



 TAHOE
REGIONAL
PLANNING
AGENCY



2021 - 2024

TAHOE REGIONAL PLANNING AGENCY

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

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IMPROVEMENT PROGRAM Federal Fiscal
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STATEMENT

Metropolitan Planning Organization Profile

The Tahoe Regional Planning Agency is the federally designated Metropolitan Planning Organization (MPO) for the Lake Tahoe Region which plans and funds transportation and transit improvements to support attainment of regional environmental thresholds. The MPO planning process is carried out by the transportation staff at TRPA and actions are taken by MPO Board, which consist of the full TRPA Governing Board plus an additional representative from the U.S. Forest Service.

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Executive Summary

The Tahoe Region is an area of exceptional natural beauty, with one of the world's deepest, clearest lakes surrounded by pine forests, meadows, and snow-capped mountain peaks. Split by the California and Nevada border, this Jewel of the Sierra is a national treasure. This awe-inspiring environment has attracted visitors across the globe for generations. Its proximity to major metropolitan areas in northern California and Nevada makes it a natural outdoor playground for millions of people looking for unparalleled summer and winter recreation opportunities. Visitation from outside the Region is the main driver of Lake Tahoe Region's \$5 billion annual economy, based largely on seasonal tourism and outdoor recreation. This puts metropolitan-level travel demands on the Region's limited and largely rural transportation system that contribute to some of the Region's largest transportation challenges. Protecting its sensitive environment is a top priority for the Tahoe Regional Planning Agency (TRPA) and dozens of public, private, and nonprofit partners at the local, state, and federal level.

As the Tahoe Region's federally recognized metropolitan planning organization (MPO), TRPA plays a leading role in identifying and planning solutions for its transportation challenges. Created through a Bi-State Compact between California and Nevada, TRPA leads the cooperative effort to preserve, restore, and enhance the Lake Tahoe Region, while improving local communities and visitors' interactions with its irreplaceable environment.

TRPA, in its role as the Tahoe Metropolitan Planning Organization (TMPO), prepares and adopts a Transportation Improvement Program (TIP) at least every four years, and bi-annually prepares both a California TIP (including all projects) and Nevada TIP (including only projects in the state). The TIP serves as a short-range (4-year)

implementation document that enables federal and state funding for transportation projects within the long-range Regional Transportation Plan. A TIP must be updated at least every four years, covering a programming period of four years, and contain a list of projects grouped by year. Federal law requires a TIP to be financially constrained by year, the amount of dollars programmed to the projects must not exceed the amount of dollars estimated to be available and include a financial plan to demonstrate that the projects can be implemented and funded as programmed. Projects must be listed in the current RTP project list prior to being programmed in the TIP.

The TIP is a comprehensive four-year program that complies with the FAST Act requirements and consists of transportation projects for highway, transit, bicycle, and pedestrian projects that receive federal funds, require a federal action, or are regionally significant. TMPO prepares and adopts the program every two years in conjunction with local agencies, California Department of Transportation (Caltrans), Nevada Department of Transportation (NDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

The current federal transportation bill Fixing America's Surface Transportation Act – FAST Act mandates States and MPOs to take a performance-based approach to planning and programming. The TMPO continues to highlight the connection between project effectiveness and monitoring performance toward meeting regional and local goals. An effort to identify and implement best in practice performance metrics and intuitive public engagement tools to track progress is ongoing. The process is intended to provide useful information for decision-making, while fostering program alignment. TRPA's performance-based transportation planning

framework incorporates Federal performance-based planning requirements outlined in the FAST Act, TRPA threshold and Regional Plan performance measures, and various state metrics of performance.

TRPA has developed and will continue to refine performance measures and targets for the regional transportation planning process required Safety, Pavement, Bridge, System Performance, Freight and applicable Congestion Mitigation and Air Quality measures. This performance-based planning approach informs the Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP) to implement regional, state, and federal projects selected in the TIP. It includes a process where performance in achieving regional goals is weighted to ensure projects funded will help us toward achieving existing and future goals that improve safety.

The projects within the 2021 FTIP help further the Region’s safety, mobility, and preservation goals. A few highlights follow:

- US 50 Corridor Collision Reduction (CA) –lighting, improved crossings, and high visibility green paint
- Apache Avenue Pedestrian Safety and Connectivity Project (CA) – mobility improvements including

pedestrian and bicycle safety improvements

- Kings Beach Western Approach (CA) - multi-benefit project improving mobility & walkability
- Pavement Perseveration (CA)- SR28/SR89 Junction to Nevada State Line
- US 50 South Shore Community Revitalization Project (CA/NV) –road realignment creating a complete street with bicycle and pedestrian amenities in the region’s largest town center▪
- North Tahoe Regional Bike Trail (CA)- Class 1 bike trail that will link the Dollar Hill Multi-Use Trail with the North Tahoe Regional Park in Tahoe Vista.

The 2021 FTIP programs transportation projects over the next four federal fiscal years 2021 through 2024. The projects are recommended for various stages of development during the program period. The project listings include the location and description of proposed work, project cost, expected funding sources, and the scheduled year of work. The FTIP is a dynamic document that reflects project schedules and funding as they may change.

Glossary: Acronyms and Definitions

Term	Definition
APC	Advisory Planning Commission
ATP	Active Transportation Program
CALTRANS	California Department of Transportation
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality Program
CTC	California Transportation Commission
EPA	Environmental Protection Agency
EPSP	Expedited Project Selection Procedures
eSTIP	Electronic Statewide Transportation Improvement Program
FAST Act	Fixing America's Surface Transportation Act
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FLAP	Federal Lands Access Program
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FSTIP	Federal Statewide Transportation Improvement Program
GHG	Greenhouse Gas
ITIP	Interregional Transportation Improvement Program
MPO	Metropolitan Planning Organization
NDOT	Nevada Department of Transportation
O&M	Operations and Maintenance
PPP	Public Participation Plan
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SB 375	California's Senate Bill 375: The Sustainable Communities and Climate Protection Act
SCS	Sustainable Communities Strategy
SHOPP	State Highway Operation and Protection Program
SIP	State Implementation Plan
STBG	Surface Transportation Block Grant Program
STIP	State Transportation Improvement Program
TAMP	Transit Asset Management Program
TAP	Transportation Alternative Program
TART	Tahoe Truckee Area Regional Transit
TDA	Transportation Development Act
TIP	Transportation Improvement Program
TMPO	Tahoe Metropolitan Planning Organization
TRPA	Tahoe Regional Planning Agency
TTC	Tahoe Transportation Commission
TTD	Tahoe Transportation District
USFS	United States Forest Service

The Tahoe Region

Lake Tahoe is situated in a beautiful and environmentally sensitive enclosed watershed and its communities are supported by a seasonal recreation tourist economy that supports just over 50,000 residents and attracts millions of visitors annually.

The Tahoe Region is located on the California - Nevada border, between the Sierra Crest and the Carson Range. Approximately two-thirds of the Region is 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.

The Region includes two states, five counties, one city, one transportation district, and multiple public land management agencies and public utility districts. Split by the California – Nevada border, the Tahoe Region is a uniquely complex transportation landscape.

It contains the incorporated area of the City of South Lake Tahoe and portions of El Dorado County and Placer County, California and Washoe County, Douglas County, and the rural area of Carson City, Nevada. Its largest population centers are the City of South Lake Tahoe and unincorporated communities of Meyers and Stateline on the South Shore, and unincorporated communities of Tahoe City, Kings Beach, and Incline Village on the North Shore.

Lake Tahoe serves as the outdoor playground for the neighboring metropolitan areas in

Northern California and Nevada, from San Francisco, San Jose, and Sacramento, to Carson City and Reno, that together make up the Trans-Sierra Mega-region. In addition to being a popular destination for overnight visitors, Tahoe also attracts a high number of day visitors who drive up to enjoy Tahoe but do not stay overnight.

As the Tahoe Region's federally designated metropolitan planning organization, the Tahoe Regional Planning Agency (TRPA) plays a leading role in identifying and planning solutions for its transportation challenges. Created through a Bi-State Compact between California and Nevada, TRPA leads the cooperative effort to preserve, restore, and enhance the Lake Tahoe Region, while improving local communities and visitors' interactions with its irreplaceable environment.

Serving the resident and visitor populations are public and private fixed route transit, shuttles, trolleys, demand-responsive services, a regional bicycle trail network, and a local and regional highway network. There are seven access points to the Region. A variety of state route segments encircle the lake. The most important of these are the three major roads that ring Lake Tahoe: US Highway 50; State Route 28; and State Route 89. These three roads connect community centers around Lake Tahoe to each other and serve as the principal links to outside regions in both states.

Public transit is provided on the North shore by Tahoe Truckee Area Regional Transit (TART), which is operated by Placer County. Transit on the South shore is provided and operated by Tahoe Transportation District. The transit systems have incorporated a variety of public and private services, including fixed route and demand response transit, as well as neighborhood and ski shuttle services. Both the North and South

Shores are additionally served by visitor trolleys, ski and rafting shuttle services, and others funded by a combination of public and private funds.

Public and private buses and shuttles provide transit connections to and from Lake Tahoe, major airports, and population centers outside of the Region, e.g., Amtrak, South Tahoe Airporter, North Lake Tahoe Express, and seasonal service by smaller private providers like Tahoe Convoy. Greyhound provides connections to Truckee, north of the Tahoe Region.

The TMPO is charged with implementing a continuing, comprehensive, and cooperative transportation planning process among states and local communities. The core mission of the TMPO, consistent with the goals of the TRPA and the Regional Transportation Planning Agency (RTPA), is to establish a safe, efficient and integrated transportation system that reduces reliance on the private automobile, provides for alternative modes of transportation, serves the basic transportation needs of the citizens of the Tahoe Region, supports the economic base of the Region in the movement of goods and people, and minimizes adverse impacts on humans and the environment.



Photo Credit: Tahoe Transportation District

Federal Transportation Improvement Program

The Federal Transportation Improvement Program (FTIP) for the Tahoe Region is a comprehensive four-year program that complies with the current federal transportation bill requirements and consists of surface transportation projects for highway, transit, bicycle, and pedestrian projects that receive federal funds, require a federal action, or are regionally significant and is consistent with the Regional Plan and related local, state, and federal planning processes. TMPO prepares and adopts the program every two years in conjunction with Caltrans, NDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and local agencies.

The FTIP is consistent with the adopted Regional Transportation Plan and related local, state, and federal planning processes.

TMPO prepares the FTIP in accordance with the current Public Participation Plan and through cooperation with Caltrans, NDOT, FHWA, FTA, local agencies, and the public. The FTIP is a primary feature of TMPO's continuing, cooperative, and comprehensive transportation planning and programming process. Input and coordination are sought and obtained at all levels.

The document is developed in accord with the current federal transportation bill and the United States Department of Transportation's metropolitan planning regulations Title 23 Code of Federal Regulations Part 450. Federal regulations require all transportation projects that receive federal funds, require a federal action, or are regionally significant be listed in the FTIP.

A regionally significant project means a transportation project that is on a facility which serves regional transportation needs, such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as entertainment complexes and high demand recreation facilities or transportation terminals that would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guide way transit facilities that offer an alternative to regional highway travel.

Federal law also requires TIPs to be fiscally constrained which means including only projects and programs that have reasonably foreseeable funding sources. The FTIP also needs to be financially constrained by year, meaning the amount of dollars programmed to the projects must not exceed the amount of dollars estimated to be available and include a financial plan to demonstrate that the projects can be implemented and funded as programmed. The FTIP must be updated at least every four years, cover a

programming period of no less than four years, and contain a priority list of projects grouped by year. TMPO adopts the FTIP every two years.

The 2021 FTIP covers federal fiscal years 2021 through 2024. The FTIP provides an overall snapshot to the federal government illustrating current and pending uses of federal and state transportation funds. All projects included in the FTIP must be consistent with the current Regional

Transportation Plan (RTP). The RTP is the long-range policy and planning document, whereas the FTIP is the short-range implementing document that enables those planned projects to begin work. The FTIP includes the projects from the adopted RTP constrained project list that have committed or reasonably available funding. TMPO's 2021 FTIP provides a four-year list of programmed projects and project segments to be implemented over the next four fiscal years.

To provide easy access and visualization of transportation information, TMPO tracks transportation projects, including FTIP projects, in the [Lake Tahoe Info Transportation Tracker](#) (Tracker). The FTIP project information, including both California and Nevada, is transferred from the Tracker to the California Transportation Improvement Program System (CTIPS) for programming. Nevada only project information is transferred from the Tracker to the [Nevada Electronic Statewide Transportation Improvement Program](#) (eSTIP).

The Nevada eSTIP allows NDOT, in partnership with local agencies, to adopt and amend the various Transportation Improvement Programs and the Statewide Transportation Improvement Program (STIP) electronically via a web-based application. The eSTIP provides access for the Metropolitan Planning Organization to manage TIP projects in one system that flow into the NDOT Statewide TIP and an interactive public website allowing for increased transparency.

The FTIP supports priorities identified by the Bi-State Consultation on Transportation. The Consultation represents a diverse group of stakeholders, led by Nevada Department of Conservation and Natural Resources and California Natural Resources Agency, that work together to develop a 10-Year Action Plan of key transportation projects, to strengthen public-private partnerships, and to identify needed funding and funding sources to implement transformative projects at Tahoe. The Bi-State Consultation is advancing several high priority transportation projects, including projects in the 2021 FTIP (e.g.: US 50 South Shore Community Revitalization Project and State Route 28 Corridor Improvements).



Photo Credit: Drone Promotions

Tahoe Region Planning Structure

The Tahoe Region holds federal, state, and local transportation planning authorities. The Region's planning complexity requires the coordination and collaboration among transportation and land use planning partners. The following section will attempt to describe some of the transportation planning authorities that are applicable for regional transportation planning, and a brief description of the transportation-related entities that have a role in the policy or technical decision-making process.

The Tahoe Regional Planning Agency has three integrated regional transportation planning authorities:

1. Specific to the Tahoe Region, the [Bi-State Compact \(PL 96-551\)](#) states the TRPA Regional Plan shall include a transportation plan.
2. In the State of California TRPA is the designated the Regional Transportation Planning Agency, which requires maintaining a Regional Transportation Plan.
3. Designed by federal law, TRPA is the Metropolitan Planning Organization which provides the authority to direct federal transportation funding and requires maintaining a Long-Range Transportation Plan.

Tahoe Regional Planning Agency

The Tahoe Regional Planning Agency is a unique bi-state agency established by a Compact between the states of California and Nevada and ratified in public law by the U.S. Congress. The original Compact was approved in 1969 (Public Law 91-148). It was revised in 1980 (Public Law 96-551). The Compact's essential purpose is to protect and restore the environment of the Lake Tahoe Basin, maintain the equilibrium between the Region's natural endowment and its manmade environment, and preserve the

scenic beauty and recreational opportunities of the region.

TRPA receives direction on decisions from a [15-member Governing Board](#), a 21-member Advisory Planning Commission as well as stakeholders and members of the public. The Agency also reports on our activities regularly to the Nevada and California state legislatures. The TRPA Governing Board meets monthly and its meetings are open to the public, including sections of any TRPA meeting during which the Governing Board acts as the TMPO and the Regional Transportation Planning Agency for the California side of the Tahoe Basin.

Tahoe Metropolitan Planning Organization

The Tahoe MPO was authorized by Congress in the Transportation Equity Act for the 21st Century (TEA-21), Public Law 105-178. Based on subsequent required actions taken by the States of California and Nevada and local governments in the Region, TMPO was formally launched on July 1, 1999. As the federally designated transportation planning agency for the Tahoe Region, TMPO is responsible for taking all actions under federal regulations required of metropolitan planning organizations. TMPO's defined area of jurisdiction is concurrent with that of the TRPA.

The TMPO's role is to provide planning, funding, and technical assistance that encourages a transportation system that is multi-modal and sustainable. TRPA's 15-member Governing Board and a representative from the U.S. Forest Service serve as the board for the Tahoe Metropolitan Planning Organization. TMPO Board meetings are conducted as part of TRPA meetings.

These two governing bodies, although they include many of the same representatives,

have diverse responsibilities. The TRPA's overriding obligation is adherence to the Tahoe Regional Planning Compact, including the responsibility to achieve and maintain environmental threshold carrying capacity standards ("Thresholds"). The TMPO's mission is to provide policy decisions on transportation plans and programs.

Regional Transportation Planning Agency (California only)

TRPA is designated in California state statutes as the Regional Transportation Planning Agency (RTPA) for the California portion of the Lake Tahoe Region. As an RTPA, TRPA must fulfill various statutory requirements, including those of the Transportation Development Act (TDA), coordination with Caltrans in the development of a Regional Transportation Plan and Regional Transportation Improvement Program, and other project-related activities. The TRPA Governing Board indicates that it is sitting as the RTPA when taking RTPA actions, but no change to the Governing Board membership occurs.

Tahoe Regional Planning Agency Advisory Planning Commission

The Advisory Planning Commission (APC) is established under the Compact to support and assist the Governing Board with technical and scientific issues. The 19-member Commission is made up of local planners, general members of the community and other representatives who are experts in their fields. Each month, the Advisory Planning Commission holds open

meetings and encourages the public to take an active role in the decision-making process.

As a TRPA function, the APC does not review or act on TMPO or RTPA programming actions but does have jurisdiction over planning issues related to the TRPA Regional plan. Each month, the APC holds open meetings and encourages the public to take an active role in the decision-making process.

Tahoe Transportation Commission

The [Tahoe Transportation Commission](#) (TTC) provides the TMPO board with technical input and recommendations on transportation plans and programs. The commission also provides additional opportunity for public participation at its monthly meetings. It includes representatives from the Tahoe Transportation District, TRPA Advisory Planning Commission, Washoe Tribe of California and Nevada, and U.S. Forest Service. The TTC board meets monthly and its meetings are open to the public.

Tahoe Transportation District

The [Tahoe Transportation District](#) (TTD) was established in Article IX of the 1980 Tahoe Regional Planning Compact (Public Law 96-551) as a special purpose district and given the responsibility for facilitating and delivering safe, environmentally transportation programs and projects, including transit operations. Our bi-state partner, TTD, implements projects and operates transit services throughout the Tahoe Region. TTD and TMPO work closely to coordinate investments in transportation infrastructure and transit services.

