	**$43,110**
Subtotal:	**$117,747**	**Subtotal:**	**$117,747**
Total:	**$137,747**	**Total:**	**$137,747**

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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	**October 2022**
P-2	Submit Annual Report of Financial Transactions	**October 2022**
P-3	Conduct and document Unmet Transit Needs/Transit Forums	**October 2022**
P-4	Complete claimant and TRPA Financial Audits	**December 2022**
P-5	Release LTF and STA Preliminary Findings of Apportionment	**February 2023**

P-6	Prepare and produce FY 22 Unmet Transit Needs Assessment	**March 2023**
P-7	Release Final LTF Apportionments	**September 2022**
P-8	LTF and STA allocation instructions to County Auditors	**June 2023**

TASKS

T-1 (Staff) **TDA Administration**

- 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 (Staff) **Social Services Transportation Advisory Council**

- Preparation and coordination for holding unmet transit needs/transit forum hearings
- Conduct meetings of the SSTAC on the north and south shores

T-3 (Staff) **Unmet Transit Needs**

- 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:**	
TRPA General	$649		
TDA Administration	$31,799	TDA Finance and Performance Audits	$32,448
Subtotal:	**$32,448**	**Subtotal:**	**$32,448**
TMPO Staff:		**TMPO Staff:**	
TDA Administration	33,201	**Wages/Benefits:**	**$21,045**
		Est. Indirect Cost:	**$12,156**
Subtotal:	**$33,201**	**Subtotal:**	**$33,201**
Total:	**$65,649**	**Total:**	**$65,649**

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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 has chosen to use an on-line meeting platform that provides more options via telephone for engagement in meetings, expanding the agencies reach to those without computers.

TRPA continues to improve access to information by making documents and data readily available to the public in both electronic and print versions, including key documents translated to Spanish. The recently updated TRPA transportation website is maintained to provide the latest information.

PREVIOUS WORK

- Supported the newly expanded South Shore TMA
- Hosted a Commute Tahoe forum engaging transit providers, Tahoe Chamber, Lodging and Visitor Associations, and Recreation Providers of the Tahoe region
- Completed updates for the Title VI and Limited English Proficiency Plans
- Maintained on-going communication with the public through press releases, updates to the web site, and social media on transportation planning activities and concepts

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**

TASKS

T-1 (Staff) **TRPA Board Support and Regional Coordination**

- Development of agendas, staff reports, technical analysis, and related materials for public and board distribution
- Preparation for and participation in local, regional, state, and federal committees, ad hoc meetings, and workshops directly relating to regional transportation planning

T-2 (Staff) **Tribal Government Coordination, Consultation, and Collaboration**

- 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 (Staff) **Public Participation and Involvement**

- 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 (Staff, North and South Shore TMAs)

Transportation Management Association Coordination

- 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 (Staff)

Environmental Justice

- 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 (Staff)

Civil Rights

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

Work Element 103 Budget:

REVENUES		EXPENDITURES	
Direct Costs:		**Direct Costs:**	
FHWA PL (CA)	$22,000	Noticing/Advertising/Me	$15,000
-Toll Credits (CA-PL)	$2,523	*Subscriptions/Dues	$12,000
FHWA PL (CA-Carryover)	$20,000	TMA Cooperative Agreem	$27,000
-Toll Credits (CA-Carry)	$2,294		
TRPA General	$12,000	*Not funded by CPG funds*	
Subtotal:	**$54,000**	**Subtotal:**	**$54,000**
TMPO Staff:		**TMPO Staff:**	
FHWA PL (CA)	$121,015		
-Toll Credits (CA-PL)	$13,880		
FHWA PL (NV)	$53,030	**Wages/Benefits:**	**$112,269**
TDA Planning	$3,071	**Est. Indirect Cost:**	**$64,847**
Subtotal:	**$177,116**	**Subtotal:**	**$177,116**
Total:	**$231,116**	**Total:**	**$231,116**

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WORK ELEMENT 104: REGIONAL INTERMODAL PLANNING

PURPOSE

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

DISCUSSION

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

The 2020 RTP includes a renewed approach to environmental justice and identifies communities with greater needs for access to transportation. The Transportation Equity Study continued from FY2022 will further study climate change impacts to vulnerable communities and focus on transportation access and equity for residents, commuters, visitors, and recreation travelers.

Additionally, TRPA will be supporting Washoe County in the development of a Transportation and Mobility Plan for the incline Village area of the county.