Consistency with Plans and State and Federal Programming

The following are key planning documents that combine to create the context within which the 2021 FTIP was developed:

Tahoe Regional Plan

The TRPA adopted its first Regional Plan consistent with the requirements of Public Law 96-551 in 1987. The Regional Plan Update was adopted by the Governing Board on December 12, 2012. This document is required by the Tahoe Regional Planning Compact and is a comprehensive 20-year planning document in the Basin for the Tahoe Regional Planning Agency. The Regional Plan provides a blueprint for attaining and maintaining environmental threshold carrying capacities and balancing the environment and economy. The [Regional Plan](#) integrates transportation and land use to create sustainable livable communities throughout the Region.

Regional Transportation Plan

The [Regional Transportation Plan](#) (RTP) is the conforming long-range transportation plan that meets federal, state, and TRPA requirements and provides the framework for investment in the transportation system that is needed to support the regional and community goals set forth in the TRPA's Regional Plan and the Area Plans. The RTP identifies planned transportation projects and programs that will shape the Region's transportation system over the next 20 years and lays out the funding plan necessary to implement that system. The plan focuses on

transit, bicycle and pedestrian, and technology strategies to support lake clarity, economic stability, safety, and quality of life, and minimize the Region's impact on the global climate. The priority projects included in the RTP which acquire federal funds are programmed in the FTIP for implementation.

Supporting Transit Plans

The Short- and Long-Range Transit Plans identify transit projects for the Region that are included in the RTP, which identify service and capital needs to expand service, add new routes and service types, and purchasing replacement buses and upgrades to maintenance facilities. As these transit projects receive federal funding, the FTIP programming allows implementation of the plans.

Sustainable Communities Strategy

California's Senate Bill 375 (SB 375) calls for each metropolitan planning organization to develop a Sustainable Communities Strategy (SCS) identifying the transportation, land use, and housing strategies that will reduce regional Greenhouse Gas (GHG) emissions. TMPO's RTP sets forth a forecasted development pattern for the Region, which, when integrated with the transportation network will reduce greenhouse gas emissions from automobiles and light trucks to achieve greenhouse gas emission reduction targets approved by the state.

Performance Management

Transportation Performance Management represents a strategic approach to transportation planning that uses transportation system information to make investment and policy decisions to achieve transportation goals. Performance-based planning defines current transportation performance levels, establishes target performance levels, and identifies strategies for achieving these targets. The FAST Act requires Transportation Performance Management be incorporated in to plans and programs that Metropolitan Planning Organizations produce.

Background

Federal rules require that the Federal Transportation Improvement Program (FTIP) “be designed such that once implemented, it makes progress toward achieving the performance targets established under § 450.306(d).” Also, the FTIP “shall include, to the maximum extent practicable, a description of the anticipated effect of the FTIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.”

The Moving Ahead for Progress in the 21st Century Act (MAP-21, 2012) established new requirements for metropolitan planning organizations (MPOs) to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents by certain dates. The most recent federal transportation act, Fixing America’s Surface Transportation Act of 2016 (FAST Act), carries forward the Performance Based Planning. Beginning in 2018, federal rules required that state departments of transportation and MPOs implement federal performance measures. In response, FHWA and FTA worked with state and regional agencies to identify performance measures that meet the requirements.

In California and Nevada, the Department of Transportation (DOT) is directly responsible for submitting performance targets and periodic progress reports to federal agencies on an annual basis. MPOs are required to establish targets for the same performance measures on all public roads in the MPO planning area within 180 days after the state establishes each target. MPOs may elect to support the statewide targets, establish numerical targets specific to their region, or use a combination of both approaches. Furthermore, each MPO must incorporate these short-range targets into their planning and programming processes, including long-range plan and FTIP.

FHWA Performance Measures

The federal performance measures under the Federal Highway Administration (FHWA) are categorized into three performance management (PM) groups.

- PM 1: Safety
- PM 2: Transportation Asset Management
- PM 3: System Reliability, Freight, Congestion, and Air Quality

FTA Performance Measures

In addition to the three PM groups, the FTA has established performance measures and reporting requirements for transit asset management (TAM) and transit safety. Performance metrics for TAM focus on the maintenance of our regional transit system in a state of good repair. Transit assets to be monitored under this provision include:

1. Non-revenue support equipment and maintenance vehicles
2. Revenue vehicles (rolling stock)
3. Rail infrastructure including tracks, and signals, and guidance systems; and
4. Transit facilities including stations, parking structures, and administrative offices. Transit safety performance

monitoring is focused on assessment of the number of transit incidents resulting in fatalities or serious injuries and transit system reliability.

The Federal Transit Administration (FTA) issued the TAM Final Rule (49 CFR §625 et seq.), effective October 1, 2016, to implement MAP-21's asset management provisions. This final rule mandates a National TAM System, defines 'State of Good Repair' (SGR), and requires transit providers to develop TAM plans. The Metropolitan Transportation Planning Final Rule (23 CFR §450.206) outlines the timelines and processes by which states, MPOs, and transit providers must coordinate in target setting.

Public Transportation Agency Safety Plan

On July 19, 2018, the FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule (49 CFR §673.15) regulating how Chapter 53 grantees would have to implement federally mandated safety standards. The rule's effective date is July 19, 2019, and the compliance date is July 20, 2020. Considering the extraordinary operational challenges presented by the COVID-19 public health emergency, FTA issued a Notice of Enforcement Discretion effectively extending the PTASP compliance deadline from July 20, 2020, to December 31, 2020. The MPO's initial transit safety targets are set within 180 days of receipt of the safety performance targets from the transit agencies. The MPO then revisits its targets based on the schedule for preparation of its system performance report that is part of the Metropolitan Transportation Plan (MTP). The first MTP or FTIP update or amendment to be approved on or after July 20, 2021, is required to include the MPO's transit safety

targets. See FTA's COVID-19 FAQs page for more information about the Notice.

The final rule specifically requires transit agencies employing federal funds to develop a safety plan and annually self-certify compliance with that plan. The National Public Transportation Safety Plan identifies four performance measures that must be included in the transit agency safety plans: fatalities, injuries, safety events, and system reliability. Each transit agency must make its safety performance targets available to MPOs to assist in the planning process, and coordinate, to the maximum extent practicable, with the MPO in selecting regional safety targets.

Metrics and Targets

Each of the federal performance management focus areas include an associated set of metrics for which statewide and regional targets must be set. TRPA is required to adopt performance measures targets for both states. California has developed a detailed report on PMs that each MPO in the state is asked to utilize. This report can be found in Appendix E.

The projects contained within the 2021 FTIP have been developed in accordance with the applicable provisions and requirements and are expected to support the achievement of targets. The targets will be achieved through the implementation of investment priorities through the programming of transportation projects in the 2021 FTIP and subsequent FTIP Amendments and Administrative Modifications.

Specific performance metrics, targets and projects that support the targets for both states are listed below:

TRANSPORTATION SYSTEM SAFETY (PM 1)

TRPA opted to support the adopted California Department of Transportation and

Nevada Department of Transportation Safety Performance Measure Targets below.

Performance Target	California - Percent Reduction (2020)	Nevada - Reduction Rate (2018)
Number of Fatalities	3.3%	1
Rate of Fatalities (per 100M VMT)	3.03%	.05
Number of Serious Injuries	1.5%	1
Rate of Serious Injuries (per 100M VMT)	1.5%	.05
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	3.03%/1.5%	1

The following are some of the projects within the FTIP worth highlighting that will help further the region in meeting these targets to promote safety and reduce congestion through the implementation of investments in transportation projects.

- US 50 Corridor Collision Reduction (CA) – lighting, improved crossings, and high visibility green paint

- Round Hill Pines Resort Highway Intersection Improvements (NV) – reconfigure entrance/intersection
- SR28 Central Corridor Improvements (NV) – Sand Harbor to Spooner – relocation of roadside parking trailhead improvements, parking lot expansions and transit stops
- Kings Beach Western Approach (CA) - multi-benefit project improving mobility & walkability

NATIONAL HIGHWAY SYSTEM PAVEMENT AND BRIDGE CONDITION (PM 2)

TRPA opted to support the adopted California Department of Transportation and Nevada Department of Transportation Highway System Pavement and Bridge

Condition Performance Measure Targets below.

Pavement and Bridge Performance Measures	2-Year NHS Targets		4-Year NHS Targets	
	California Good/Poor	Nevada Good/Poor	California Good/Poor	Nevada Good/Poor
Pavement on NHS				
- Interstate	45.1% / 3.5%	NA	44.5% / 3.8%	74.7% / 1.4%
- Non-Interstate	28.2% / 7.3%	67.6% / 5.7%	29.9% / 7.2%	55.8% / 6.5%
Bridges on the NHS	69.1% / 4.6%	35% / 7%	70.5% / 4.4%	35% / 7%

The following are some of the projects within the FTIP worth highlighting that will help further the region in meeting these

performance targets to promote maintaining and upgrading of bridges and preservation of existing resources through the implementation of investments in transportation projects. Projects often have multiple benefits like the safety project below has upgrades to signing and striping as well as a safety component. The Echo

Summit Bridge Replacement was most certainly related to safety as well.

- Pavement Perseveration (CA) - SR28/SR89 Junction to Nevada State Line
- Pioneer Trail Safety Improvement Project (CA) – includes upgrades to striping and signage

NATIONAL HIGHWAY SYSTEM (NHS) PERFORMANCE (PM 3)

TRPA opted to support the adopted California Department of Transportation and Nevada Department of Transportation

Highway System Performance Measure Targets below.

Traffic Congestion	2-Year NHS Targets		4-Year NHS Targets	
	California	Nevada	California	Nevada
Percent of reliable person-miles traveled on the Interstate	65.1% (.5% above 2017 Baseline)	86.9%	65.6% (1% above 2017 Baseline)	87%
Percent of reliable person-miles traveled on the Non-Interstate	N/A	N/A	74% (+1% above 2017 Baseline)	87%
% of Interstate system mileage providing for reliable truck travel time (Truck Travel Time Reliability Index)	1.68 (baseline -.01)	1.28	1.67 (baseline -.02)	1.26

1. CMAQ EMISSIONS REDUCTION MEASURE, THE FIRST PERFORMANCE PERIOD BEGINS ON OCTOBER 1, 2017, AND ENDS ON SEPTEMBER 30, 2021. FOR ALL OTHER MEASURES, INCLUDING THE CMAQ TRAFFIC CONGESTION MEASURE, THE FIRST PERFORMANCE PERIOD BEGINS ON JANUARY 1, 2018, AND ENDS ON DECEMBER 31, 2021. [23 CFR 490.105]

2. FREIGHT MOVEMENTS AND CMAQ PROGRAM METRICS ARE ONLY APPLICABLE TO URBAN MPOs AT THIS TIME; THESE INCLUDE: PERCENT OF INTERSTATE SYSTEM MILEAGE REPORTING RELIABLE TRUCK TRAVEL TIMES, ANNUAL HOURS OF PEAK-HOUR EXCESSIVE DELAY PER CAPITA, TOTAL EMISSIONS REDUCTION BY CRITERIA POLLUTANT (PM10, PM2.5, OZONE, CO), NON-SINGLE OCCUPANCY VEHICLE MODE SHARE

The following are some of the projects within the FTIP worth highlighting that will help further the region in meeting these performance targets that improve air quality

with ensuring reliable travel times and non-auto travel options.

- Lake Tahoe Boulevard Class 1 Bicycle Trail (Viking Way to South Wye) CA - bike trail connecting a transit hub and town center to affordable housing projects and the local high school

- Meyers Corridor Operational Improvement Project (CA) – multimodal complete street
- US 50 South Shore Community Revitalization Project (CA/NV) – road realignment creating a complete street with bicycle and pedestrian amenities in the region’s largest town center
- North Tahoe Regional Bike Trail (NV) - Class 1 bike trail that will link the Dollar Hill Multi-Use Trail with the North Tahoe Regional Park in Tahoe Vista

TRANSIT ASSET MANAGEMENT (TAM)

Each MPO must establish regional performance targets for transit agencies within the MPO boundary. Individual transit agencies may also set targets specific to their assets, but they also must comply with

regional targets. TRPA established targets and will reassess every four years collaboratively with the Tahoe Transportation District (TTD) and Tahoe Truckee Area Regional Transit (TART).

Asset Category	Performance Measure	Estimated Current % (TART)	Estimated Current % (TTD)	Regional Target for 2020 RTP Cycle
ROLLING STOCK				
Bus (BU)	Percentage of buses that exceed ULB of 12 years	36%	38%	42%
Cutaway bus (CU)	Percentage of cutaway buses that exceed ULB of 7 years	100%	0%	100%
Small Cutaway/Van (VN)	Percentage of small cutaway buses and vans that exceed ULB of 5 years	N/A	58%	80%
EQUIPMENT				
Automobile (AO)	Percentage of automobiles that exceed ULB of 8 years	0%	0%	50%
Other rubber tire vehicles	Percentage of other rubber tire vehicles that exceed ULB of 10 years	0%	33%	50%
FACILITIES				
Administrative and maintenance facilities	Percentage of administrative and maintenance facilities rated less than 3.0 on the TERM scale	0%	N/A	0%
Passenger facilities	Percentage of passenger facilities rated less than 3.0 on the TERM scale	16%	22%	30%

1. FOR MORE INFORMATION ON THE LAKE TAHOE TAM TARGETS SEE THE [Regional Transit Asset Management Targets and Tahoe Fleet Replacement Fund](#).

The following are some of the projects within the FTIP worth highlighting that will help

further the region in meeting these performance targets.

- Transit Operations, TTD, and TART (CA/NV) – transit service with critical regional connections for employment and medical trips

- New Fleet Facility for TTD - preventive maintenance; fleet and facilities improvements; safety and security enhancements to both the fleet and facilities

Transit Safety

TTD recently completed a Safety Plan. The adopted safety performance targets are reviewed and updated during the annual review. The specific performance targets are based on the safety performance measures established under the National Public Transportation Safety Plan and any additional

performance goals set by TTD. These targets are specific numerical targets set by TTD and must be based on the safety performance measures established by FTA in the National Public Transportation Safety Plan. TART has also recently adopted a Transit Safety Plan and targets as noted below.

TTD

Mode of Transit Service	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability (miles)
Motor Bus (MB)	0	0	4	1/381,539	1	1/381,539	10,000
Commuter Bus (CB)	0	0	1	1/48,802	1	1/48,802	10,000
Demand Response (DR)	0	0	1	1/13,309	1	1/13,309	10,000

TART

Mode of Transit Service	Fatalities 2020 Target	Injuries 2020 Target	Safety Events 2020 Target	System Reliability (VRM/Failures) 2020 Target
Fixed Route Integer Target - 2020	0	7	53.33	
Fixed Route Vehicle Revenue Miles per Target - 2020	0	.48	3.65	31,182
Demand Response Integer Target - 2020	0	.33	2.33	
Demand Response Vehicle Revenue Miles per Target - 2020	0	.15	1.09	11,023

Public Participation Plan

TMPO's Public Participation Plan ensures that public participation is an integral and effective part of TMPO's activities. Consistent public outreach and input is one of the most important foundations for developing transportation planning, programming, and project delivery documents and investments. The link can be found at:

<https://www.trpa.gov/rtp/#participation>

Lake Tahoe Environmental Improvement Program

Launched in 1997, the Lake Tahoe Environmental Improvement Program (EIP) is a partnership of federal, state, and local agencies, private interests, and the Washoe Tribe, created to protect and improve the extraordinary natural and recreational resources of the Lake Tahoe Basin. The EIP provides an implementation framework for Lake Tahoe restoration projects and Transportation projects. Transportation projects are included in the [Lake Tahoe Environmental Improvement Program](#) EIP Focus Area Sustainable Recreation and Transportation.

California Programming

California Regional Transportation Planning Agencies (RTPA) are the recipients of various transportation funds, one is the State Transportation Improvement Program (STIP). The STIP is a biennial document adopted by the California Transportation Commission (CTC) each even numbered year. It is a comprehensive listing of major projects funded from specified state and federal funding. The STIP will include projects carried forward from the previous STIP plus new projects proposed by regional agencies in their Regional Transportation Improvement Programs (RTIP) and by Caltrans in its Interregional Transportation Improvement Program (ITIP).

Caltrans is the recipient of transportation funds known as the State Highway Operation and Protection Program (SHOPP). The SHOPP includes projects designed to maintain the safety and integrity of the State Highway System. These may include storm water quality improvements, pavement and bridge rehabilitation projects, traffic operational improvements, and seismic safety projects. The 2020 SHOPP cycle includes three Tahoe Region projects.

STIP and SHOPP projects are programmed in the FTIP and incorporated into the Federal Statewide Transportation Improvement Program. Caltrans is also the recipient of federal transportation funds, such as, Surface Transportation Block Grant, Congestion Mitigation and Air Quality Program, and Federal Transit Administration funds that are suballocated to the RTPAs.

Nevada Programming

In Nevada, all state projects are programmed through the Nevada electronic State Transportation Improvement Program (e-STIP). The e-STIP includes one- and three-year elements as well as a long-range element. Projects selected for the Nevada STIP are included based on similar criteria as in California, including federal funding, safety, congestion, pedestrian, bicycle, transit, and water quality improvements. Nevada Department of Transportation (NDOT) is the recipient of federal transportation funds, such as, Surface Transportation Block Grant, Transportation Alternative Program, and Federal Transit Administration funds that are suballocated to the MPOs.

Federal Programming

As each MPO is required to develop a TIP, each state is required to develop a Federal Statewide Transportation Improvement Program (FSTIP) pursuant to federal

regulations. The FSTIP incorporates all TIPs throughout the State. Federal legislation requires projects with federal funding to be included in the RTP, the TIP, and the FSTIP to request authorize of funds.

The TRPA receives a variety of federal funding sources such as Federal Transit

Administration Programs, Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality Program, and discretionary grants that are awarded on a competitive basis. Federal fund sources have eligibility criteria that a project must meet to be considered for the fund source.