The TRPA has committed to an adaptive policy framework that will provide for coordinated updates of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years, or as otherwise necessary. The Tahoe Region is maximizing the effectiveness of having integrated land use and transportation plans that support regional, federal and state goals. TRPA will continue supporting corridor planning on the US 50 East Corridor between Stateline and Spooner Summit in Nevada and the Highway 89 Corridor around Emerald Bay in California. TRPA will also continue to participate in the US50 South Shore Community Revitalization planning and SR89/Emerald Bay Trail Feasibility Study.

TRPA is continuing to focus on coordination with public and private sector partners to share research and increase awareness of existing travel options for residents and visitors. The Transportation Demand Management (TDM) program, building on the work of the previous pilot program will continue to increase awareness of employer transportation options through participation in the Commute Tahoe program. TRPA will focus on large employers through the Commute Tahoe program with assistance from the TNT-TMA and SS/TMA (WE103) to reach out to medium and small employers to ensure the program is reflective of all employer sizes. TRPA will also continue to support the annual Bike Challenge to increase active transportation in the Region.

In addition to the Regional Transportation Plan, TRPA maintains various modal specific plans including the Active Transportation Plan (ATP), and Intelligent Transportation Systems (ITS) Plan. An update to the ATP will get kicked off this fiscal year to include natural surface trails (Tahoe Regional Trails Plan) in addition to other plan updates. To continue to support vehicle electrification, the award winning Electric Vehicle Readiness Plan will be updated to integrate with growing state and federal policies and programs.

TRPA also supports the Region's transit operators in updating short-range transit plans and coordinates with local and state led safety, goods movement, aviation, and system management planning efforts. The Tahoe Transportation District started an update to their Short-Range Transit Plan in March of 2022. TRPA staff will support and ensure recommendations align with the regional planning processes and recommendations can be included in the next RTP update. 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 Trails Plan Update to be amended into the Active Transportation Plan
- Commute Tahoe program activities
- Coordinated local Area Plans and project consistency with *2020 RTP/SCS*
- Coordinated new regional transit service form Reno to north Tahoe
- Supported US50 East Corridor Management Plan
- Supported SR89 Corridor Management Plan
- Finalized 2020 RTP/SCS Methodology to CARB
- Initiated Transportation Equity Study

PRODUCTS		**COMPLETION DATE**
P-1	Final Tahoe Regional Trails Plan	**September 2022**
P-2	Transportation Equity Study	**June 2023**
P-3	TDM Educational Materials and Website Update	**April 2022**
P-4	Safety Agreement with transit operators	**June 2022**

TASKS

T-1 (Staff & Consultant)

Regional Transportation Plan (Core Planning Function)

- Administration of *2020 RTP/SCS,* including coordinating with state, local, and federal partners to explore funding opportunities to implement the plan
- Process amendments to *2020 RTP/SCS* as necessary
- Participate in public and interagency meetings as a transportation technical resource
- Develop special studies as needed for the 2025 Linking Tahoe: RTP/SCS update (i.e.: transportation equity, technology, freight, aviation, etc.)
- Review projects to ensure consistency with established transportation plans and 2020 RTP/SCS policies

- Participate on Steering Committee for US 50 East Corridor Plan and supporting work
- Coordinate partners to advance implementation of the SR 89 Corridor Management Plan

T-2 (Staff)

Inter-Regional Planning

- 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 (Staff & Consultant)

Equity Study

- Develop Tools to Assess Transportation Equity including equity and resiliency indexes.
- Develop Recommendations for updates to the 2025 RTP, reductions to climate change impacts, strategies for improving disadvantaged population access to recreation and incorporating equity into the Regional Grant Program (WE106).

T-4 (Staff)

Active Transportation Planning

- Update the *Linking Tahoe: Active Transportation Plan* 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 Lake Tahoe Sustainable Recreation Working Group to coordinate with regional partners on active transportation policy and planning

T-5 (Staff & Consultant)

Transit Planning

- Administer Transit Planning MOU between TMPO/TRPA, TTD, and Placer County
- Collect and monitor operating data identified by the Transit Planning MOU to support regional performance measures and transit data reporting
- Develop supporting analysis and materials regarding transit recommendations from the *2020 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-6 (Staff, Consultant, North and South Shore TMAs & Other Organizations)

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-7 (Staff)

Intelligent Transportation Systems

- Maximize efficiency of the existing roadway network through the use of technology
- Encourage the use of Intelligent Transportation Systems (ITS) consistent with the *Lake Tahoe ITS Architecture and Strategic Plan*.
- 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-8 (Staff)

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 Study
- Encourage connections to Lake Tahoe in State Rail Plans in California and Nevada
- Coordinate with State Freight Plans and associated freight programs

T-9 (Staff)