Photo Credit: Novus Select

2021 Federal Transportation Improvement Program

The FTIP development and approval process typically spans a total of eight months from beginning to end with a December approval. For the 2021 cycle, the FTIP schedule was delayed which condensed the development

timeframe and extended the final federal FTIP/FSTIP approval to April 2021. The following dates outline significant milestones in the document development:

January 2020	Caltrans FTIP development workshop
September – December 2020	Development of draft 2021 FTIP
December 28, 2020	Start 30-day FTIP public comment period
January 22, 2021	2021 FTIP Public Hearing - TTC Board meeting
January 28, 2021	End 30-day FTIP public comment period
February 12, 2021	TTC Board recommendation of 2021 FTIP approval to GB
February 24, 2021	TMPO Governing Board adoption of 2021 FTIP
March 1, 2021	2021 FTIP submittal to Caltrans and NDOT
April 16, 2021	FHWA/FTA 2021 FTIP/FSTIP approval

Agency Consultation

The draft FTIP is circulated for intergovernmental review. A goal of the FTIP process is to promote stakeholder relationships that foster cooperative efforts to achieve common transportation goals. Agencies responsible for activities that may be affected by the proposed transportation projects have been consulted for their perspectives on planning issues, needs, and priorities.

Preliminary Financial Estimates

The first step in developing a financially constrained plan is to determine how much money is reasonably expected to be available to maintain, operate, and improve the Region's transportation system. Historically, Tahoe receives annual apportionments for formulaic funds for the Region based on a unique population designation. These funds allow for funding of transportation projects and the maintaining and operating of existing projects. With annual funds allocated to the Region, the 2019 FTIP projects will advance to the 2021 FTIP.

Project Selection, Priorities, and Regional Grant Program

The FTIP implements the region's priority projects in the long-range Regional Transportation Plan. Project selection and priorities are based on the availability and eligibility of funding, project readiness, and project consistency with local and regional plans, conformity to federal and state standards, and if it is listed in the current Regional Transportation Plan. A project performance assessment is also incorporated into the project selection process, it emphasizes projects that can reduce the reliance on the automobile, improve safety, and close gaps in the active transportation and transit network and those identified as priorities in the RTP. The performance assessment uses an enhanced performance-based evaluation system.

A Call for Projects is announced when federal funding is available through the [Regional Grant Program](#) (RGP). The RGP was created to support the implementation of the Regional Transportation Plan goals, policies, and projects by creating better transportation options and enhancing the transportation system to provide safe, multi-modal, social, and environmental improvements. The

program seeks to bundle funding sources when possible and leverage grant funds to increase success and effectiveness of project implementation. The goals and criteria for the Regional Grant Program may include four different funding sources: Surface Transportation Block Grant (STBG), Active Transportation Program (ATP), Congestion Mitigation and Air Quality (CMAQ), and Nevada Transportation Alternative Program (TAP). The RGP goals and criteria and the individual fund source guidelines are included in Appendix A.

The next Call for Projects for the RGP is anticipated in Spring 2021, soliciting projects for annual apportionments for Congestion Mitigation and Air Quality Program (CMAQ), Surface Transportation Block Grant (STBG), and Nevada Transportation Alternative Program (TAP) funding. The MPO Active Transportation Program (ATP) will be awarded through the California Transportation Commission this cycle. The project selection process, the RGP evaluation criteria, and performance assessment determines how the funding is awarded to projects.

Expedited Project Selection Process

The Tahoe Metropolitan Planning Organization has a formal process in place for selecting projects for delivery in accordance with 23 Code of Federal Regulations (CFR) Part 450.332. Project programming allows for the advancement or delay of projects within the four-year Federal Transportation Improvement Program and Statewide Federal Transportation Improvement Program that is referred to as the Expedited Project Selection Process (EPSP) found in 23 CFR 450.220 and 450.330. TMPO has entered an EPSP with Caltrans' Office of Federal Programs and the Nevada Department of Transportation. These procedures have been agreed to by partnering agencies, including the State(s) and transit operators within the Region. The projects listed within the FTIP

have all been selected based on the regulations of 23 CFR Part 450. Projects from the first four years of the 2021 FTIP have been selected using the approved project selection procedures. The EPSP procedures are outlined below.

TMPO agrees that projects in the four-year FTIP period funded through Congestion Mitigation and Air Quality Program, Surface Transportation Block Grant Program, Federal Transit Administration, Federal Highway Administration, in accordance with 23 U.S.C. 204, the Federal Emergency Relief Program, and all other programs must be programmed through a project selection procedure. This procedure includes consultation with member agencies, transit operators, and state department of transportation. These programmed projects may be advanced or delayed within the four-year FTIP period by TMPO staff consistent with TMPO's adopted Expedited Project Selection Process. TMPO agrees that projects funded within the State Transportation Improvement Program may be advanced or delayed within the FTIP after the approval by the California Transportation Commission. TMPO and Caltrans agree that Caltrans may move projects in the State Highway Operation and Protection Program document within the four-year FTIP period without amending the FTIP, with notification to TMPO.

TMPO agrees that projects funded within NDOT's STIP may be advanced or delayed within the four-year FTIP period without amending the FTIP, with notification to the TMPO.

TMPO agrees that projects from all Caltrans' state managed programs may be moved within the four-year FSTIP period by the program managers with notification to TMPO.

Any advancing or delaying of funds through the EPSP process must not negatively impact the deliverability of other projects in the

regional program and must not affect the financial constraint of the FTIP. Projects from the first four years of the 2021 FTIP have been selected using the approved project selection procedures.

Public Participation

Public participation is an important foundation for transportation planning and programming. The FTIP is circulated for a 30-day public review and comment period that is consistent with the procedures identified in TMPO's Public Participation Plan. The FTIP document is made available online, available for mail and announced through email. Prior to the close of the 30-day public comment period TMPO will hold a public hearing. After the close of the public comment period, the comments are reviewed, responded to, and compiled in the FTIP.

The FTIP public participation process also satisfies the public participation requirement for development of the Program of Projects (POP) for FTA 5307 and 5339 programs

through the 30-day public review and comment period and the public hearing.

Visualization

The [TRPA website](#) provides a central location for information on regional transportation planning in the Lake Tahoe Basin. Here you will find helpful links to major plans, programs, including the FTIP, and studies from the TRPA transportation division, the TMPO, and the RTPA for the State of California.

TRPA maintains reports, studies, and plans online for public download. The TRPA is committed to providing user-friendly access to our online resources. Additional resources to connect the public and agencies to project and monitoring information are provided by the Lake Tahoe Transportation Tracker. These can be found at:

<https://transportation.laketahoeinfo.org/>.

To help the public find the information they need quickly on TRPA plans, projects, or travel options for getting to or around Tahoe visit the Linking Tahoe website:

<http://www.linkingtahoe.com/>.

Financial Constraint, Financial Plan & Funding Sources

Financial Constraint

By Federal law, the FTIP must be a financially constrained document. It shall include a financial plan that demonstrates how the projects can be funded while the existing transportation system is being adequately operated and maintained. Funding shown in the first two years of the FTIP is available and committed. Funding shown in the third and fourth years is reasonably expected to be available. Funding shown after the fourth year is exhibited for information only. The Code of Federal Regulations, Title 23: Highways Part 450-Planning Assistance and Standards 450.104 define “available” and “committed” as below:

Available means funds derived from an existing source dedicated to or historically used for transportation purposes. For Federal funds, authorized and/or appropriated funds and the extrapolation of formula and discretionary funds at historic rates of increase are considered “available.” A similar approach may be used for State and local funds that are dedicated to or historically used for transportation purposes.

Committed means funds that have been dedicated or obligated for transportation purposes. For State funds that are not dedicated to transportation purposes, only those funds over which the Governor has control may be considered “committed.” Approval of a TIP by the Governor is considered a commitment of those funds over which the Governor has control. For local or private sources of funds not dedicated to or historically used for transportation purposes (including donations of property), a commitment in writing (e.g., letter of intent) by the responsible official or body having control of the funds may be considered a commitment. For projects involving 49 U.S.C. 5309 funding, execution

of a Full Funding Grant Agreement (or equivalent) or a Project Construction Grant

Agreement with the USDOT shall be considered a multi-year commitment of Federal funds.

Financial Plan

The FTIP is a financially constrained surface transportation improvement program developed by the MPO in conjunction with local partners and in collaboration with state and federal agencies. It provides an overall picture to local, state, and federal government indicating the current and pending uses of federal and state transportation funds. The 2021 FTIP transportation funding is provided through many different avenues. Local funds include a variety of sources such as county or city funds, developer fees, mitigation funds, sales tax, and other private funds. The federal and state revenue projections are based on the available data provided through the FHWA, FTA, Caltrans, and NDOT. TRPA continually monitors the developments in funding programs and the funding needs of the transportation projects programmed in the FTIP. When a significant funding change occurs, it is reviewed by TRPA and its transportation partners and if necessary, appropriate actions are taken to modify funding and maintain the financial constraint state of the FTIP.

The Financial Summary identifies the transportation funding revenues that are programmed for the 2021 FTIP cycle for federal fiscal years 2021-2024 (Appendix B). The projects within this document are considered financially constrained and financial information will be adjusted accordingly with the most current information as it becomes available. Accompanying the financial summary are individual project tracking sheets that are

produced from the California Transportation Improvement Program System (CTIPS) and the Grouped Projects Backup Listings (Appendix C). Both California and Nevada projects are tracked within this database.

Funding Sources Identified in the FTIP

The following are key funding programs in the 2021 FTIP:

Federal Highway Administration Programs

- Congestion Mitigation and Air Quality Program
- Surface Transportation Block Grant Program

Federal Transit Administration Programs

- 5307 Urbanized Area Transit Formula
- 5310 Enhanced Mobility for Seniors and Individuals with Disabilities
- 5311 Rural Area Transit Formula (NV only)
- 5339 Bus and Bus Facilities

State Programs

- CA Senate Bill 1 Programs
- Low Carbon Transit Operations Program
- Transportation Development Act

Local Funds

Local funds come from a wide variety of sources. Typically, these funds are not required to be reported in the FTIP, however, if the funds are used to match federal dollars on a federalized project or if they are attached to a regional significant project the funds must be programmed in the FTIP.

Local fund sources may include the following:

- City and County Funds
- TRPA Mitigation Funds
- Developer Fees
- Private Contributions
- Sales Tax

Amending the Federal Transportation Improvement Program

Since the TRPA is a bi-state MPO, complexities exist for amending the TIP that do not occur for other MPOs solely located in California or Nevada (Appendix D). When making changes to the FTIP there are two basic categories that a change will be classified as depending on the nature of the change.

Amendments

An amendment is a revision to the FTIP that involves a major change to a project that includes:

- Addition of a new project or deletion of a project (Grouped Projects excluded)
- Major change in project scope or design
- Additional funding greater than 50 percent of the total project cost or \$20 million for California projects and greater than 40 percent of total project cost or \$10 million for Nevada projects.

An amendment requires a 7-day public comment period, a public hearing and redemonstration of financial constraint. The TMPO processes amendments on a quarterly basis. If there is an FTIP issue that needs addressing immediately, an amendment can be processed outside of the regular schedule to accommodate the situation. Changes to projects that are included only for financial illustrative purposes outside of the four-year FTIP period do not require an amendment.

Administrative Modifications

An administrative modification is a minor revision to the FTIP that includes:

- Revise description of individually listed project without changing the project scope or without conflicting with the approved environmental
- Additional funding is limited to the lesser of 50 percent of the total project cost or \$20 million for California projects and the lesser of 40 percent of the total project cost or \$5 million for Nevada projects.
- Minor changes to a project lead, phase, or fund source
- No limit on adding funds to a Grouped Project listing

The TRPA Executive Director has delegated authority from Caltrans for approving administrative modifications for the Federal Statewide Transportation Improvement Program. Amendments and administrative modifications are listed online on the [TRPA website](#).

Compliance and Annual Federal Obligation Report

Project Monitoring

TRPA consults with project partners throughout the year to review project timelines and funding schedules. Projects are continuously monitored by TRPA and updated by the lead agency through the [Lake Tahoe Info Transportation Tracker](#). TRPA will maintain a project contingency list. If an awarded project is not able to meet funding programming and authorization guidelines and milestones, funding may be moved to a project on the contingency list. Additionally, projects that are subject to the California Assembly Bill 1012 "Use it or Lose It" are monitored to ensure that all available funding sources are expended prior to expiration in the Tahoe Region. Project implementation is an important objective in the Region and if any uncertainties arise these issues are brought forth through funding recommendations to the TMPO for action.

Title VI Program and Environmental Justice

TRPA/TMPO, as a federal grant recipient, is required by the Federal Highway Administration (FHWA) to conform to Title VI of the Civil Rights Act of 1964 and its amendments TRPA/TMPO's sub-recipients and contractors are required to prevent discrimination and ensure non-discrimination in all their programs, activities, and services. The TRPA/TMPO Title VI Program is embedded in all aspects of the programs and planning activities carried out by TRPA/TMPO. This includes contractors and sub-recipients that provide services for TRPA/TMPO. Other documents that speak to Title VI include the Public Participation Plan,

Regional Transportation Plan, Federal Transportation Improvement Program, and TRPA Contracting Procedures. TRPA meets all Federal Highway Administration (FHWA) Title VI requirements. For more information on Title VI compliance please visit www.trpa.gov/transportation/title-vi/.

Title VI serves as the legal foundation for Environmental Justice (EJ). Environmental Justice is defined by EPA as "the principles of environmental justice call for fairness, regardless of race, color, national origin or income, in the development of laws and regulations that affect every community's natural surroundings, and the places people live, work, play and learn." The RTP emphasizes transportation projects and programs provide equitable opportunities for all users and supporting policies that ensure EJ is integrated into the planning framework. The investments made in the FTIP must be consistent with Title VI and support Environmental Justice. An equal opportunity is provided for all populations to provide input into the transportation process.

Annual Listing of Federally Obligated Projects

Annually the TRPA, in cooperation with California and Nevada State Departments of Transportation and the transit operators in the Region, develop a listing of projects for which federal funds were obligated in the preceding year. The [Annual Federal Obligation report](#) includes investments in pedestrian and bicycle facilities, transit, as well as highway operational improvements.

2019 FTIP Accomplishments

The previous FTIP was successful in moving projects forward. The increased federal funding to the Region through the FAST ACT has provided funds to start and continue projects but does not always fully fund them. Given the cost of developing transportation projects in the Tahoe Region it has been difficult to complete projects over the short 4-year life span of a FTIP cycle. There were

four amendments and four administrative modifications processed during the 2019 FTIP cycle. Various projects were awarded funds, projects were completed, and ongoing projects were carried forward to the 2021 FTIP.

The table below shows the 2019 FTIP notable achievements.

2019 FTIP ACCOMPLISHMENTS			
PROJECT	LOCATION	ACCOMPLISHMENT	LEAD AGENCY
SR89 Fanny Bridge Phase Community Revitalization Project Complete Street Improvements and Meeks Bay Path	Placer County	COMPLETE	TTD/FHWA
Nevada Stateline to Stateline Bikeway Incline Village to Sand Harbor (Phase 2)	Washoe County	COMPLETE	TTD
Sierra Boulevard Complete Streets	El Dorado	COMPLETE	City South Lake Tahoe
Lake Tahoe Boulevard Class I Bike Trail	El Dorado County	FULLY FUNDED	City South Lake Tahoe
Al Tahoe Safety and Mobility Enhancement Project	El Dorado County	COMPLETE	City South Lake Tahoe
Purchase Street Sweeper	El Dorado County	COMPLETE	El Dorado County
South Tahoe Greenway Shared Use Trail Phases 1b&2	El Dorado County	FULLY FUNDED	El Dorado County
West Shore Highway Crossing Improvements	Placer County	FULLY FUNDED	Placer County
Echo Summit Bridge Replacement	El Dorado County	COMPLETE	Caltrans

Operations and Maintenance of the Existing System

The Operations and Maintenance (O&M) of the existing transportation system is a priority investment in the Lake Tahoe Region along with system preservation. Keeping the Region's transportation system in a state of good repair is a major challenge for all transportation agencies in the Region. TRPA, Caltrans, NDOT, and the Region's localities share this responsibility. There are 110 miles of state and federal highways in the Tahoe Region. These routes, managed by Caltrans and NDOT, are the backbone of the Region's transportation system.

Typical projects include pavement maintenance, water quality treatment, and operational improvements of these roadways. Caltrans primarily utilizes the State Highway Operation and Protection Program (SHOPP) to implement projects, the 2020 SHOPP has three Tahoe Region projects programmed. Revenue allocated for the SHOPP projects is estimated at \$49,133,000. NDOT utilizes state funds and federal highway funding for its maintenance activities. The local jurisdictions are responsible for maintaining the 619 miles of local streets and roads. These local routes include a range of facility types from urban-style arterial streets and roadways in South Lake Tahoe, California and Stateline, Nevada with sidewalks and bicycle facilities, to rural county roads outside of urban centers.

Typical projects include pavement maintenance, operational improvements, and snow removal of the local streets and roads. The transit systems are operated and maintained by the two transit operators, TTD, and Placer County TART, in the Lake Tahoe Region. The transit operators utilize federal (FHWA/FTA) and state (TDA) transit funds as well as local/private funds to maintain the transit operations in the Region. The estimated revenues allocated for transit operations over this 4-year FTIP cycle is \$42,191,000.

The California SB 1: Road Repair and Accountability Act of 2017 was signed into law April 28, 2017, which enables cities and counties to address significant maintenance, rehabilitation, and safety needs on the local street and road system. It generates over \$5 billion annually for state and local transportation improvements. Cities and counties are slated to receive \$1.5 billion annually at full implementation of SB1 in 2020. SB1 provides an increase in state funds for local governments to expend on roadway O&M in the California portion of the Tahoe Basin. The expenditures for O&M in the FTIP are consistent with the expenditures listed in the RTP. Estimates for expenditures represent Caltrans, Nevada DOT, and local jurisdiction figures.

Appendices

Appendix A: Regional Grant Program

Appendix B: Financial Summary

Appendix C: CTIPS Project Reports and Grouped Projects Backup Listings

Appendix D: Amending the FTIP

Appendix E: California Performance Measures and Targets Support Summary

Appendix F: FTIP Performance Measures Reporting Workbook

Appendix G: Tahoe Region Map

Appendix H: FTIP Checklist and Development Guidance

Appendix I: 2021 FTIP Public Notice and Public Comments

Appendix J: Governing Board Resolution

Appendix A: Regional Grant Program

LINKING TAHOE

Regional Grant Program

Goals and Criteria

Introduction

The Tahoe Regional Planning Agency, in its capacity as the Tahoe Metropolitan Planning Organization (TMPO) is responsible for allocating and tracking various federal and state funding programs. The Linking Tahoe: Regional Grant Program (RGP) strives to allocate funds to transportation projects that support regional transportation goals through a competitive process. The program seeks to leverage funding sources when possible to increase success and effectiveness of project implementation.

The Program supports the implementation of the 2017 Linking Tahoe: Regional Transportation Plan (RTP) goals, policies, and more specifically advances the implementation of the Transportation 10-Year Action Plan Priorities. The focus of the program is to create additional transportation options and an enhanced transportation system to provide safe, multi-modal, social, and environmental improvements.

This call for projects uses an enhanced performance-based evaluation system that has incorporated feedback received from the previous cycle. The application includes a project assessment evaluating how projects best meet the overall Regional Plan goals and policies and those identified as priorities in the Regional Transportation Plan.

The RGP cycle includes three funding sources:

1. The **Congestion Mitigation and Air Quality Program (CMAQ)** provides funding annually that supports projects and programs that focus on improving air quality and reducing emissions.
2. The **Surface Transportation Block Grant Program (STBG)** is one of the primary federal funding programs allocated to the Region to implement transportation projects.
3. The **Nevada Transportation Alternatives Program (TAP)**, another funding source that provides funding for programs and projects defined as transportation alternatives.

TRPA encourages partners to submit all transportation projects existing and future in need of funding, not just projects that line up with these funding sources and fiscal years. This allows for the establishment of a comprehensive regional list and creates a more streamlined process by reducing the need to administer additional call for projects if additional funding sources become available.

The goals and criteria are consistent with CMAQ, Nevada TAP, and STBG funding sources among others. This call for projects also recognizes that additional federal and state funding programs may utilize this call for projects as necessary in order to streamline the process of applying and help TMPO maximize funding opportunities for our partners by pairing up projects with the best funding source.

Grant Program Goals and Strategic Priorities

The Project Performance Assessment in the application is used to illustrate the proposed project's contribution to regional goals, and implementation priorities. This is intended to elevate projects that can reduce the reliance on the automobile, improve safety, and close gaps in the active transportation and transit network, and support implementation of the Transportation 10-year Action Plan Priorities. The following sections display the RTP Goals & Policies and the Transportation 10-Year Action Plan Priorities.

RTP GOALS & POLICIES



GOAL 1: ENVIRONMENT

Protect and enhance the environment, promote energy conservation, and reduce greenhouse gas emissions.

A transportation system that promotes walking, biking, public transit use, and environmental innovation technologies can help preserve a healthy environment. The TRPA Bi-State Compact thresholds are intended to improve water quality by reducing fine sediment that can wash off roadways into Lake Tahoe and impact lake clarity. California's GHG reduction requirements aim to reduce vehicle miles traveled to improve air quality by reducing GHG emissions from automobiles. Multi-benefit corridor revitalization projects help reduce stormwater runoff, optimize traffic flow, and reduce vehicle dependence by providing active transportation facilities.

Policy 1.4: Facilitate the use of electric and zero emission vehicles and fleets by supporting deployment of vehicle charging infrastructure within the Region, and supporting incentives and education of residents, businesses, and visitors related to the use of electric and zero emission vehicles.



GOAL 2: CONNECTIVITY

Enhance and sustain the connectivity and accessibility of the Tahoe transportation system, across and between modes, communities, and neighboring regions, for people and goods.

Policy 2.15: Accommodate the needs of all categories of travelers by designing and operating roads for safe, comfortable, and efficient travel for roadway users of all ages and abilities, such as pedestrians, bicyclists, transit riders, motorists, commercial vehicles, and emergency vehicles.

Providing a seamless transportation system means improving the individual elements of transit, trails, and technology while enhancing their integration. Increasing interconnections within and across modes, by closing gaps on paths, providing year-round access, and aligning transit schedules with transfers, encourages people to shift out of using their cars and into taking transit, bicycling, and walking.



GOAL 3: SAFETY

Increase safety and security for all users of Tahoe's transportation system.

Residents, commuters, and visitors are more likely to bike, walk, and take transit if they feel safe. TRPA is setting safety targets pursuant to 2016 federal requirements and is integrating them into the performance measurement framework and the congestion management process accordingly (See chapter 5: Measuring Success). Infrastructure that achieves this goal could include pedestrian level lighting, redesign of high crash rate locations through left turn pockets and enhanced crosswalks, and security cameras.

Policy 3.2: Consider safety data and use proven safety design countermeasures for safety hotspots recommended from roadway safety audits, the active transportation plan, corridor plans, and other reliable sources when designing new or modifying existing travel corridors.



GOAL 4: OPERATIONS AND CONGESTION MANAGEMENT

Provide an efficient transportation network through coordinated operations, system management, technology, monitoring, and targeted investments.

Policy 4.1: Identify opportunities to implement comprehensive transportation solutions that include technology, safety, and other supporting elements when developing infrastructure projects.

A well executed transportation management system incorporates monitoring data, real-time information, and dynamic operations that respond to seasonal congestion and periodic congestion. These projects and programs stabilize traffic flow to reduce idling and delays and maximize investment through holistic project delivery.



GOAL 5: ECONOMIC VITALITY & QUALITY OF LIFE

Support the economic vitality of the Tahoe Region to enable a diverse workforce, sustainable environment, and quality experience for both residents and visitors.

The Tahoe Region's economy is built on the world-renowned recreational access enjoyed by residents and visitors. Attractive town centers, affordable housing, and a healthy environment encourage people to continue living in and visiting the Region. The transportation system supports these needs by encouraging people to leave their cars at their original destination through corridor revitalization projects that provide walkable, bikeable, and livable communities.

Policy 5.1: Encourage community revitalization and transit oriented development projects that comprehensively support regional and local transportation, housing, land use, environment, and other goals.



GOAL 6: SYSTEM PRESERVATION

Provide for the preservation of the existing transportation system through maintenance activities that support climate resiliency, water quality, and safety.

Policy 6.1: Preserve the condition of sidewalks and bicycle facilities and where feasible, maintain their year-round use.

Maintaining the existing transportation system to operate at its highest level increases its overall efficiency. Keeping roadway pavement in safe condition, plowing paths for winter use, and planning for climate change resiliency makes initial investments last and reduces large and costly rehabilitation projects.

[The Transportation 10-year Action Plan Priorities](#) The 10-Year Action Plan identifies priority transportation projects in four programs: Transit, Multimodal Corridor Investment, Trails, and Technology and Pilot Projects. More information on the Bi-State Consultation on Transportation can be found on the [TRPA website](#).

Project	Estimated Cost (\$)	Committed (\$)	Project Leads
TRANSIT PROGRAM			
\$215,500,000 \$122,000,000			
NORTH SHORE			
 Peak 30-Minute service on SR89 and seasonal routes Expanded service to Truckee	\$72,000,000 (\$7.2M/year)	Fed: \$1.5M/year State: \$2.4M/year Local: \$1.7M/year Private: \$50K/year	Placer County, Local, Private
 Priority Bus Lanes on SR89 and SR267	\$30,000,000	\$7,000,000	Placer County, Private
SOUTH SHORE			
 South Shore Transit Maintenance Facility (Location Unknown)	\$18,000,000	\$0	TTD, Private
 Local service to LTCC and Heavenly 15-min service on US-50/30-min service to Meyers Local ferry service	\$80,000,000 (\$8M/year)	Fed: \$3.8M/year State: \$1.3M/year Local: \$750K/year Private: \$0/year	TTD, Private
 Emerald Bay Shuttle	\$3,500,000 (\$350K/year)	\$0	TTD, Private
 Regional connections to Carson	\$12,000,000 (\$1.2M/year)	\$0	TTD, Private
MULTIMODAL CORRIDOR INVESTMENT			
\$212,500,000 \$29,949,000			
 Mobility Hubs - park-and-ride, and intercept lots, varies by location	\$8,500,000	\$289,000	Placer County, TTD, El Dorado County, USFS, State Parks
NORTH SHORE			
 Stateline to Stateline bikeway - pedestrian, parking, and water quality improvements (Tahoe Trail)	\$100,000,000	\$15,660,000	TTD, Washoe County, Douglas County
 SR28/SR267 roundabout	\$8,000,000	\$2,500,000	Caltrans, Placer County
SOUTH SHORE			
 US-50 Community Revitalization Community Housing \$35,000,000 Complete Streets/Safety \$14,000,000 Roadway Realignment \$20,000,000 Transit Circulator \$1,000,000	\$70,000,000	\$10,000,000	TTD, Private, Douglas County, CSLT, Caltrans, NDOT
 US-50/Pioneer Trail roundabout and Apache Avenue Complete Streets	\$14,000,000	\$5,800,000	El Dorado County
 SR89 Corridor Improvements	\$12,000,000	\$168,000	USFS, CA State Parks, TTD, CSLT
ACTIVE TRANSPORTATION INFRASTRUCTURE			
\$25,600,000 \$7,368,000			
NORTH SHORE			
 Placer County Resort Triangle Trail Network- Tahoe Region	\$18,000,000	\$3,000,000	Placer County
SOUTH SHORE			
 South Tahoe Greenway Shared-Use Path	\$5,500,000	\$3,968,000	El Dorado County, CSLT, CA Tahoe Conservancy
 Pioneer Trail Sidewalks	\$2,100,000	\$468,000	CSLT
TECHNOLOGY & PILOT PROJECTS			
\$8,000,000 \$250,000			
 Regional Transportation Applications , trip planning tool, and rideshare	\$2,000,000	\$0	Local, Private
SOUTH SHORE			
 Multimodal signal control and adaptive traffic management on US-50	\$6,000,000	\$250,000	Caltrans, CSLT, El Dorado County

Funding Background

The specific objectives and eligibility requirements for each of the three available funding sources are outlined in the Fund Source Guidelines attached. All projects must be listed in the 2017 RTP constrained project list to be eligible. As more funding sources become available and are added to this regional grant program, these guidelines will be updated.

- **Congestion Mitigation and Air Quality Program**

CMAQ provides a flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. In accordance with CMAQ program requirements, CMAQ funds must be invested in the El Dorado County portion of the Tahoe Region, including the City of South Lake Tahoe (CSLT). The funds are allocated and programmed based on the competitive process in accordance with the CMAQ guidelines.

- **Surface Transportation Block Grant Program**

The STBG promotes flexibility in state and local transportation decisions and provides funding to best address state and local transportation needs. STBG funding is sub allocated directly to TMPO by the Federal Highway Administration (FHWA) in accordance with the Federal FAST Act. The funding is allocated by State (CA and NV) and must be awarded to projects in the corresponding state. The funds are allocated and programmed based on a competitive process in accordance with the STBG guidelines.

- **Nevada Transportation Alternatives Program**

Nevada TAP provides federal funds for community-based projects that expand travel choices and enhance the transportation experience by integrating modes and improving the cultural, historic, and environmental aspects of our transportation infrastructure. TAP funds are made available to the State through the Federal Highway Administration by the Nevada State Department of Transportation. The funds are allocated and programmed based on a competitive process in accordance with the Nevada TAP guidelines.

Initial Screening

TMPO staff will conduct an initial project screening to determine if a submitted project will proceed forward to the evaluation process. TMPO staff will use the following screening criterion:

1. The project must be listed in the constrained project list of the 2017 Regional Transportation Plan (RTP). Projects may be contained in a “grouped project” or broader category listing in the RTP. Please contact TMPO staff as necessary to confirm.
2. The project (and requested phase of work) must be ready for programming in the Federal Transportation Improvement Program.
3. The project sponsor must demonstrate technical capacity and reliability for delivering similar projects (scale and complexity).
4. Projects requesting construction funding must have environmental, engineering, and right-of-way completed by the time funds are requested.

Project Evaluation Criteria

Team evaluators will review and score applications using the following selection criteria and relative weighting (maximum of 100 points):

CRITERIA	POINTS
Work plan and Timeline. Project application should clearly illustrate the current stage of the project, the delivery work plan, funding plan, and a detailed project timeline with key milestones demonstrating the capacity to deliver in timely manner.	20 Points
Demonstrated Need. The applicant should clearly identify the purpose and need of the project.	15 Points
Project Performance Assessment. Please see the attached Transportation Assessment Metrics and complete the questions within each category and all supplemental questions.	25 Points
Potential for project success. Applicant’s ability to carry out project based on: <ul style="list-style-type: none"> ▪ Readiness of Project; are funds already programmed to project? ▪ Reasonable work-plan ▪ Coordination with public ▪ Project leadership and council/board endorsement ▪ Commitment to complete and maintain the project – funding available? 	20 Points
Matching funds. Applicant must identify secured non-federal matching funds. Match is required for CMAQ, STBG, and NV TAP funds.	10 Points
10-YEAR Priorities. Is this project listed on the Transportation 10-Year Action Plan?	10 Points
	100 POINTS

Application and Submittal

Please follow the instructions below to successfully submit your application.

1. Download application here: <https://www.trpa.gov/transportation/funding/regional-grant-program/>
2. The application includes a project performance assessment to complete which evaluates how projects best meet the overall Regional Plan goals and policies and those identified as priorities in the Regional Transportation Plan.
3. Submit completed application electronically to Judy Weber at jweber@trpa.org.

Implementation and Oversight Requirements

See **CMAQ, STBG, and Nevada TAP Guidelines** for program specific Implementation and Oversight requirements. The following requirements apply for successful applications who are awarded funding:

1. The implementing agency must have or be able to obtain a Master Agreement with Caltrans if the project is located within California. Additional time should be included in the project time line if there is not an existing Master agreement in place to accurately program funds for authorization in the appropriate federal fiscal year.
2. The project sponsor must demonstrate a commitment for ongoing operations and maintenance for any capital project.
3. Keep project details updated in the Lake Tahoe Transportation Tracker Tool: <https://transportation.laketahoeinfo.org/>. The information will be used to program the project in the Federal Transportation Improvement Program and monitor performance.
4. Provide quarterly project updates and make changes as necessary via the Lake Tahoe EIP Tracker Tool.
5. California projects must work with Caltrans District Local Assistance (DLA) on the Request for Authorization (E76) process for obligation of the funds. Follow the processes in the Caltrans Local Assistance Procedures Manual: <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm>
6. Nevada projects must work with NDOT on the Local Public Agency (LPA) process. Follow processes in the Nevada Local Public Agency Manual: <http://www.nevadadot.com/home/showdocument?id=1541>

Resources

1. TRPA 2017 Linking Tahoe Regional Transportation Plan: <http://www.trpa.gov/rtp/>
2. TRPA Bi-State Consolation Transportation: <https://www.trpa.gov/wp-content/uploads/documents/archive/2/00-BiStateConsultationOnTransportationFinal-Report-3.26.19.pdf>
3. CMAQ: http://www.dot.ca.gov/hq/transprog/federal/cmaq/CMAQ_Web_Page.html
4. FHWA STBG: <https://www.fhwa.dot.gov/specialfunding/stp/>
5. NDOT TAP: <https://www.nevadadot.com/projects-programs/transportation-alternatives-program>

Tahoe Metropolitan Planning Organization Congestion Mitigation and Air Quality Program Guidelines

INTRODUCTION

These guidelines are the specific policies and procedures for the Congestion Mitigation and Air Quality (CMAQ) program. The intent is to provide information and reference material to assist in the application process for the federal funding made available through the Tahoe Metropolitan Planning Organization (TMPO). These processes are described herein, and outlined below. For more general information on the Linking Tahoe: Regional Grant Program, application materials, and submittal instructions, please see the Linking Tahoe Regional Grant Program Goals and Criteria.

1. The application meets TMPO's Regional Grant Program needs and is applicable to TMPO's regional transportation plan's goals, and incorporates federal, state, and regional performance measures.
2. The application evaluation criteria reflect the goals and performances measures of the TMPO regional transportation plan.
3. The Evaluation Committee includes TMPO staff, with oversight from the TMPO Executive Committee.
4. The TMPO has elected to have no minimum project size for the CMAQ program.

BACKGROUND

The Congestion Mitigation and Air Quality Program (CMAQ) was created under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, and was reauthorized under all Federal Transportation Acts since ISTEA, including the most recent Fixing America's Surface Transportation (FAST) Act. The 2015 FAST Act provides millions of CMAQ funds annually to California. The funds are distributed to Metropolitan Planning Organizations and Regional Transportation Planning Agencies in federally designated air quality nonattainment and maintenance areas within the state in accordance with the formula set forth in Section 182.7 of the Streets and Highways Code. The Program provides a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. CMAQ funds must be invested in the El Dorado County portion of the Tahoe Region, including the City of South Lake Tahoe (CSLT). The funding may be used for a transportation project or program that focuses on improving air quality and reducing emissions.

PROGRAM GOALS

TMPO's goal for the CMAQ program is to support the implementation of the 2017 Linking Tahoe: Regional Transportation Plan (RTP) and to advance the Transportation 10-Year Action Plan Priorities by refining modes of transportation to provide mobility, social, and environmental improvements. The program targets bicycle and pedestrian projects, engine retrofits, and congestion reduction and traffic flow improvements.

PROGRAM SCHEDULE AND FUNDING

CMAQ funding is apportioned to TMPO by the Federal Highway Administration (FHWA) in accordance with the Federal FAST Act. The funding is allocated by the state of California to the Region. Funding must be awarded to projects in the El Dorado County portion of the Tahoe Region, including the City of South Lake Tahoe. Programming capacity is determined based on the apportionment amount per year. Local match is required on CMAQ funds; the minimum percentage required is 11.47 percent. Applicants that are able to demonstrate a greater match than the minimum requirement will have an opportunity to score higher on the application. The funds will be programmed accordingly to award year and must be obligated prior to the end of the federal fiscal year.

- **Program Schedule: TBD**

- **Local Match Requirements:**

Project sponsors are required to provide local match for the CMAQ funding (23 U.S.C. 120). The non-federal match requirement is: 11.47%.

ELIGIBILITY OVERVIEW

Eligible applicants include local government entities and transit operators within the El Dorado portion of the Tahoe Region, including the City of South Lake Tahoe.

1. The project must meet eligibility requirements included in 23 U.S.C.133 related to project location, eligibility, and planning. https://www.fhwa.dot.gov/environment/air_quality/cmaq/
2. Project sponsors must provide the applicable non-federal match.
3. Project sponsors must provide a cost-effectiveness emissions reduction analysis on the project. https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/
4. Applicants must be able to comply with all federal and state laws, regulations, policies and procedures required to enter into a Master Agreement and follow the processes in the Caltrans Local Assistance Procedures Manual: <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm> Additional time should be included in the project time line if there is not an existing Master agreement in place to illustrate funds will be obligated and expended in the appropriate fiscal year.
5. All phases of work are eligible: Environmental, Preliminary Engineering, Right of Way, Construction.