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 - Complete Streets (CA)	$21,287	Regional Planning Tech Svcs.	$157,793
-Toll Credits (CA-PL)	$2,442	Transit/TDM Support Svcs.	$60,000
FHWA PL - PL Only (CA)	$31,882	Corridor Planning Svcs.	$89,513
-Toll Credits (CA-PL)	$3,657		
FHWA PL (CA 21/22 Carryover) - Expires 6/30/24	$108,133		
-Toll Credits (CA-Carry)	$12,403		
FHWA PL (CA 20/21 Carryover) - Expires 6/30/23	$17,850		
-Toll Credits (CA-Carry)	$2,047		
FTA 5303 (CA)	$61,968		
-Toll Credits (FTA 5303 CA)	$7,108		
FTA 5303 (CA 21/22 Carryover) - Expires 6/30/24	$128		
-Toll Credits (CA 5303-Carry)	$15		
FTA 5303 (CA 20/21 Carryover) - Expires 6/30/23	$30,054		
-Toll Credits (CA 5303-Carry)	$3,447		
TRPA General	$28,795		
TDA Planning	$7,209		
Subtotal:	**$307,306**	**Subtotal:**	**$307,306**
TMPO Staff:		**TMPO Staff:**	
FHWA PL - PL Only (CA)	$186,279		
-Toll Credits (PL-CA)	$21,366		
FTA 5303 (CA)	$37,125		
-Toll Credits (FTA 5303 CA)	$4,258		
FHWA PL (NV)	$87,711		
FTA 5303 (NV)	$32,416	**Wages/Benefits:**	**$226,931**
TDA Planning	$14,475	**Est. Indirect Cost:**	**$131,075**
Subtotal:	**$358,006**	**Subtotal:**	**$358,006**
Total:	**$665,312**	**Total:**	**$665,312**

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WORK ELEMENT 105: TRANSPORTATION DATA MANAGEMENT AND FORECASTING

PURPOSE

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

DISCUSSION

The Lake Tahoe Region continues to develop a centralized regional information website www.laketahoeinfo.org that provides a transparent platform for coordinating and disseminating regional data, project-level details, and information on the transportation performance-based planning framework. Transportation monitoring data is easily accessible on the 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. The online Project Impact Assessment (PIA) tool provides TRPA staff, local jurisdictions, and the development community the ability to understand a project's impact to transportation using vehicle miles travelled at any stage of the development process, from idea to application – ensuring projects are supporting regional VMT reduction goals.

TRPA is responsible for the collection, analysis, and dissemination of transportation data to support the regional transportation planning process. In addition to supporting data needs for recent performance-based planning requirements discussed in Work Element 106, a critical role is travel demand forecasting. Currently TRPA utilizes its travel demand model package (TransCAD) to assess the effect of proposed land use and transportation proposals on various aspects of the region. An on-going transportation data collection program is in place and provides data on levels of use of the transportation system. Purchased data sets are also an efficient tool to supply difficult to obtain data for analysis. TRPA has utilized the latest data to update primary inputs to the travel demand model to provide the base and forecast analysis for the 2020 RTP/SCS and will be considering new ones from the Transportation Performance System Framework and Analytics Report (WE107). TRPA convenes a model/data working group to provide a venue to discuss data collection and reporting, model updates, new techniques and data availability among various stakeholders and technical users of TRPA's model data.

PREVIOUS WORK

- Maintained Transportation Monitoring Dashboard to include new sources to display up to date transportation data.
- 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**
P-3	Project Impact Assessment Tool – maintenance	**Ongoing**

TASKS

T-1 (Staff)

Data Management

- 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
- Support project level VMT assessment

T-2 (Staff & Consultant)

Performance Measure Data Collection

- Coordinate data from local jurisdictions, transit operators, and state DOTs in response to established performance measure targets
- Collect and analyze bicycle/pedestrian monitoring data and reporting in accordance with established monitoring protocol
- Collect and analyze zero emission vehicle and infrastructure adoption data and project future demand for charging, emission reductions, and energy demand.
- Coordinate 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 (Staff & Consultant)

Travel Demand Modeling

- Reconvene Model/Data Working Group as necessary for additional travel demand model improvements
- Support modeling for maintenance and updates to the 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 - PL Only (CA)	$30,081		
-Toll Credits (PL-CA)	$3,450		
FHWA PL (CA 21/22 Carryover) - Expires 6/30/24	$95,818	Data and Forecasting System Svcs.	$46,609
-Toll Credits (CA-Carry)	$10,990	Data Collection Contract Svcs.	$113,979
FTA 5303 (CA 21/22 Carryover) - Expires 6/30/24	$34,689		
-Toll Credits (CA 5303-Carry)	$3,979		
Subtotal:	**$160,588**	**Subtotal:**	**$160,588**
TMPO Staff:		**TMPO Staff:**	
FHWA PL - PL Only (CA)	$102,194		
-Toll Credits (PL-CA)	$11,722		
FTA 5303 (CA)	$3,561		
-Toll Credits (FTA 5303 CA)	$408		
FHWA PL (NV)	$153,122	**Wages/Benefits:**	**$169,715**
TDA Planning	$8,865	**Est. Indirect Cost:**	**$98,027**
Subtotal:	**$267,742**	**Subtotal:**	**$267,742**
Total:	**$428,330**	**Total:**	**$428,330**

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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. TRPA staff works with Caltrans, NDOT, FTA and FHWA on the administration of the recently enacted Infrastructure Implementation and Jobs Act (IIJA). This includes participation in various working groups, distributing information on IIJA programs as they are rolled out, and coordinating and tracking regional IIJA grant program requests.

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 December 2021.

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

PREVIOUS WORK

- Maintenance of the 2021 FTIP
- Maintenance of the 2020 RTIP
- Submitted 2022 RTIP to California Transportation Commission Annual Federal Obligation Report (FY/) 20/21
- 2021 Regional Grant Program (RGP) Cycle Updates
- Participation in the California Regional Transportation Planning Agency Working Group
- Participation in the California Federal Programming Group (CFPG)
- Participation in the Nevada statewide STIP/TIP Working Group
- Coordination with California, Nevada, and local agencies in project programming

PRODUCTS		COMPLETION DATE
P-1	Maintenance of 2021 FTIP	**Quarterly**
P-2	Maintenance of the 2022 RTIP	**Quarterly**
P-3	2022/23 Regional Grant Program	**June 2023**
P-4	Draft 2023 FTIP	**July 2022**
P-5	Adoption of 2023 FTIP	**December 2022**
P-6	Annual Federal Obligations Report	**December 2022**

TASKS

(STAFF) 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**
- **Adoption of the 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 l Transportation
- Participate in FHWA-NV/NDOT Planning Executive Group initiatives related to programming
- Participate monthly with CFPG, RTPA Working Group, NDOT STIP/TIP working Group, and Rural Counties Task Force
- Coordination with FHWA CA and NV Division offices, FTA, Caltrans, NDOT, and local agencies on project development and funding

T-2 **Regional Transportation Improvement Program**

- 2022 RTIP document maintenance

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 (IIJA) and state funding to project partners
- Track project performance measures and post project consideration in EIP tracker
- Continue to improve the EIP Tracker tool for use in transportation funding allocations, programming, and project tracking
- Coordinate with Caltrans and NDOT regarding STIP consistency with TRPA programming
- Support Caltrans CTIPS database
- Work with NDOT to support Nevada E-STIP tool
- Support local transportation partners in maintaining project updates in the EIP tracker and provide assistance with funding programs

- Prepare annual obligation plan for federal funding
- Develop annual list of federal obligated projects

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)	$90,671		
-Toll Credits (PL-CA)	$10,400		
FHWA PL (NV)	$76,401	**Wages/Benefits:**	**$108,707**
TDA Planning	$4,424	**Est. Indirect Cost:**	**$62,789**
Subtotal:	**$171,496**	**Subtotal:**	**$171,496**
Total:	**$171,496**	**Total:**	**$171,496**

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

WORK ELEMENT 107: PERFORMANCE-BASED PLANNING

PURPOSE

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

DISCUSSION

Performance-based planning defines current performance levels, establishes target performance levels, and identifies strategies for achieving these targets. This approach was strengthened with the passing of MAP-21 and continued with the FAST Act and IIJA, 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,the FAST Act, and IIJA, TRPA threshold and Regional Plan performance measures, and various state performance metrics. A new transportation report, developed every four years to inform the RTP, will be created that includes a framework for data collection, management and reporting. Recommendations will be included in the report to adaptively manage the transportation program.

Performance Management Framework is built into the TMPO work plan including data collection in WE105, 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 state's 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

PRODUCTS		COMPLETION DATE
P-1	Maintained Performance-Based Planning Framework	**On-going**
P-2	2022 PM2 Pavement and Bridge Target set with Caltrans and NDOT	**August 2022**
P-3	2022 PM3 System Performance & Freight Targets set with Caltrans and NDOT	**November 2022**
P-4	2023 PM1 Safety Target set with Caltrans and NDOT	**February 2023**
P-5	Transportation Performance System Framework and Analytics Report	**January 2023**

T-1 (Staff & Consultant TBD)

Performance-Based Planning

- 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
- Develop Transportation Performance System Report (C)

T-2 (Staff)