ELIGIBLE PROJECTS AND ACTIVITIES

Funds are available for a variety of projects including but not limited to:

1. Diesel Engine Retrofits
2. Electric Vehicles

3. Congestion Reduction and Traffic Flow Improvements
4. Bicycle and Pedestrian Facilities and Programs
5. Ridesharing Programs
6. Public Education and Outreach Activities

For additional information regarding project eligibility please refer to the FHWA guidance:

<https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm>

INITIAL PROJECT EVALUATION ELIGIBILITY SCREENING

TMPO staff will conduct an initial project screening to determine if a submitted project will proceed to the evaluation process. TMPO staff will use the following screening criterion:

1. The project must be listed in the constrained project list of the 2017 Regional Transportation Plan (RTP). Projects may be contained in a “grouped project” or broader category listing in the RTP. Please contact TMPO staff as necessary to confirm.
2. The project must generate an emissions reduction, and it must be located in or benefit a maintenance area.
3. The project must be ready for programming in the Federal Transportation Improvement Program.
4. The project sponsor must demonstrate technical capacity and reliability for delivering similar projects (scale and complexity).
5. Projects requesting construction funding must have environmental, engineering and right-of-way completed by the time funds are requested.

PROJECT EVALUATION CRITERIA

Team evaluators will review and score applications using the following selection criteria and relative weighting (maximum of 100 points):

CRITERIA	POINTS
Work plan and Timeline. Project application should clearly illustrate the current stage of the project, the delivery work plan, funding plan, and a detailed project timeline with key milestones demonstrating the capacity to deliver in timely manner.	20 Points
Demonstrated Need. The applicant should clearly identify the purpose and need of the project.	15 Points
Project Performance Assessment. Please see the attached Transportation Assessment Metrics and complete the questions within each category and all supplemental questions.	25 Points
Potential for project success. Applicant’s ability to carry out project based on: <ul style="list-style-type: none"> ▪ Readiness of Project; are funds already programmed to project? ▪ Reasonable work-plan ▪ Coordination with public ▪ Project leadership and council/board endorsement ▪ Commitment to complete and maintain the project – funding available? 	20 Points
Matching funds. Applicant must identify secured non-federal matching funds. Match is required for CMAQ funds.	10 Points

10-YEAR Priorities. Is this project listed on the Transportation 10-Year Action Plan?	10 Points
	100 POINTS

IMPLEMENTATION AND OVERSIGHT REQUIREMENTS

Beyond the implementation and oversight requirements set forth in the Linking Tahoe: Regional Grant Program Goals and Criteria, all CMAQ funded projects must also follow and be aware of the below requirements:

1. Applicants must work with Caltrans District Local Assistance to prepare the Request for Authorization (E76) process for obligation of the funds. Follow the processes in the Caltrans Local Assistance Procedures Manual: <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm>
2. Applicants must follow the Caltrans CMAQ Guidance process: http://www.dot.ca.gov/hq/transprog/federal/cmaq/CMAQ_Web_Page.html
3. To ensure timely use of funds, TMPO shall retain the right to redirect program funding to other agencies and projects so as not to lose funding to the Tahoe Region. For CMAQ funded projects, TMPO will maintain a project contingency list. If an awarded project is not able to meet funding programming and authorization guidelines and milestones, funding may be moved to a project on the contingency list.

Tahoe Metropolitan Planning Organization Surface Transportation Block Grant Program Guidelines

INTRODUCTION

These guidelines are the specific policies and procedures for the Surface Transportation Block Grant (STBG) program. The intent is to provide information and reference material to assist in the application process for the federal funding made available through the Tahoe Metropolitan Planning Organization (TMPO). These processes are described herein, and outlined below. For more general information on the Linking Tahoe: Regional Grant Program, application materials, and submittal instructions, please see the Linking Tahoe Regional Grant Program Goals and Criteria.

1. The application meets TMPO's Regional Grant Program needs and is applicable to TMPO's regional transportation plan's goals, and incorporates federal, state, and regional performance measures.
2. The application evaluation criteria reflect the goals and performances measures of the TMPO regional transportation plan.
3. The Evaluation Committee includes TMPO staff, with oversight from the TMPO Executive Committee.
4. TMPO has elected to have no minimum project size for the STBG program.

BACKGROUND

The Surface Transportation Block Grant Program is a federal-aid transportation program, administered by the Federal Highway Administration (FHWA), which provides funding used by states and localities for transportation improvement projects. The 2015 Federal transportation legislation Fixing America's Surface Transportation Act (FAST ACT) converted the long-standing Surface Transportation Program into the STBG Program allowing more flexible funding to address state and local transportation needs. The funding may be used by states and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway and certain local roads, pedestrian and bicycle infrastructure, transit capital, planning projects, and intercity passenger projects. STBG funds are reimbursable federal aid funds, subject to the requirements of Title 23, United States Code. TMPO is required to allocate and program the STBG funds that are apportioned to the Tahoe Region.

PROGRAM GOALS

TMPO's goal of the STBG program is to support the implementation of the 2017 Linking Tahoe: Regional Transportation Plan (RTP) and to advance the Transportation 10-Year Action Plan Priorities by refining modes of transportation to provide mobility, social, and environmental improvements. The program targets highways, local streets and road improvements, reconstruction and rehabilitation, transit capital, transportation system management, transportation demand management, and bicycle and pedestrian projects.

PROGRAM SCHEDULE AND FUNDING

STBG funding is apportioned directly to TMPO by the Federal Highway Administration (FHWA) in accordance with the Federal FAST Act. The funding is allocated by state (CA and NV) and must be awarded to projects in the corresponding state. Local match is required on all STBG funds; the minimum percentage requirement depends by state and is listed below. Applicants that are able to demonstrate a greater match than the minimum requirement will have an opportunity to score higher on the application. The funds will be programmed accordingly to award year and must be obligated prior to the end of the federal fiscal year.

- **Program Schedule: TBD**

- **Local Match Requirements:**

Project sponsors are required to provide local match for the STGB funding (23 U.S.C. 120). The non-federal match requirement is:

- 11.47% for California
- 5% for Nevada

ELIGIBILITY OVERVIEW

Eligible applicants include local, state, and regional government entities and transit operators within the projected urbanized area boundary for the Tahoe Region.

1. Projects must meet eligibility requirements included in 23 U.S.C.133 related to project location, eligibility, and planning. <https://www.fhwa.dot.gov/specialfunding/stp/>
2. Project sponsors must provide the applicable non-federal match.
3. Applicants must be able to comply with all federal and state laws, regulations, policies and procedures required to enter into a Master Agreement and follow the processes in the Caltrans Local Assistance Procedures Manual: <http://www.dot.ca.gov/hg/LocalPrograms/lam/lapm.htm>
Additional time should be included in the project time line if there is not an existing Master agreement in place to illustrate funds will be obligated and expended in the appropriate fiscal year.
4. Applicants must be able to comply with all federal and state laws, regulations, policies and procedures and follow the processes in the Nevada Local Public Agency manual: <https://www.nevadadot.com/home/showdocument?id=1541>
5. All phases of work are eligible: Environmental, Preliminary Engineering, Right of Way, Construction.

ELIGIBLE PROJECTS AND ACTIVITIES

Funds are available for a variety of projects including but not limited to:

1. Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements for highways and bridges (subject to the location of project requirements in 23 U.S.C. 133 (c))
2. Bicycle and pedestrian facilities
3. Highway and transit safety infrastructure improvements
4. Transit capital
5. Ferry boats and terminal facilities

For additional information regarding project eligibility please refer to the [FHWA](#) guidance.

INITIAL PROJECT EVALUATION ELIGIBILITY SCREENING

TMPO staff will conduct an initial project screening to determine if a submitted project will proceed to the evaluation process. TMPO staff will use the following screening criterion:

1. The project must be listed in the constrained project list of the 2017 Regional Transportation Plan (RTP). Projects may be contained in a “grouped project” or broader category listing in the RTP. Please contact TMPO staff as necessary to confirm.
2. The project must be ready for programming in the Federal Transportation Improvement Program.
3. The project sponsor must demonstrate technical capacity and reliability for delivering similar projects (scale and complexity).
4. Projects requesting construction funding must have environmental, engineering and right-of-way completed by the time funds are requested.

PROJECT EVALUATION CRITERIA

Team evaluators will review and score applications using the following selection criteria and relative weighting (maximum of 100 points):

CRITERIA	POINTS
Work plan and Timeline. Project application should clearly illustrate the current stage of the project, the delivery work plan, funding plan, and a detailed project timeline with key milestones demonstrating the capacity to deliver in timely manner.	20 Points
Demonstrated Need. The applicant should clearly identify the purpose and need of the project.	15 Points
Project Performance Assessment. Please see the attached Transportation Assessment Metrics and complete the questions within each category and all supplemental questions.	25 Points
Potential for project success. Applicant’s ability to carry out project based on: <ul style="list-style-type: none"> ▪ Readiness of Project; are funds already programmed to project? ▪ Reasonable work-plan ▪ Coordination with public ▪ Project leadership and council/board endorsement ▪ Commitment to complete and maintain the project – funding available? 	20 Points
Matching funds. Applicant must identify secured non-federal matching funds. Match is required for STBG funds.	10 Points
10-YEAR Priorities. Is this project listed on the Transportation 10-Year Action Plan?	10 Points
	100 POINTS

IMPLEMENTATION AND OVERSIGHT REQUIREMENTS

Beyond the implementation and oversight requirements set forth in the Linking Tahoe: Regional Grant Program Goals and Criteria, all STBG funded projects must also follow and be aware of the below requirements:

1. Applicants must work with Caltrans District Local Assistance to prepare the Request for Authorization (E76) process for obligation of the funds. Follow the processes in the Caltrans Local Assistance Procedures Manual: <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm>
2. Nevada projects must work with NDOT on the Local Public Agency (LPA) process. Follow processes in the Nevada Local Public Agency Manual: <https://www.nevadadot.com/home/showdocument?id=1541>
3. To ensure timely use of funds, TMPO shall retain the right to redirect program funding to other agencies and projects so as not to lose funding to the Tahoe Region. For STBG funded projects, TMPO will maintain a project contingency list. If an awarded project is not able to meet funding programming and authorization guidelines and milestones, funding may be moved to a project on the contingency list.

Tahoe Metropolitan Planning Organization Nevada Transportation Alternatives Set-Aside Program Guidelines

INTRODUCTION

The Tahoe Metropolitan Planning Organization's (TMPO's) Nevada Transportation Alternative Program (TAP) guidelines are consistent with and support Nevada Department of Transportation's (NDOT) TAP guidelines. TMPO's process, specifically its application, evaluation criteria, and evaluation committee do differ slightly from the NDOT's process. These processes are described herein and outlined below. For more general information on the Linking Tahoe: Regional Grant Program, application materials, and submittal instructions, please see the Linking Tahoe Regional Grant Goals and Criteria.

1. Applicants can jointly submit their applications as a request for TAP funds as well as Nevada's Surface Transportation Block Grant (STBG) funds if eligible for both types of funding. The guidelines are part of the Linking Tahoe Regional Grant Program, which currently includes both funding sources – TAP and STBG. Projects will only be funded through the TAP program if they are eligible under the NDOT's eligibility requirements.
2. The application is formatted to meet TMPO's Regional Grant Program needs, fine tuned to be applicable to TMPO's regional transportation plan's goals, and incorporate federal, state, and regional performance measures.
3. The application evaluation criteria reflect the goals and performance measures of the TMPO regional transportation plan, which also support the goals and mission of the NDOT's Transportation Alternative Program.
4. The Evaluation Committee includes TMPO staff, with oversight from the TMPO Executive Committee.
5. TMPO has elected to have no minimum project size for the NV TAP program.

BACKGROUND

The Transportation Alternatives Program was established in 2012 and authorized under section 1122 of the federal "MAP 21" surface transportation authorization legislation. This program consolidated multiple programs from the 2005 Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); including Transportation Enhancement (TE) activities and Safe Routes to School (SRTS). The MAP-21 legislation provided for a reserved portion of federal surface transportation

funds to be apportioned to a State under section 104(b) of title 23 to carry out the TAP. The TAP program provides funding for programs and projects defined as transportation alternatives.

The 2015 Fixing America's Surface Transportation (FAST) Act replaced the Transportation Alternatives Program (TAP) with a set-aside of Surface Transportation Block Grant Program funding for transportation alternatives (TA). The set-aside provides funds for projects or activities described in section 101 (a) (29) or 213. These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

The MPO apportionment is made available to the state through the Federal Highway Administration and administered by the Nevada State Department of Transportation. Funds must be awarded and programmed based on a competitive process in accordance with the MPO guidelines.

PROGRAM GOALS

TMPO's goal of the TAP is to support the NDOT's TAP goals, the implementation of the 2017 Linking Tahoe: Regional Transportation Plan (RTP) goals, policies, and projects, and to advance the Transportation 10-Year Action Plan Priorities by increasing active modes of transportation to provide mobility, social, and environmental improvements. The program targets creating safe, accessible, attractive communities through active transportation projects, including bike and pedestrian facilities, safe routes to schools, and environmental/vegetation management efforts.

PROGRAM SCHEDULE AND FUNDING

The funding is allocated by the state of Nevada through NDOT and must be awarded to projects located entirely within the Nevada portion of the Tahoe Region. A minimum of 5% local match is required on TAP funds; however, applicants that can demonstrate above the minimum will have an opportunity to score higher on the application.

- **Program Schedule: TBD**

ELIGIBILITY OVERVIEW

1. Projects must meet the eligibility requirements in the FHWA Transportation Alternative guidance: https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm
2. Applicants must be able to comply with all federal and state laws, regulations, policies and processes required in the Nevada DOT Local Public Agency Manual: <https://www.nevadadot.com/home/showdocument?id=1541>
3. Project sponsor must also carry out and comply with all Federal, State and local laws, and acquire environmental approvals and any required permits from the appropriate Federal, State and local agencies.
4. Project sponsors must provide the applicable non-federal match.
5. All phases of work are eligible: Environmental, Preliminary Engineering, Right of Way, Construction.

ELIGIBLE PROJECTS AND ACTIVITIES

Funds are available for a variety of projects including but not limited to:

1. Bicycle and pedestrian facilities
2. Improvements to existing bikeways and walkways
3. Safe routes to school projects
4. Connectivity of bike paths
5. Education programs to increase active transportation
6. Installation of traffic control devices to improve safety of pedestrian and bicyclists

See the FHWA site for detailed information on eligible projects:

https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm#EligibleProjects

INITIAL PROJECT EVALUATION ELIGIBILITY SCREENING

TMPO staff will conduct an initial project screening to determine if a submitted project will proceed to the evaluation process. TMPO staff will use the following screening criterion:

1. The project must be listed in the constrained project list of the 2017 Regional Transportation Plan (RTP). Projects may be contained in a “grouped project” or broader category listing in the RTP. Please contact TMPO staff as necessary to confirm.
2. The project must be ready for programming in the Federal Transportation Improvement Program.
3. The project sponsor must demonstrate technical capacity and reliability for delivering similar projects (scale and complexity).
4. Projects requesting construction funding must have environmental, engineering and right-of-way completed by the time funds are requested.

PROJECT EVALUATION CRITERIA

Team evaluators will review and score applications using the following selection criteria and relative weighting (maximum of 100 points):

CRITERIA	POINTS
Work plan and Timeline. Project application should clearly illustrate the current stage of the project, the delivery work plan, funding plan, and a detailed project timeline with key milestones demonstrating the capacity to deliver in timely manner.	20 Points
Demonstrated Need. The applicant should clearly identify the purpose and need of the project.	15 Points
Project Performance Assessment. Please see the attached Transportation Assessment Metrics and complete the questions within each category and all supplemental questions.	25 Points
Potential for project success. Applicant’s ability to carry out project based on:	20 Points

<ul style="list-style-type: none"> ▪ Readiness of Project; are funds already programmed to project? ▪ Reasonable work-plan ▪ Coordination with public ▪ Project leadership and council/board endorsement ▪ Commitment to complete and maintain the project – funding available? 	
Matching funds. Applicant must identify secured non-federal matching funds. Match is required for NV TAP funds.	10 Points
10-YEAR Priorities. Is this project listed on the Transportation 10-Year Action Plan?	10 Points
	100 POINTS

IMPLEMENTATION AND OVERSIGHT REQUIREMENTS

Beyond the implementation and oversight requirements set forth in the Linking Tahoe: Regional Grant Program Goals and Criteria, all TAP funded projects must also follow and be aware of the below requirements:

1. Applicants must work with NDOT to prepare the funding Request for Authorization process for obligation of the funds. Follow the processes in the NDOT Local Public Agency Manual: <https://www.nevadadot.com/doing-business/about-ndot/ndot-divisions/engineering/design/local-public-agency>

2. To ensure timely use of funds, TMPO shall retain the right to redirect program funding to other agencies and projects so as not to lose funding to the Tahoe Region. If an awarded project is not able to meet funding programming and allocation guidelines and milestones, funding may be moved to a project on the contingency list.

Please see the official USDOT/FHWA TA Set-Aside Implementation Guidance for more information: https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm

Appendix B: Financial Summary

TABLE 1: REVENUE

Tahoe Metropolitan Planning Organization

2021 TMPO FTIP

(\$'s in 1,000)

Funding Source/Program		N O T E S	4 YEAR (FTIP Period)				
			FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
LOCAL	Sales Tax						
	City						
	County						
	Gas Tax						
	Gas Tax (Subventions to Cities)						
	Gas Tax (Subventions to Counties)						
	Other Local Funds		\$542	\$2,652			\$3,194
	County General Funds		\$100	\$2,635			\$2,735
	City General Funds		\$442	\$17			\$459
	Street Taxes and Developer Fees RSTP Exchange funds						
Transit							
Transit Fares							
Other (See Appendix 1)		\$3,723	\$4,231	\$4,505	\$4,705	\$17,164	
Local Total		\$4,265	\$6,883	\$4,505	\$4,705	\$20,358	
REGIONAL	Tolls						
	Bridge						
	Corridor						
Regional Sales Tax							
Other (See Appendix 2)							
Regional Total							
STATE	State Highway Operation and Protection Program (SHOPP) ¹		\$6,743	\$2,160	\$38,620		\$47,523
	SHOPP		\$5,350	\$2,160	\$38,620		\$46,130
	SHOPP Prior						
	State Minor Program		\$1,393				\$1,393
	State Transportation Improvement Program (STIP) ¹						
	STIP						
	STIP Prior						
	State Bond						
	Proposition 1A (High Speed Passenger Train Bond Program)						
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)						
	Active Transportation Program (ATP) ¹		\$744				\$744
	Highway Maintenance (HM) Program ¹						
Highway Bridge Program (HBP) ¹							
Road Repair and Accountability Act of 2017 (SB1)							
Traffic Congestion Relief Program (TCRP)							
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)							
Other (See Appendix 3)		\$2,481	\$5,518	\$3,281	\$3,281	\$14,561	
State Total		\$9,968	\$7,678	\$41,901	\$3,281	\$62,828	
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$3,057	\$3,057	\$3,057	\$3,057	\$12,228
	5309 - Fixed Guideway Capital Investment Grants						
	5309b - New and Small Starts (Capital Investment Grants)						
	5309c - Bus and Bus Related Grants						
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities		\$52	\$52	\$52	\$52	\$208
	5311 - Formula Grants for Rural Areas						
	5311f - Intercity Bus						
	5337 - State of Good Repair Grants						
	5339 - Bus and Bus Facilities Formula Grants		\$392	\$392	\$392	\$392	\$1,568
	FTA Transfer from Prior FTIP						
	Other (See Appendix 4)		\$5,184	\$2,100	\$2,100	\$2,100	\$11,484
Federal Transit Total		\$8,685	\$5,601	\$5,601	\$5,601	\$25,488	
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$1,472	\$1,471	\$1,471	\$1,470	\$5,884
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)						
	Coordinated Border Infrastructure Program						
	Federal Lands Access Program		\$200	\$14,515			\$14,715
	Federal Lands Transportation Program						
	GARVEE Bonds Debt Service Payments						
	Highway Infrastructure Program (HIP)		\$756				\$756
	High Priority Projects (HPP) and Demo						
	Highway Safety Improvement Program (HSIP)			\$103	\$3,450		\$3,553
	National Highway Freight Program (NHFP)						
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)						
	Railway-Highway Crossings Program						
	Recreational Trails Program						
SAFETEA-LU Safe Routes to School (SRTS)							
Surface Transportation Block Grant Program (STBGP/RSTP)		\$2,053	\$2,053	\$2,053	\$2,053	\$8,212	
Other (see Appendix 5)		\$5,269	\$32,716	\$1,321	\$1,321	\$40,627	
Federal Highway Total		\$9,750	\$50,858	\$8,295	\$4,844	\$73,747	
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)						
	Federal Railroad Administration Total						
Federal Total			\$18,435	\$56,459	\$13,896	\$10,445	\$99,235
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix 7)						
Innovative Financing Total							
REVENUE TOTAL			\$32,668	\$71,020	\$60,302	\$18,431	\$182,421

Financial Summary Notes:

¹ State Programs that include both state and federal funds.

TABLE 1: REVENUE - APPENDICES

**Tahoe Metropolitan Planning Organization
2021 TMPO FTIP
(\$'s in 1,000)**

Appendix 1 - Local Other

Local Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
Local Transit Funds	\$3,405	\$3,605	\$4,505	\$4,705	\$16,220
Private					
Nevada State	\$100				\$100
Douglas County	\$36	\$71			\$107
Washoe County	\$87				\$87
TCPUD		\$300			\$300
TRPA AQ Mitigation	\$95	\$190			\$285
TRPA WQ Mitigation		\$65			\$65
Local Other Total	\$3,723	\$4,231	\$4,505	\$4,705	\$17,164

Appendix 2 - Regional Other

Regional Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
Regional Other Total					

Appendix 3 - State Other

State Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
LCTOP	\$125	\$125	\$125	\$125	\$500
Nevada State	\$85	\$1,710	\$85	\$85	\$1,965
TDA	\$2,271	\$2,871	\$3,071	\$3,071	\$11,284
Nevada TAP		\$62			\$62
Nevada State Gas Tax		\$750			\$750
State Other Total	\$2,481	\$5,518	\$3,281	\$3,281	\$14,561

Appendix 4 - Federal Transit Other

Federal Transit Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
5339c	\$2,125				\$2,125
5311 - Formula Grants for Rural Areas (NV)	\$3,059	\$2,100	\$2,100	\$2,100	\$9,359
Federal Transit Other Total	\$5,184	\$2,100	\$2,100	\$2,100	\$11,484

Appendix 5 - Federal Highway Other

Federal Highway Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
Nevada Surface Transportation Block Grant Program	\$4,707	\$1,321	\$1,321	\$1,321	\$8,670
US Forest Service		\$520			\$520
Highway Infrastructure Program (HIP) NV	\$562				\$562
National Highway Performance Program (NHPP) NV		\$30,875			\$30,875
Federal Highway Other Total	\$5,269	\$32,716	\$1,321	\$1,321	\$40,627

Appendix 6 - Federal Railroad Administration Other

Federal Railroad Administration Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
Federal Railroad Administration Other Total					

Appendix 7 - Innovative Other

Innovative Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
Innovative Other Total					

TABLE 2: PROGRAMMED

Tahoe Metropolitan Planning Organization
2021 TMPO FTIP
(\$'s in 1,000)

Funding Source/Program		N O T E S	4 YEAR (FTIP Period)				
			FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
LOCAL	Local Total		\$4,265	\$6,883	\$4,505	\$4,705	\$20,358
REGIONAL	Tolls						
	<i>Bridge</i>						
	<i>Corridor</i>						
	Regional Sales Tax Other (See Appendix A)						
	Regional Total						
STATE	State Highway Operation and Protection Program (SHOPP) ¹		\$6,743	\$2,160	\$38,620		\$47,523
	<i>SHOPP</i>		\$5,350	\$2,160	\$38,620		\$46,130
	<i>SHOPP Prior</i>						
	<i>State Minor Program</i>		\$1,393				\$1,393
	State Transportation Improvement Program (STIP) ¹						
	<i>STIP</i>						
	<i>STIP Prior</i>						
	State Bond						
	<i>Proposition 1A (High Speed Passenger Train Bond Program)</i>						
	<i>Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)</i>						
	Active Transportation Program (ATP) ¹		\$744				\$744
	Highway Maintenance (HM) Program ¹						
	Highway Bridge Program (HBP) ¹						
	Road Repair and Accountability Act of 2017 (SB1)						
Traffic Congestion Relief Program (TCRP)							
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)							
Other (See Appendix B)		\$2,481	\$5,518	\$3,281	\$3,281	\$14,561	
	State Total		\$9,968	\$7,678	\$41,901	\$3,281	\$62,828
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$3,057	\$3,057	\$3,057	\$3,057	\$12,228
	5309 - Fixed Guideway Capital Investment Grants						
	5309b - New and Small Starts (Capital Investment Grants)						
	5309c - Bus and Bus Related Grants						
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities		\$52	\$52	\$52	\$52	\$208
	5311 - Formula Grants for Rural Areas						
	5311f - Intercity Bus						
	5337 - State of Good Repair Grants						
	5339 - Bus and Bus Facilities Formula Grants		\$392	\$392	\$392	\$392	\$1,568
	FTA Transfer from Prior FTIP						
	Other (See Appendix C)		\$5,184	\$2,100	\$2,100	\$2,100	\$11,484
	Federal Transit Total		\$8,685	\$5,601	\$5,601	\$5,601	\$25,488
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$1,469	\$1,468			\$2,937
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)						
	Coordinated Border Infrastructure Program						
	Federal Lands Access Program		\$200	\$14,515			\$14,715
	Federal Lands Transportation Program						
	GARVEE Bonds Debt Service Payments						
	Highway Infrastructure Program (HIP)		\$756				\$756
	High Priority Projects (HPP) and Demo						
	Highway Safety Improvement Program (HSIP)			\$103	\$3,450		\$3,553
	National Highway Freight Program (NHFP)						
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)						
	Railway-Highway Crossings Program						
	Recreational Trails Program						
SAFETEA-LU Safe Routes to School (SRTS)							
Surface Transportation Block Grant Program (STBGP/RSTP)		\$1,547	\$1,823			\$3,370	
Other (see Appendix D)		\$4,666	\$32,667			\$37,333	
	Federal Highway Total		\$8,638	\$50,576	\$3,450		\$62,664
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)						
	Federal Railroad Administration Total						
	Federal Total		\$17,323	\$56,177	\$9,051	\$5,601	\$88,152
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix F)						
	Innovative Financing Total						
PROGRAMMED TOTAL			\$31,556	\$70,738	\$55,457	\$13,587	\$171,338

Financial Summary Notes:

¹ State Programs that include both state and federal funds.

TABLE 3: REVENUE-PROGRAMMED

Tahoe Metropolitan Planning Organization
2021 TMPO FTIP
(\$'s in 1,000)

Funding Source/Program		4 YEAR (FTIP Period)				
		FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
LOCAL	Local Total					
REGIONAL	Tolls					
	<i>Bridge</i>					
	<i>Corridor</i>					
	Regional Sales Tax					
	Other					
	Regional Total					
STATE	State Highway Operation and Protection Program (SHOPP) ¹					
	<i>SHOPP</i>					
	<i>SHOPP Prior</i>					
	<i>State Minor Program</i>					
	State Transportation Improvement Program (STIP) ¹					
	<i>STIP</i>					
	<i>STIP Prior</i>					
	State Bond					
	<i>Proposition 1A (High Speed Passenger Train Bond Program)</i>					
	<i>Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)</i>					
	Active Transportation Program (ATP) ¹					
	Highway Maintenance (HM) Program ¹					
	Highway Bridge Program (HBP) ¹					
	Road Repair and Accountability Act of 2017 (SB1)					
Traffic Congestion Relief Program (TCRP)						
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)						
Other						
	State Total					
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants					
	5309 - Fixed Guideway Capital Investment Grants					
	5309b - New and Small Starts (Capital Investment Grants)					
	5309c - Bus and Bus Related Grants					
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities					
	5311 - Formula Grants for Rural Areas					
	5311f - Intercity Bus					
	5337 - State of Good Repair Grants					
	5339 - Bus and Bus Facilities Formula Grants					
	FTA Transfer from Prior FTIP					
	Other					
	Federal Transit Total					
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$3	\$3	\$1,471	\$1,470	\$2,947
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)					
	Coordinated Border Infrastructure Program					
	Federal Lands Access Program					
	Federal Lands Transportation Program					
	GARVEE Bonds Debt Service Payments					
	Highway Infrastructure Program (HIP)					
	High Priority Projects (HPP) and Demo					
	Highway Safety Improvement Program (HSIP)					
	National Highway Freight Program (NHFP)					
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)					
	Railway-Highway Crossings Program					
	Recreational Trails Program					
	SAFETEA-LU Safe Routes to School (SRTS)					
Surface Transportation Block Grant Program (STBGP/RSTP)	\$506	\$230	\$2,053	\$2,053	\$4,842	
Other	\$603	\$49	\$1,321	\$1,321	\$3,294	
	Federal Highway Total	\$1,112	\$282	\$4,845	\$4,844	\$11,083
FEDERAL RAIL	Other Federal Railroad Administration					
	Federal Railroad Administration Total					
	Federal Total	\$1,112	\$282	\$4,845	\$4,844	\$11,083
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)					
	Other					
	Innovative Financing Total					
REVENUE - PROGRAMMED TOTAL		\$1,112	\$282	\$4,845	\$4,844	\$11,083

Appendix C: CTIPS Project Reports and Grouped Projects Backup Listings

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0110	TITLE (DESCRIPTION): Grouped Projects Bicycle and Pedestrian Facilities (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and non-motorized))	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID:			MPO ID.: GROUP1		
COUNTY: Various Counties	ROUTE:		PM:		

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER: JUDY WEBER

PHONE: (775) 589-5203

EMAIL: jweber@trpa.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	02/02/2021	JWEBER	Adoption - Carry Over	0	11,449,000	332,000	4,077,000

* CMAQ -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 10	PE	262,000	519,000							781,000
	RW									
* Fund Type: Congestion Mitigation	CON	687,000	250,000	1,468,000						2,405,000
* Funding Agency:	Total:	949,000	769,000	1,468,000						3,186,000

* Other State -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 10	PE	110,000								110,000
	RW									
* Fund Type: STPL State Exchange	CON									
* Funding Agency:	Total:	110,000								110,000

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 10	PE	487,000	63,000							550,000
	RW									
* Fund Type: TRPA Air Quality Mitigation	CON	193,000	32,000	190,000						415,000
* Funding Agency:	Total:	680,000	95,000	190,000						965,000

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 10	PE	61,000								61,000
	RW	29,000								29,000
* Fund Type: City Funds	CON		442,000							442,000
* Funding Agency:	Total:	90,000	442,000							532,000

* Other Fed -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 10	PE									
	RW									
* Fund Type: Active Transportation Program (ATP)	CON		744,000							744,000
* Funding Agency:	Total:		744,000							744,000

* RSTP -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 6 of 10	PE	1,943,000	269,000							2,212,000
	RW	303,000								303,000
* Fund Type: STP Local	CON	1,294,000	1,278,000	500,000						3,072,000
* Funding Agency: Caltrans	Total:	3,540,000	1,547,000	500,000						5,587,000

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

* Other Fed -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 10	PE									
	RW									
* Fund Type: Highway Safety Improvement Program	CON				3,450,000					3,450,000
* Funding Agency:	Total:				3,450,000					3,450,000

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 8 of 10	PE	100,000	100,000							200,000
	RW									
* Fund Type: County Funds	CON			100,000						100,000
* Funding Agency: Placer County	Total:	100,000	100,000	100,000						300,000

* Other Fed -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 9 of 10	PE	163,000								163,000
	RW									
* Fund Type: Highway Infrastructure Program (HIP)	CON		756,000							756,000
* Funding Agency: Caltrans	Total:	163,000	756,000							919,000

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 10 of 10	PE									
	RW									
* Fund Type: TRPA Water Quality Mitigation	CON			65,000						65,000
* Funding Agency: El Dorado County	Total:			65,000						65,000

Project Total:		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	3,126,000	951,000							4,077,000
	RW	332,000								332,000
	CON	2,174,000	3,502,000	2,323,000	3,450,000					11,449,000
	Total:	5,632,000	4,453,000	2,323,000	3,450,000					15,858,000

Comments:
 ***** DFTIP Version 1 - 12/14/2020*****
 2018 Carry Over
 2017 RTP Appendix B-1 & 3 and included in 2020 RTP
 ***** Version 33 - 05/13/2020 *****
 Al Tahoe Mobility project - add CMAQ funds of \$432,000 to CON 19/20. Adjust City local funds. Toll Credits will be used for local match on ATP and CMAQ. Cost effectiveness 84.71 \$/kg/day. See Grouped Projects Detail list for back up.
 ***** Version 32 - 02/27/2020 *****
 Exchange CMAQ \$269,000 on South Tahoe Greenway Upper Truckee Bridge with STBG \$269,000 on Lake Tahoe Blvd Class 1 Bike Trail.
 ***** Version 31 - 08/01/2019 *****
 Add RGP award funds and local match to projects. Delete Incline Way Pedestrian Path. See Grouped Projects Bicycle and Pedestrian Facilities Detailed Backup List .
 ***** Version 30 - 06/30/2019 *****
 Delete Tahoe Valley Greenbelt project. Transfer CMAQ to South Tahoe Greenway project. Remove Local funds \$52,000
 ***** Version 29 - 04/10/2019 *****
 New project: Tahoe Valley Greenbelt & SWIP - add CMAQ \$399,000 & Local funds \$52,000.
 North Tahoe Regional Bike Trail - add HIP funds of \$163,000.
 Meyers Corridor Improvement and Class 1 San Bernardino Bike Path - switch STBG funds 19/20 for 18/19 and local funds accordingly.
 ***** Version 28 - 02/07/2019 *****
 Adding new project: Camp Richardson Resort and Campground BMPs and Retrofit - add STBG-CA \$225,000 and Local funds \$29,000 FY 19/20
 RTP Appendix B-3

***** DFTIP Version 1 - 06/11/2018*****
 2017 Carry Over. See Detailed backup listing for specific updates.
 Two new projects: Apache Pedestrian Safety and Connectivity. North Tahoe Regional Bike Trail Phase 1 RTP Appendix B-1 & 3

***** Version 24 - 06/01/2018 *****
 Al Tahoe Safety & Mobility Enhancement project - add STBG-CA \$137,000 and local match \$16,000 to 19/20. Move ATP funds \$1,866,000 and City funds \$47,000 from 17/18 to 18/19.
 ***** Version 23 - 02/01/2018 *****
 Adding two new projects and updating three existing projects with STBG and local match..
 1. Existing -Meyers Corridor Operational Improvement project: Add STBG-CA \$500,000 and Local AQ of \$57,000 to 18/19.
 2. Existing - Class 1 Bike Path: East San Bernardino - West San Bernardino: Add STBG - CA \$500,000 and AQ \$86,000 to 18/19
 3. Existing - Lake Tahoe Blvd Class 1 Bike Trail: Add STBG (CA) \$249,000 and City funds of \$29,000 to 18/19.
 4. New Project: Tahoe City Downtown Access Improvements, add STBG-CA \$650,000 and local NLTRA \$150,000 to 18/19
 5. New Project: West Shore Highway Crossing Improvements: Add ATP \$163,000 and local NLTRA \$50,000 in 17/18 & in 18/19

***** Version 22 - 11/02/2017 *****
 Greenway project- delete CMAQ \$399,000 18/19 for trade with City. Meyers Op project - move prior CMAQ \$262,000 and RSTP \$110,000 to 19/20.

***** Version 21 - 08/23/2017 *****
 Incline Way Path move \$27,000 in funds from CON to PE. Sierra Blvd project add ATP-GGRF \$2,900,000 in 17/18.

***** Version 20 - 05/10/2017 *****
Add 4 new projects, add HSIP \$3,451,000,

***** Version 19 - 03/01/2017 *****
Adding El Dorado Beach East to Ski Run Blvd Bike Trail back into the FTIP. Needed additional funds to complete project - CMAQ funds \$510,000 and local funds \$75,000.