Congestion Management Process

- 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:**	
FHWA PL (CA)	$35,000	Perfomance and Data Mangagment	$80,000
-Toll Credits (CA-PL)	$4,015		
FHWA PL (CA-Carryover)	$45,000		
-Toll Credits (CA-Carry)	$5,162		
Subtotal:	**$80,000**	**Subtotal:**	**$80,000**
TMPO Staff:		**TMPO Staff:**	
FHWA PL (CA)	$14,501		
-Toll Credits (PL-CA)	$1,663		
FTA 5303 (CA)	$10,021		
-Toll Credits (FTA 5303 CA)	$1,149		
FHWA PL (NV)	$71,924	**Wages/Benefits:**	**$63,775**
TDA Planning	$4,165	**Est. Indirect Cost:**	**$36,836**
Subtotal:	**$100,611**	**Subtotal:**	**$100,611**
Total:	**$180,611**	**Total:**	**$180,611**

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WORK ELEMENT 108: SUSTAINABLE COMMUNITIES PLANNING

PURPOSE

To further the region's Regional Transportation Plan/Sustainable Communities Strategy; to contribute to the State GHG reduction goals in Nevada and California through integration of land use and transportation planning; to support corridor management plans; to incorporate public input and needs into decision making to ensure equitable outcomes; to consider impacts on the constrained transportation system due to increased interregional tourism and visitor traffic; to advance sustainable regional transportation funding that will expedite implementation of safe active transportation facilities identified in the RTP.

DISCUSSION

This work element, funded by SB1-Sustainable Communities Planning Grant Formula Funds, has supported the next phase of corridor planning , VMT/GHG reduction activities through corridor management strategies, and collaborating to develop a regional funding strategy. The corridor management planning supported by these funds is now integrated in to the ongoing multimodal planning activities identified in work element 104. Current activities to accelerate implementation of the Sustainable Communities Strategy include a collaborative process to identify new ongoing transportation funding sources that will leverage and align transportation project funding.

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, legislative analysis, ongoing 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:
  - Final SR89/Emerald Bay Corridor Management Plan
- US 50 South Shore - Main Street Management Plan:
  - Final Main Street Management Plan
- VMT/GHG Evaluation Tools:
  - Final project level VMT tool
- Draft Regional Funding Strategy/Proposal
  - Vetted Draft funding strategy/proposal

WORK ELEMENT 108.5 (FY 21/22 – RMRA)

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

TASKS

T-1 Regional Funding Strategy

(Staff & Consultants)

- 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	$11,255		
CA-RMRA 21/22 Carryover (WE 108.5) - Expires 2/28/24	$86,863	Sustainable Comm Planning	$98,118
Subtotal:	**$98,118**	**Subtotal:**	**$98,118**
TMPO Staff:		**TMPO Staff:**	
	$0		$0
Total:	**$98,118**	**Total:**	**$98,118**

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WORK ELEMENT 108.6 (FY 22/23 – RMRA)

PRODUCTS		COMPLETION DATE
P-1	Regional Funding Strategy Support	June 2023

TASKS

T-1 Regional Funding Strategy

(Staff & Consultants)

- Support additional partner and public outreach and coordination activities to advance the final regional funding strategy
- Develop sketch level analysis for fed/state/local recommended funding strategy

Work Element 108.6 Budget:

WE 108.6			
REVENUES		**EXPENDITURES**	
Direct Costs:		**Direct Costs:**	
TRPA General	$20,950		
CA-RMRA 22/23 (WE 108.6)	$161,696	Sustainable Comm Planning	$182,646
Subtotal:	**$182,646**	**Subtotal:**	**$182,646**
TMPO Staff:		**TMPO Staff:**	
Subtotal:	**$0**	**Subtotal:**	**$0**
Total:	**$182,646**	**Total:**	**$182,646**

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CALTRANS REGIONAL PLANNING ACTIVITIES

FOR FY 2022/23

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** • Attend TTD Board Meetings • Tahoe Transportation Implementation Committee • Coordinate Annual Meeting **Studies / PDTs** • SR 89 Trail Feasibility Study • SR 89 Corridor Management Plan Pilot
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 22/23 FINANCIAL SUMMARY

Table 1 – FY22/23 TRPA/TMPO Programmed Revenues

Funding Source	FY 2023
Federal	
FHWA PL - Complete Streets (CA)	$21,287
FHWA PL - PL Only (CA)	$751,370
FHWA PL (CA 21/22 Carryover) - Expires 6/30/24	$268,951
FHWA PL (CA 20/21 Carryover) - Expires 6/30/23	$17,850
FTA 5303 (CA)	$112,675
FTA 5303 (CA 21/22 Carryover) - Expires 6/30/24	$34,817
FTA 5303 (CA 20/21 Carryover) - Expires 6/30/23	$30,054
FHWA PL (NV)	$442,188
FTA 5303 (NV)	$32,416
Federal Subtotal:	**$1,711,608**
Non-Federal	
CA-RMRA 22/23 (WE 108.6)	$161,696
CA-RMRA 21/22 Carryover (WE 108.5) - Expires 2/28/24	$86,863
TRPA General	$93,649
TDA Administration	$65,000
TDA Planning	$42,209
Non-Federal Subtotal:	**$449,417**
GRAND TOTAL:	**$2,161,025**

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 – FY22/23 Transportation Staffing Costs

TRPA/TMPO Transportation Team	Salary and Wages	Benefits	IDC Rate 57.76%	Total Salary, Benefits and Overhead
Total FY 22/23 Salaries	$609,931	$167,147	$448,841	**$1,225,919**
Total	**$609,931**	**$167,147**	**$448,841**	**$1,225,919**

Table 3 – FY22/23 Staffing Costs and Revenues

WORK ELEMENTS	Consolidated Planning Grant (CPG)				Toll Credit Match	Toll Credit Match	TDA - ADMIN	TDA - PLNG	TOTAL
	CA PL	CA 5303	NV PL	NV 5303	CA PL	CA 5303			
101- Program Administration	117,747	-	-	-	13,506	-	-	-	$ 117,747
102 - Transportation Dev't. Act	-	-	-	-	-	-	33,201	-	$ 33,201
103 - Public Outreach	121,015	-	53,030	-	13,880	-	-	3,071	$ 177,116
104 - Intermodal Planning	186,279	37,125	87,711	32,416	21,366	4,258	-	14,475	$ 358,006
105 - Data Collection & Forecasting	102,194	3,561	153,122	-	11,722	408	-	8,865	$ 267,742
106 - Proj. Tracking + Financial Mgt.	90,671	-	76,401	-	10,400	-	-	4,424	$ 171,496
107 - Performance-Based Planning	14,501	10,021	71,924	-	1,663	1,150	-	4,165	$ 100,611
108.5 - Sustainable Communities Planning	-	-	-	-	-	-	-	-	$ -
108.6 - Sustainable Communities Planning	-	-	-	-	-	-	-	-	$ -
TOTAL:	**$ 632,407**	**$50,707**	**$ 442,188**	**$ 32,416**	**$ 72,537**	**$ 5,816**	**$ 33,201**	**$35,000**	**$ 1,225,919**

Table 4 – FY22/23 Direct Costs and Revenues

WORK ELEMENTS	Consolidated Planning Grant (CPG)							Toll Credit Match	Toll Credit Match	Toll Credit Match	Toll Credit Match	Toll Credit Match	Toll Credit Match	Toll Credit Match	TRPA (Local)	CA-RMRA 22/23	CA-RMRA 21/22 Carryover	TDA Admin	TDA Planning	TOTAL
	CA PL - Complete Streets	CA PL	CA PL - 21/22 Carryover	CA PL - 20/21 Carryover	CA 5303	CA 5303 - 21/22 Carryover	CA 5303 - 20/21 Carryover	CA PL - Complete Streets	CA PL	CA PL - 21/22 Carryover	CA PL - 20/21 Carryover	CA 5303	CA 5303 - 21/22 Carryover	CA 5303 - 20/21 Carryover						
101- Program Administration	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20,000	-	-	-	-	$ 20,000
102 - Transportation Dev't. Act	-	-	-	-	-	-	-	-	-	-	-	-	-	-	649	-	-	31,799	-	$ 32,448
103 - Public Outreach	-	22,000	20,000	-	-	-	-	-	2,523	2,294	-	-	-	-	12,000	-	-	-	-	$ 54,000
104 - Intermodal Planning	21,287	31,882	108,133	17,850	61,968	128	30,054	2,442	3,657	12,403	2,047	7,108	15	3,447	28,795	-	-	-	7,209	$ 307,306
105 - Data Collection & Forecasting	-	30,081	95,818	-	-	34,689	-	-	3,450	10,990	-	-	3,979	-	-	-	-	-	-	$ 160,588
106 - Proj. Tracking + Financial Mgt.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	$ -
107 - Performance-Based Planning	-	35,000	45,000	-	-	-	-	-	4,015	5,162	-	-	-	-	-	-	-	-	-	$ 80,000
108.5 - Sustainable Communities Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11,255	86,863	-	-	-	$ 98,118
108.6 - Sustainable Communities Planning			-	-	-	-	-	-	-	-	-	-	-	-	20,950	-	161,696	-	-	$ 182,646
TOTAL:	$ 21,287	$ 118,963	$ 268,951	$ 17,850	$ 61,968	$ 34,817	$ 30,054	$ 2,442	$ 13,645	$ 30,849	$ 2,047	$ 7,108	$ 3,993	$ 3,447	$ 93,649	$ 86,863	$ 161,696	$ 31,799	$ 7,209	$ 935,106