***** Version 18 - 01/17/2017 *****
Al Tahoe Safety and Mobility project - added local match of \$36,148 in 16/17 & \$46,852 in 17/18. Toll Credit will be used for remaining match.

***** DFTIP Version 1 - 05/18/2016 *****
Carry Over from 2015.
Added Al Tahoe Safety and Mobility Enhancement and
South Tahoe Greenway Phase 1b&2

***** Version 15 - 05/09/2016 *****
New projects- Sierra Boulevard Complete Streets \$2,051,000 and Meyers Corridor Operational Improvement \$582,000.

TAHOE METROPOLITAN PLANNING ORGANIZATION
2021 Federal Transportation Improvement Program
Grouped Projects Detailed Listing
Grouped Projects Bicycle and Pedestrian Facilities

CTIPS ID: 220-0000-0110	MPO ID: GROUP1	COUNTY: El Dorado	2017 RTP Appendix B-3						Date 12/21/2020		
Project Title			Fund Source	Phase	Prior	20/21	21/22	22/23	23/24	Total	
Lake Tahoe Blvd Class 1 Bike Trail			Local City Funds	PE	\$61,000					\$61,000	
				ROW	\$29,000					\$29,000	
				CON		\$442,000				\$442,000	
			CMAQ	CON	\$203,000	\$269,000				\$472,000	
			ATP (MPO)	CON		\$744,000				\$744,000	
			HIP	CON		\$756,000				\$756,000	
			STBG	ROW	\$249,000					\$249,000	
				CON		\$1,278,000				\$1,278,000	
Project Description			\$542,000		\$3,489,000		\$0		\$0		
Design and construct Class 1 bike trail, ADA compliant ramps, and streetlights along the 0.6 mile section of Lake Tahoe Blvd from the Intersection of Viking Way to the intersection of State Hwy 89 and US Highway 50 (Viking Way to South Wye).											
Agency	City of South Lake Tahoe		Project Mgr.	Randy Carlson		Phone	530-542-6033		Tracker No.	03.02.02.0077	
Comments	2018 FTIP Carry Over. CMAQ \$5,444.58 \$/kg/day. Completion Year 2021. TPC \$4,000,000										
CTIPS ID: 220-0000-0110	MPO ID: GROUP1	COUNTY: Placer	2017 RTP Appendix B-3						Date 12/21/2020		
Project Title			Fund Source	Phase	Prior	20/21	21/22	22/23	23/24	Total	
North Tahoe Regional Bike Trail Phase 1			HIP	PE	\$163,000					\$163,000	
			STBG	PE	\$337,000					\$337,000	
			NLTRA TOT	PE	\$100,000	\$100,000				\$200,000	
				CON			\$100,000			\$100,000	
Project Description			\$600,000		\$100,000		\$100,000		\$0		
Construction of approximately 9 miles of Class 1 bike trail that will link the Dollar Hill Multi-use Trail with the North Tahoe Regional Park in Tahoe Vista.											
Agency	Placer County		Project Mgr.	Kansas McGahan		Phone	530-581-6271		Tracker No.	03.02.02.0003	
Comments	2018 FTIP Carry Over. Completion Year 2030. TPC \$12,000,000										
CTIPS ID: 220-0000-0110	MPO ID: GROUP1	COUNTY: El Dorado	2017 RTP Appendix B-1						Date 12/21/2020		
Project Title			Fund Source	Phase	Prior	20/21	21/22	22/23	23/24	Total	
Meyers Corridor Operational Improvement Project			AQ Mitigation	PE	\$370,000	\$32,000				\$402,000	
				CON	\$63,000		\$190,000			\$253,000	
			CMAQ	PE	\$262,000	\$250,000				\$512,000	
				CON	\$484,000		\$1,468,000			\$1,952,000	
			RSTP	PE	\$110,000					\$110,000	
			STBG	PE	\$1,000,000					\$1,000,000	
				CON						\$0	
			HSIP	CON					\$3,450,000	\$3,450,000	
Project Description			\$2,289,000		\$282,000		\$1,658,000		\$3,450,000		
The project includes the planning, design and construction of a multimodal complete streets strategy within the 1.3 mile stretch of the Meyers Corridor along US Highway 50/State Route 89. Add lighting, signage, and provide multimodal transportation improvements.											
Agency	El Dorado County		Project Mgr.	Donaldo Palaroan		Phone	530-573-7920		Tracker No.	03.02.01.0026	
Comments	2018 FTIP Carry Over. CMAQ \$77.23 \$/kg/day & 1761.12 \$/kg/day. Completion Year 2030. TPC \$7,602,000										
CTIPS ID: 220-0000-0110	MPO ID: GROUP1	COUNTY: El Dorado	2017 RTP Appendix B-3						Date 12/21/2020		
Project Title			Fund Source	Phase	Prior	20/21	21/22	22/23	23/24	Total	
Class I Bike Path: East San Bernardino - West San Bernardino			AQ Mitigation	PE	\$52,000					\$52,000	
				CON	\$130,000	\$32,000				\$162,000	
			CMAQ	CON		\$250,000				\$250,000	
			STBG	PE	\$454,000					\$454,000	
				CON	\$1,000,000					\$1,000,000	
Project Description			\$1,636,000		\$282,000		\$0		\$0		
Construct approximately 0.37 miles of Class I bike path from East San Bernardino Avenue, west of the Upper Truckee River, to Tahoe Paradise Park in the community of Meyers.											
Agency	El Dorado County		Project Mgr.	Donaldo Palaroan		Phone	530-573-7920		Tracker No.	03.02.02.0027	
Comments	2018 FTIP Carry Over. 18,787.74 \$/k/day. Completion Year 2023. TPC \$3,312,000										

TAHOE METROPOLITAN PLANNING ORGANIZATION
2021 Federal Transportation Improvement Program
Grouped Projects Detailed Listing
Grouped Projects Bicycle and Pedestrian Facilities

CTIPS ID: 220-0000-0110		MPO ID: GROUP1	COUNTY: El Dorado	2017 RTP Appendix B-1					Date 02/02/2021
Project Title	Fund Source	Phase	Prior	20/21	21/22	22/23	23/24	Total	
Apache Avenue Pedestrian Safety and Connectivity Project	AQ Mitigation	PE	\$65,000					\$65,000	
		CON			\$0			\$0	
	WQ Mitigation	CON			\$65,000			\$65,000	
	STBG	PE	\$500,000					\$500,000	
		CON			\$500,000			\$500,000	
Project Description			\$565,000	\$0	\$565,000	\$0	\$0	\$1,130,000	
Mobility improvements along Apache Ave from US50/SR89 intersection to the LT Tahoe Magnet School, providing safe walkable and bikeable roadway.									
Agency	El Dorado County		Project Mgr. Dan Kirkkert	Phone	530-573-7920		Tracker No.	03.02.02.0006	
Comments	2018 FTIP Carry Over. Completion Year 2025. TPC \$2,330,000								

CTIPS ID: 220-0000-0110		MPO ID: GROUP1	COUNTY: El Dorado County	2017 RTP Appendix B-3					Date 12/21/2020
Project Title	Fund Source	Phase	Prior	20/21	21/22	22/23	23/24	Total	
South Tahoe Greenway - Upper Truckee Bridge at Johnson Meadow	AQ Mitigation	PE		\$31,000				\$31,000	
	STBG	PE		\$269,000				\$269,000	
			\$0	\$300,000	\$0	\$0	\$0	\$300,000	
Project Description									
Construct 1.2 miles of Class 1 shared use path and replace the Upper Truckee Bridge at Johnson Meadow connecting to the South Tahoe Greenway Trail.									
Agency	El Dorado County		Project Mgr. Donaldo Palaroan	Phone	530-573-7920		Tracker No.	03.02.02.0085	
Comments	2018 FTIP Carry Over. Completion Year 2025. TPC \$6,760,000								

Total Grouped Projects Cost: \$15,858,000

	Prior	20/21	21/22	22/23	23/24	Total
* All projects included in 2020 RTP	\$5,632,000	\$4,453,000	\$2,323,000	\$3,450,000	\$0	\$15,858,000

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0098	TITLE (DESCRIPTION): Grouped Projects for Operating Assistance to Transit Agencies (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Operating assistance to transit agencies)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TRANS02		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Various Counties	ROUTE:		PM:		

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER: Judy Weber

PHONE: (775) 589-5203

EMAIL: jweber@trpa.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	02/01/2021	JWEBER	Adoption - Carry Over	0	45,255,000		

* FTA Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 6	PE									
	RW									
* Fund Type: FTA 5311 - Non Urbanized	CON		3,059,000	2,100,000	2,100,000	2,100,000				9,359,000
* Funding Agency: Nevada DOT	Total:		3,059,000	2,100,000	2,100,000	2,100,000				9,359,000

* CMAQ -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 6	PE									
	RW									
* Fund Type: Congestion Mitigation	CON	200,000	700,000							900,000
* Funding Agency:	Total:	200,000	700,000							900,000

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 6	PE									
	RW									
* Fund Type: Local Transportation Funds	CON		2,900,000	3,100,000	4,000,000	4,200,000				14,200,000
* Funding Agency:	Total:		2,900,000	3,100,000	4,000,000	4,200,000				14,200,000

* Nevada State -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 6	PE									
	RW									
* Fund Type: Nevada State	CON		85,000	85,000	85,000	85,000				340,000
* Funding Agency:	Total:		85,000	85,000	85,000	85,000				340,000

* FTA Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 6	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON		2,293,000	2,293,000	2,293,000	2,293,000				9,172,000
* Funding Agency:	Total:		2,293,000	2,293,000	2,293,000	2,293,000				9,172,000

* Other State -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 6 of 6	PE									
	RW									
* Fund Type: TDA	CON		2,271,000	2,871,000	3,071,000	3,071,000				11,284,000
* Funding Agency:	Total:		2,271,000	2,871,000	3,071,000	3,071,000				11,284,000

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

Project Total:	<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	200,000	11,308,000	10,449,000	11,549,000	11,749,000				45,255,000
Total:	200,000	11,308,000	10,449,000	11,549,000	11,749,000				45,255,000

Comments:

***** DFTIP Version 1 - 12/14/2020*****
 2018 Carry Over. TTD and TART Ops.
 2017 RTP Appendix B-2 and included in 2020 RTP
 ***** Version 27 - 05/12/2020 *****
 Updating FY20 FTA, TDA and LCTOP apportionment
 ***** Version 26 - 02/27/2020 *****
 Add CMAQ funds of \$700,000 20/21 - TTD free to the user transit
 ***** Version 25 - 10/30/2019 *****
 Remove LCTOP funds (TTD transferring to transit capital)
 ***** Version 24 - 06/18/2019 *****
 Updating FTA 5307 FY19 full year sub-allocation. Increased by \$39,000
 ***** DFTIP Version 1 - 06/11/2018*****
 2017 Carry over. RTP Appendix B-2
 ***** Version 20 - 05/31/2018 *****
 Updating FTA 5307 with the full year apportionment for FY18 - increase by \$1,018,000. Toll credits for match. Increase Local funds by \$1,322,000 and LCTOP by \$50,000 in FY17/18
 ***** Version 19 - 10/18/2017 *****
 Technical Correction: Delete FY16/17 5310 UZA funds. Move to Capital. Remaining funds \$40,000 discretionary (w/TDC \$40k for match)
 ***** Version 18 - 07/18/2017 *****
 Updating FTA5307 and 5310 with the full year apportionment published on 7/10/17 - increase 5307 by \$68,000 and 5310 by \$1,000
 ***** Version 17 - 05/04/2017 *****
 Add FY16/17 FTA 5310 \$80,000 (funded w/100% federal funds w/TC)
 ***** Version 16 - 03/01/2017 *****
 Adding additional FFY17 FTA 5307 & 5310 apportionment. Toll credits will be used for match.

***** DFTIP Version 1 - 05/18/2016 *****
 New Grouped Project. Toll Credits will be used for local match. RTP 7 & 9

**TAHOE METROPOLITAN PLANNING ORGANIZATION
2021 Federal Transportation Improvement Program
Grouped Projects Detailed Listing
Grouped Projects for Operating Assistance to Transit Agencies**

CTIPS ID	220-0000-0098	MPO ID	TRANS02	COUNTY	Various	RTP Appendix B-2	Date	02/01/2021	
Project Title									
Tahoe Transportation District Transit Operations									
		Fund Source	Phase	Prior	20/21	21/22	22/23	23/24	Total
		FTA 5307	CON		\$1,416,000	\$1,416,000	\$1,416,000	\$1,416,000	\$5,664,000
		FTA 5311 - NV	CON		\$3,059,000	\$2,100,000	\$2,100,000	\$2,100,000	\$9,359,000
		CMAQ	CON	\$200,000	\$700,000	\$0	\$0	\$0	\$900,000
		Local funds	CON		\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
		TDA	CON		\$1,371,000	\$1,371,000	\$1,371,000	\$1,371,000	\$5,484,000
		NV State Parks	CON		\$85,000	\$85,000	\$85,000	\$85,000	\$340,000
Project Description				\$200,000	\$6,731,000	\$5,072,000	\$5,072,000	\$5,072,000	\$22,147,000
TTD Transit Operations. The project will provide transit operational assistance to El Dorado County within the Tahoe Region and Nevada surrounding areas.									
Agency	Tahoe Transportation District			Project Manager	George Fink		Phone	775-589-5325	
							Tracker #	TBD	
Comments	2018 FTIP Carry Over. CMAQ \$700,000 Free to the User Transit - 32.83 \$/kg/day. Toll credits will be used for match. CMAQ \$200,000 351.059 \$/kg/day. TPC \$22M								

CTIPS ID	220-0000-0098	MPO ID	TRANS02	COUNTY	Placer	RTP Appendix B-2	Date	02/01/2021	
Project Title									
Placer County TART Transit Operations									
		Fund Source	Phase	Prior	20/21	21/22	22/23	23/24	Total
		FTA 5307	CON		\$877,000	\$877,000	\$877,000	\$877,000	\$3,508,000
		Local Funds	CON		\$2,800,000	\$3,000,000	\$3,900,000	\$4,100,000	\$13,800,000
		TDA	CON		\$900,000	\$1,500,000	\$1,700,000	\$1,700,000	\$5,800,000
Project Description				\$0	\$4,577,000	\$5,377,000	\$6,477,000	\$6,677,000	\$23,108,000
TART Transit Operations. The project will provide transit operational assistance to Placer County within the Tahoe Region.									
Agency	Placer County Department of Public Works			Project Manager	Will Garner		Phone	530-525-9137	
							Tracker #	TBD	
Comments	2018 FTIP Carry Over. TPC \$20M								

Total Grouped Projects Cost: \$45,255,000

* All Projects included in 2020 RTP	Project Totals	Prior	20/21	21/22	22/23	23/24	Total
		\$200,000	\$11,308,000	\$10,449,000	\$11,549,000	\$11,749,000	\$45,255,000

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 03	PPNO: EA: 0J010	CTIPS ID: 220-0000-0158	TITLE (DESCRIPTION): Grouped Projects for Pavement Resurfacing and/or Rehabilitation - SHOPP Roadway Preservation Program (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 Categories - Pavement resurfacing and /or rehabilitation, Emergency relief (23 U.S. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes))	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID:	MPO ID: SHOPP7			
COUNTY: Placer County	ROUTE: 28	PM: 0.100 / 11.000		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: Joan Davis

PHONE: (530) 740-4805

EMAIL: joan.davis@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	12/22/2020	JWEBER	Adoption - Carry Over	0	24,150,000		

	<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* SHOPP - Roadway Preservation -									
* Fund Source 1 of 1	PE								
* Fund Type: SHOPP Advance Construction (AC)	RW								
* Funding Agency:	CON	1,160,000	2,160,000	20,830,000					24,150,000
	Total:	1,160,000	2,160,000	20,830,000					24,150,000

Comments:

***** DFTIP Version 1 - 12/08/2020*****

2018 Carry Over. Project EA 0J010

2017 RTP Appendix B-6 and included in 2020 RTP

***** Version 1 - 06/25/2020 *****

New SHOPP project - 0J010 See Grouped Projects backup listing for details. RTP Appendix B-6.