Table 5 – FY22/23 Staffing & Direct Costs by Work Element

WORK ELEMENTS	Staff	Direct	Total
101- Program Administration	$ 117,747	$ 20,000	$ 137,747
102 - Transportation Dev't. Act	$ 33,201	$ 32,448	$ 65,649
103 - Public Outreach	$ 177,116	$ 54,000	$ 231,116
104 - Intermodal Planning	$ 358,006	$ 307,306	$ 665,312
105 - Data Collection & Forecasting	$ 267,742	$ 160,588	$ 428,330
106 - Proj. Tracking + Financial Mgt.	$ 171,496	$ -	$ 171,496
107 - Performance-Based Planning	$ 100,611	$ 80,000	$ 180,611
108.5 - Sustainable Communities Planning	$ -	$ 98,118	$ 98,118
108.6 - Sustainable Communities Planning	$ -	$ 182,646	$ 182,646
TOTAL:	$1,225,919	$ 935,106	$ 2,161,025

Table 6 – FY22/23 Staffing & Direct Costs by Revenue Source

WORK ELEMENTS	Consolidated Planning Grant (CPG)									Toll Credit Match	Toll Credit Match	Toll Credit Match	Toll Credit Match	Toll Credit Match	Toll Credit Match	Toll Credit Match	TRPA (Local)	CA-RMRA 22/23	CA-RMRA 21/22 Carryover	TDA Admin	TDA Planning	TOTAL
	CA PL - Complete Streets	CA PL	CA PL - 21/22 Carryover	CA PL - 20/21 Carryover	CA 5303	CA 5303 - 21/22 Carryover	CA 5303 - 20/21 Carryover	NV PL	NV 5303	CA PL - Complete Streets	CA PL	CA PL - 21/22 Carryover	CA PL - 20/21 Carryover	CA 5303	CA 5303 - 21/22 Carryover	CA 5303 - 20/21 Carryover						
Total Staff:	-	632,407	-	-	50,707	-	-	442,188	32,416	-	72,537	-	-	5,816	-	-	-	-	-	33,201	35,000	$1,225,919
Total Direct:	21,287	118,963	268,951	17,850	61,968	34,817	30,054	-	-	2,442	13,645	30,849	2,047	7,108	3,993	3,447	93,649	161,696	86,863	31,799	7,209	$ 935,106
TOTAL:	**$ 21,287**	**$751,370**	**$268,951**	**$ 17,850**	**$112,675**	**$ 34,817**	**$ 30,054**	**$442,188**	**$32,416**	**$ 2,442**	**$ 86,182**	**$ 30,849**	**$ 2,047**	**$ 12,924**	**$ 3,993**	**$ 3,447**	**$93,649**	**$161,696**	**$ 86,863**	**$65,000**	**$42,209**	**$2,161,025**

Table 7 – FY22/23 Toll Credit Summary

Toll Credits	CA PL - Complete Streets	CA PL	CA PL - 21/22 Carryover	CA PL - 20/21 Carryover	CA 5303	CA 5303 - 21/22 Carryover	CA 5303 - 20/21 Carryover	TOTAL
Total Staff:	-	72,537	-	-	5,816	-	-	$ 78,353
Total Direct:	2,442	13,645	30,849	2,047	7,108	3,993	3,447	$ 63,531
TOTALS:	**$ 2,442**	**$ 86,182**	**$ 30,849**	**$ 2,047**	**$ 12,924**	**$ 3,993**	**$ 3,447**	**$ 141,884**

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

Table 8 – FY22/23 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 22/23	CA-RMRA 21/22 Carryover	TDA Admin	TDA Planning	TOTAL
	CA PL - Complete Streets	CA PL	CA PL - 21/22 Carryover	CA 5303	CA 5303 - 21/22 Carryover	CA 5303 - 20/21 Carryover	NV PL	NV 5303	CA PL - Complete Streets	CA PL	CA PL - 21/22 Carryover	CA 5303	CA 5303 - 21/22 Carryover	CA 5303 - 20/21 Carryover						
101 - Program Administration	-	117,747	-	-	-	-	-	-	-	13,506	-	-	-	-	20,000	-	-	-	-	$ 137,747
102 - Transportation Dev't. Act	-	-	-	-	-	-	-	-	-	-	-	-	-	-	649	-	-	65,000	-	$ 65,649
103 - Public Outreach	-	143,015	20,000	-	-	-	53,030	-	-	16,404	2,294	-	-	-	12,000	-	-	-	3,071	$ 231,116
104 - Intermodal Planning	21,287	218,161	108,133	54,975	61,968	128	117,765	32,416	2,442	25,023	12,403	6,306	7,108	15	28,795	-	-	-	21,684	$ 665,312
105 - Data Collection & Forecasting	-	132,275	95,818	3,561	-	34,689	153,122	-	-	15,171	10,990	408	-	3,979	-	-	-	-	8,865	$ 428,330
106 - Proj. Tracking + Financial Mgt.	-	90,671	-	-	-	-	76,401	-	-	10,400	-	-	-	-	-	-	-	-	4,424	$ 171,496
107 - Performance-Based Planning	-	49,501	45,000	10,021	-	-	71,924	-	-	5,678	5,162	1,150	-	-	-	-	-	-	4,165	$ 180,611
108.5 - Sustainable Communities Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11,255	86,863	-	-	-	$ 98,118
108.6 - Sustainable Communities Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20,950	-	161,696	-	-	$ 182,646
TOTAL:	**$ 21,287**	**$751,370**	**$ 268,951**	**$ 68,557**	**$ 61,968**	**$ 34,817**	**$ 472,242**	**$ 32,416**	**$ 2,442**	**$ 86,182**	**$ 30,849**	**$ 7,864**	**$ 7,108**	**$ 3,993**	**$ 93,649**	**$ 86,863**	**$ 161,696**	**$ 65,000**	**$ 42,209**	**$2,161,025**

Adoptions Resolution & Certifications

- Tahoe Metropolitan Planning Organization TMPO Resolution No. 2022- 05

- FY 2022/2023 FHWA Metropolitan Transportation Planning Process Self-Certification

- California Department of Transportation Debarment and Suspension Certification Fiscal Year 2022/2023

- Federal Fiscal Year 2022 Certifications and Assurances for FTA Assistance Programs

TAHOE METROPOLITAN PLANNING ORGANIZATION
TMPO RESOLUTION NO. 2022 – 05

ADOPTION OF THE TMPO 2023 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 2023 OWP; and

WHEREAS, the Tahoe Transportation Commission has conducted public meetings at which the 2023 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 2023 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 2023 OWP document.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Metropolitan Planning Organization approves the 2023 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 May 25, 2022, by the following vote:

Ayes: Ms. Aldean, Mr. Bruce, Mrs. Cegavske, Ms. Conrad-Saydah, Ms. Faustinos, Mr. Friedrich, Ms. Gustafson, Ms. Hill, Mr. Hoenigman, Mr. Lawrence, Ms. Novasel, Mr. Rice Ms. Williamson, Mr. Yeates

Mark Bruce, Chair
Tahoe Metropolitan Planning Organization
Governing Board

FY 2022/2023 FHWA Metropolitan Transportation Planning Process Self-Certification

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

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

DocuSigned by:
Joanne S. Marchetta

MPO Authorizing Signature

Joanne S. Marchetta, Executive Director
Title

May 25, 2022
Date

Caltrans District Approval Signature

Title

Date

CALIFORNIA DEPARTMENT OF TRANSPORTATION
DEBARMENT AND SUSPENSION CERTIFICATION
FISCAL YEAR 2022/2023

SIGNATURE PAGE

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

Signature Joanne S. Marchetta Date May 25, 2022

Printed Name **Joanne S. Marchetta, Executive Director**

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

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

AFFIRMATION OF APPLICANT'S ATTORNEY

For **Tahoe Metropolitan Planning Organization** (Name of Applicant)

Signature John L. Marshall Date May 25, 2022

Printed Name of Applicant's Attorney **John L. Marshall, General Counsel**

Certifications and Assurances Fiscal Year 2022

FEDERAL FISCAL YEAR 2022 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE PROGRAMS

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

Name of Applicant: Tahoe Metropolitan Planning Organization

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

Or,

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

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

Certifications and Assurances		Fiscal Year 2022
12	Enhanced Mobility of Seniors and Individuals with Disabilities Programs	
13	State of Good Repair Grants	
14	Infrastructure Finance Programs	
15	Alcohol and Controlled Substances Testing	
16	Rail Safety Training and Oversight	
17	Demand Responsive Service	
18	Interest and Financing Costs	
19	Cybersecurity Certification for Rail Rolling Stock and Operations	
20	Tribal Transit Programs	
21	Emergency Relief Program	

CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

AFFIRMATION OF APPLICANT

Name of the Applicant: Tahoe Metropolitan Planning Organization

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

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

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

Certifications and Assurances Fiscal Year 2022

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

Signature Joanne S. Marchetta Date: May 25, 2022

Name Joanne S. Marchetta, Executive Director Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): _____

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

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

Signature John L. Marshall Date: May 25, 2022

Name John L. Marshall, General Counsel Attorney for Applicant

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