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 03	PPNO: 3469	EA: 4H890	CTIPS ID: 220-0000-0156	TITLE (DESCRIPTION): Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, lighting improvements, Emergency truck pullovers.)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID:		MPO ID.: SHOPP5			
COUNTY: El Dorado County	ROUTE: 50	PM: 75.400 / 80.100			

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: Joan Davis

PHONE: (530) 740-4805

EMAIL: joan.davis@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	12/22/2020	JWEBER	Adoption - Carry Over	0	23,590,000		

		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* SHOPP - Collision Reduction -										
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
* Funding Agency:	CON	1,610,000	4,190,000		17,790,000					23,590,000
	Total:	1,610,000	4,190,000		17,790,000					23,590,000

Comments:
***** DFTIP Version 1 - 04/16/2020*****
2018 Carry Over. Project EA 4H890
2017 RTP Appendix B-6 and included in 2020 RTP
***** Version 1 - 10/25/2019 *****
New SHOPP Project
2017 RTP Appendix B-6

**TAHOE METROPOLITAN PLANNING ORGANIZATION
2021 Federal Transportation Improvement Program
Grouped Projects Detailed Backup Listing
2020 State Highway Operation and Protection Program (SHOPP)**

SHOPP PROGRAM

SHOPP - Roadway Preservation Program

Grouped Projects for Pavement Resurfacing and/or Rehabilitation – SHOPP Roadway Preservation Program

MPO ID	CTIPS ID	County	District	EA	Route	DESCRIPTION	12/20/20	PRIOR	20/21			21/22			22/23			23/24		
									PE	RW	CON	PE	RW	CON	PE	RW	CON	PE	RW	CON
SHOPP7	220-0000-0158	Placer	3	0J010	28	Near Tahoe City and Kings Beach, on Route 28 from Route 89 to Nevada State line (PM 0.085/11.0). Rehabilitate pavement, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards. Completion 2026			1,160,000			1,420,000	740,000			950,000	19,880,000			
Tracker # 01.01.02.0019 Total							\$24,150,000	\$0	\$1,160,000	\$0	\$0	\$1,420,000	\$740,000	\$0	\$0	\$950,000	\$19,880,000	\$0	\$0	\$0

SHOPP - Collision Reduction

Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program

MPO ID	CTIPS ID	County	District	EA	Route	DESCRIPTION	12/20/20	Prior	20/21			21/22			22/23			22/24		
									PE	RW	CON	PE	RW	CON	PE	RW	CON	PE	RW	CON
SHOPP5	220-0000-0156	El Dorado	3	4H890	50	In South Lake Tahoe, on US50 from Route 89 to Park Avenue. Install lighting, pedestrian signals at mid-block crossings, signs, and green bike lane treatment to improve safety for pedestrian and bicyclists. Completion 2027		1,610,000	1,470,000	2,720,000					970,000	16,820,000				
Tracker # 03.02.02.0087 Total							\$23,590,000	\$1,610,000	\$1,470,000	\$2,720,000	\$0	\$0	\$0	\$0	\$0	\$970,000	\$16,820,000	\$0	\$0	\$0

*All projects in 2017 RTP / 2020 RTP

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 03	PPNO: 0J250	EA: 0J250	CTIPS ID: 220-0000-0157	TITLE (DESCRIPTION): Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing and/or Rehabilitation- Minor Program (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non federal-aid system roads, shoulder improvements, traffic control devices and operating assistance other than signalized projects, intersection signalization projects at individual intersections, pavement marking demonstration, truck climbing lanes outside urban area, lighting improvements, emergency truck pullovers, pavement resurfacing and/or rehabilitation, emergency relief (23 U.S.C. 125), widening narrow pavements or reconstructing bridges (no additional lanes))	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID:		MPO ID.: SHOPP6			
COUNTY: Placer County	ROUTE: 28	PM: 10.200			

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: Joan Davis

PHONE: (530) 740-4805

EMAIL: joan.davis@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	12/22/2020	JWEBER	Adoption - Carry Over	0	1,393,000		

* CT Minor Pgm. -												
				<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1			PE									
			RW									
* Fund Type: SHOPP Advance Construction (AC)			CON	1,393,000								1,393,000
* Funding Agency:			Total:	1,393,000								1,393,000

Comments:

***** DFTIP Version 1 - 12/08/2020*****
 2018 Carry Over. EA 03-0J250
 2017 RTP Appendix B-6 and included in 2020 RTP
 ***** Version 2 - 06/30/2020 *****
 Updating MInor project EA 03-0J250 - did not deliver in 19/20. Moving to 20/21 with increased cost \$1,393,000.
 ***** Version 1 - 10/30/2019 *****
 New SHOPP Minor project for FFY19/20 (3 Culverts- s)
 RTP Appendix B-6

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0153	TITLE (DESCRIPTION): Grouped Projects for Safety Improvements - HSIP Program (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Light ing improvements, Emergency truck pullovers)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID: H9-03-024			MPO ID.: HSIP1		
COUNTY: El Dorado County	ROUTE:		PM:		

IMPLEMENTING AGENCY: South Lake Tahoe, City of
PROJECT MANAGER: Stan Hill

PHONE: (530) 542-6039

EMAIL: shill@cityofst.us

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	02/01/2021	JWEBER	Adoption - Carry Over	0	170,000		

* Other Fed -				<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE											
	RW											
* Fund Type: Highway Safety Improvement Program	CON			50,000		103,000						153,000
* Funding Agency:	Total:			50,000		103,000						153,000

* Local Funds -				<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE											
	RW											
* Fund Type: City Funds	CON					17,000						17,000
* Funding Agency:	Total:					17,000						17,000

Project Total:				<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE											
	RW											
	CON			50,000		120,000						170,000
	Total:			50,000		120,000						170,000

Comments:
 ***** DF TIP Version 1 - 12/15/2020*****
 2018 Carry over. City's H9-03-024
 2017 RTP Appendix -B and included in 2020 RTP.
 TPC \$170,100
 ***** Version 1 - 01/31/2019 *****
 Two new HSIP projects: EL Dorado Cty H9-03-005 and
 City H9-03-024

**TAHOE METROPOLITAN PLANNING ORGANIZATION
2021 Federal Transportation Improvement Program
Grouped Projects Detailed Backup Listing
Highway Safety Improvement Program (HSIP)**

Grouped Projects for Safety Improvements - HSIP

Pioneer Trail Safety Improvement Project

							12/20/2020	FUND	PRIOR	20/21			21/22			22/23			23/24			
Project ID	MPO ID	CTIPS ID	County	District	Route	DESCRIPTION				PE	RW	CON	PE	RW	CON	PE	RW	CON	PE	RW	CON	
H9-03-024	HSIP1	220-000-0153	EI Dorado/C SLT	3	Pioneer Trail	Install dynamic speed feedback signs on Pioneer Trail on approaches. At intersection, install edge-lines and centerlines, intersection warning signs for minor streets, intersection lighting, upgrade pavement markings, and widen shoulder. Completion 2024		Local	\$5,500						\$11,510							
								Federal	\$49,500	\$0	\$0	\$0	\$0	\$0	\$103,590	\$0	\$0		\$0	\$0	\$0	
Total							\$170,100		\$55,000	\$0	\$0	\$0	\$0	\$0	\$115,100	\$0	\$0	\$0	\$0	\$0	\$0	

Tracker # [4165](#)

Project in 2017 RTP and in 2020 RTP

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: NV	PPNO:	EA:	CTIPS ID: 220-0000-0155	TITLE (DESCRIPTION): Kahle Drive Complete Street Project (Lead Agency: Nevada Tahoe Conservancy District Rehabilitate 0.5 miles of Kahle Drive from US-50 west to the end of Kahle; incorporating drainage improvements, accessible transportation options, and aesthetic improvements.)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID:			MPO ID.: NTCD001		
COUNTY: Douglas County, Nev	ROUTE:		PM:		

IMPLEMENTING AGENCY: Nevada DOT
PROJECT MANAGER: Meghan Kelly

PHONE: (775) 586-1610

EMAIL: mkelly@ntcd.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	12/22/2020	JWEBER	Adoption - Carry Over	0			186,000

* Other Fed -				<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE					62,000						62,000
	RW											
* Fund Type: Transportation Alternatives Program (TAP)	CON											
* Funding Agency: Nevada DOT	Total:					62,000						62,000

* Local Funds -				<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE					4,000						4,000
	RW											
* Fund Type: County Funds	CON											
* Funding Agency:	Total:					4,000						4,000

* Federal Disc. -				<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE					120,000						120,000
	RW											
* Fund Type: US Forest Service	CON											
* Funding Agency:	Total:					120,000						120,000

Project Total:				<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE					186,000						186,000
	RW											
	CON											
	Total:					186,000						186,000

Comments:
 ***** DFTIP Version 1 - 12/14/2020*****
 2018 Carry Over. Tracker # 03.02.01.0055 Completion 2022. TPC \$2,150,000
 2017 RTP Appendix B-3 and included in 2020 RTP

***** Version 1 - 08/01/2019 *****
 New project. Adding RGP funding \$62,000 PE 21/22.
 RTP Appendix B-3

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: NV	PPNO:	EA:	CTIPS ID: 220-0000-0160	TITLE (DESCRIPTION): Multi-Use Center (Planning and Design of a mobility hub located within the Tahoe Area Plan within Washoe County.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TTD19		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Washoe County, Nev	ROUTE: 28		PM:		

IMPLEMENTING AGENCY: Tahoe Transportation District
PROJECT MANAGER: George Fink

PHONE: (775) 589-5325

EMAIL: gfink@tahoetransportation.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	02/25/2021	JWEBER	Adoption -	0			213,000

* RSTP -											
			<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2			PE	202,000							202,000
			RW								
* Fund Type: STP Local			CON								
* Funding Agency: Nevada DOT			Total:	202,000							202,000

* Local Funds -											
			<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2			PE	11,000							11,000
			RW								
* Fund Type: County Funds			CON								
* Funding Agency:			Total:	11,000							11,000

Project Total:											
			<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
			PE	213,000							213,000
			RW								
			CON								
			Total:	213,000							213,000

Comments:
 ***** Version 1 - 12/19/2020 *****
 Nevada project. Updated description.
 Add STBG \$202,000 & Washoe Cty \$11,000 to PE 20/21.
 Tracker # 03.02.01.0021. Completion Year 2030. TCP \$8,500,000.
 RTP Appendix B-2 and included in 2020 RTP

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: NV	PPNO:	EA:	CTIPS ID: 220-0000-0146	TITLE (DESCRIPTION): Round Hill Pines Resort Highway Intersection (Reconfigure resort entry and intersection with Highway 50 to eliminate existing safety concerns and improve access to the recreation site.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: USFS001		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Douglas County, Nev	ROUTE: 50		PM:		

IMPLEMENTING AGENCY: USDA Forest Service
PROJECT MANAGER: Thomas Sohn

PHONE: (720) 963-3637

EMAIL: thomas.sohn@dot.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	02/03/2021	JWEBER	Adoption - Carry Over	0	5,450,000		850,000

* RSTP -									
	<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 4	PE								
	RW								
* Fund Type: STP Local	CON	450,000							450,000
* Funding Agency: Nevada DOT	Total:	450,000							450,000

* Nevada State -									
	<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 4	PE								
	RW								
* Fund Type: State Gas Tax	CON		750,000						750,000
* Funding Agency:	Total:		750,000						750,000

* Other Fed -									
	<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 4	PE	650,000	200,000						850,000
	RW								
* Fund Type: Federal Lands Access Program (FLAP)	CON			3,850,000					3,850,000
* Funding Agency:	Total:	650,000	200,000	3,850,000					4,700,000

* Federal Disc. -									
	<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 4	PE								
	RW								
* Fund Type: US Forest Service	CON		400,000						400,000
* Funding Agency:	Total:		400,000						400,000

Project Total:									
	<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	650,000	200,000						850,000
	RW								
	CON		450,000	5,000,000					5,450,000
	Total:	650,000	650,000	5,000,000					6,300,000

Comments:

***** DFTIP Version 1 - 12/14/2020*****
 2018 Carry over. Tracker # 03.01.02.0070 Completion 2022. TPC \$6.3M
 2017 RTP Appendix B -1 and included in 2020 RTP
 ***** Version 1 - 05/21/2018 *****
 New Nevada Project. TPC \$3M, phase \$650,000. RTP Appendix B -1

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: NV	PPNO:	EA:	CTIPS ID: 220-0000-0144	TITLE (DESCRIPTION): SR 28 Marlette Creek Water Quality Improvement Project (Located on SR 28, Water Quality Restoration and Erosion Control. From Washoe County line to 1 mile North of the County Line.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: NDOT02		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Washoe County, Nev	ROUTE: 28		PM:		

IMPLEMENTING AGENCY: Nevada DOT
PROJECT MANAGER: John Bradshaw

PHONE: (775) 888-7670

EMAIL: jbradshaw@dot.nv.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	12/22/2020	JWEBER	Adoption - Carry Over	0	2,000,000		255,000

* RSTP -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE	242,000								242,000
	RW									
* Fund Type: STP Local	CON		1,900,000							1,900,000
* Funding Agency: Nevada DOT	Total:	242,000	1,900,000							2,142,000

* Nevada State -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE	13,000								13,000
	RW									
* Fund Type: Nevada State	CON		100,000							100,000
* Funding Agency: Nevada DOT	Total:	13,000	100,000							113,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	255,000								255,000
	RW									
	CON		2,000,000							2,000,000
	Total:	255,000	2,000,000							2,255,000

Comments:

***** DFTIP Version 1 - 12/14/2020*****
2018 Carry Over. Tracker # 01.01.0198. Completion 2022 TPC \$2,255,000
2017 RTP Appendix B-5 and included in 2020 RTP
***** DFTIP Version 1 - 05/14/2018*****
2017 Carry Over. Moved funds from 2019 to 2020 per NDOT PM schedule

***** Version 1 - 01/29/2018 *****
New Nevada Project. STBG NV \$2,142,000 and local match NV State \$113,000. PE 17/18 and CON 18/19
RTP Appendix B-5 Total project cost \$2,255,000

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0161	TITLE (DESCRIPTION): SR 89/Fanny Bridge Community Revitalization Project- Phase 1 Highway Improvements and Dollar Creek Path (Phase2) (In Placer County on route SR28, Fanny Bridge Project includes replacing the signalized "wye" intersection with a single lane roundabout and replacement of the Fanny Bridge with a new, single span bridge. Phase 2 of project.)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID:			MPO ID.: CFL01		
COUNTY: Placer County	ROUTE: 28		PM:		

IMPLEMENTING AGENCY: Central Federal Lands Highway Division
PROJECT MANAGER: Matt Ambroziak

PHONE: (720) 963-3619

EMAIL: Matthew.Ambroziak@dot.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	01/07/2021	JWEBER	Adoption -	0	13,500,000		

* Other Fed -										
		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE									
	RW									
* Fund Type: Federal Lands Access Program (FLAP)	CON			10,665,000						10,665,000
* Funding Agency:	Total:			10,665,000						10,665,000

* Local Funds -										
		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE									
	RW									
* Fund Type: County Funds	CON			2,535,000						2,535,000
* Funding Agency:	Total:			2,535,000						2,535,000

* Local Funds -										
		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE									
	RW									
* Fund Type: Private Funds	CON			300,000						300,000
* Funding Agency:	Total:			300,000						300,000

Project Total:										
		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON			13,500,000						13,500,000
	Total:			13,500,000						13,500,000

Comments:

***** Version 1 - 12/19/2020 *****
New project. Tracker #03.02.01.0004. Completion year 2025. Phase 2 \$13.5M. TPC \$48M
2017 RTP Appendix -B and included in 2020 RTP

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0137	TITLE (DESCRIPTION): Placer County (TART) Transit Capital (Bus and Bus Facilities and Preventive Maintenance. Charging facility at TART)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TRANS03		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Placer County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Placer County Transportation Planning Agency
PROJECT MANAGER: WILL GARNER

PHONE: (530) 745-7582

EMAIL: wgarner@placer.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	02/02/2021	JWEBER	Adoption - Carry Over	0	4,706,000		

* Local Funds -										
		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 5	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	505,000	505,000	505,000	505,000	505,000				2,020,000
* Funding Agency:	Total:	505,000	505,000	505,000	505,000					2,020,000

* FTA Funds -										
		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 5	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON	292,000	292,000	292,000	292,000	292,000				1,460,000
* Funding Agency:	Total:	292,000	292,000	292,000	292,000	292,000				1,460,000

* FTA Funds -										
		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 5	PE									
	RW									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	CON	164,000	164,000	164,000	164,000	164,000				820,000
* Funding Agency:	Total:	164,000	164,000	164,000	164,000	164,000				820,000

* FTA Funds -										
		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 5	PE									
	RW									
* Fund Type: FTA 5310 Elderly & Disabilities	CON	52,000		52,000		52,000				156,000
* Funding Agency:	Total:	52,000		52,000		52,000				156,000

* Other State -										
		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 5	PE									
	RW									
* Fund Type: Low Carbon Transit Operations Program (LCTOP)	CON		125,000		125,000					250,000
* Funding Agency:	Total:		125,000		125,000					250,000

Project Total:										
		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	508,000	1,086,000	1,013,000	1,086,000	1,013,000				4,706,000
	Total:	508,000	1,086,000	1,013,000	1,086,000	1,013,000				4,706,000

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

Comments:

***** DFTIP Version 1 - 12/14/2020*****

2018 Carry Over. TPC \$5M

2017 RTP Appendix B-2 and included in 2020 RTP

***** Version 8 - 05/12/2020 *****

Updating FY20 FTA 5307, 5310 and 5339 allocations

***** Version 7 - 06/19/2019 *****

Updating FTA FY19 full year sub-allocation - Add \$17,000 to 5307

***** DFTIP Version 1 - 06/11/2018*****

2017 Carry over.

***** Version 4 - 05/31/2018 *****

Adding in FTA FY18 full year apportionment (5307 \$243,000 & 5339 \$147,000)

***** Version 3 - 07/18/2017 *****

Updating 5307 and 5339 with full year apportionment published 7/10/17 - increase \$24,000 and \$4,000 respectively

***** Version 2 - 03/01/2017 *****

Adding additional FFY17 FTA 5307 and 5339 apportionment. Toll credits will be used for match.

***** Version 1 - 06/10/2016 *****

New project. Bus purchase 40' CNG in 17/18. Total cost \$530,000. Toll credits for match. RTP 10

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0149	TITLE (DESCRIPTION): TTD Fleet and Administration Facility (In Douglas County, project will construct an all-weather maintenance and administration facility to service 75 buses. Project is for acquisition, environmental, design and construction.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TTD18		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Douglas County, Nev	ROUTE:		PM:		

IMPLEMENTING AGENCY: Tahoe Transportation District
PROJECT MANAGER: George Fink

PHONE: (775) 589-5325

EMAIL: gfink@tahoeTransportation.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	12/22/2020	JWEBER	Adoption - Carry Over	0			714,000

* RSTP -									
	<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE	678,000							678,000
	RW								
* Fund Type: STP Local	CON								
* Funding Agency: Nevada DOT	Total:	678,000							678,000

* Local Funds -									
	<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE	36,000							36,000
	RW								
* Fund Type: County Funds	CON								
* Funding Agency:	Total:	36,000							36,000

Project Total:									
	<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	714,000							714,000
	RW								
	CON								
	Total:	714,000							714,000

Comments:

***** DFTIP Version 1 - 12/14/2020*****
2018 Carry Over. Tracker #03.02.01.0013. Completion 2030. TPC \$68M
2017 RTP Appendix B-2 and included in 2020 RTP

***** Version 2 - 10/29/2019 *****
Add STBG-NV \$440,000 and Washoe County Q1 local match \$23,000 in 19/20 for Title VI planning work on facility sites.

***** Version 1 - 06/13/2018 *****
New Project. Facility site plan. 2017 RTP Appendix B-2

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0049	TITLE (DESCRIPTION): TTD Transit Capital (Bus and Bus Facilities and Preventative Maintenance)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TMC0406		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Various Counties	ROUTE:	PM:			

IMPLEMENTING AGENCY: Tahoe Transportation District
PROJECT MANAGER: GEORGE FINK

PHONE: (775) 589-5325

EMAIL: gfink@tahoetransportation.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	12/22/2020	JWEBER	Adoption - Carry Over	0	8,716,000		

* FTA Funds -												
				<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 5	PE											
	RW											
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON			472,000	472,000	472,000	472,000	472,000				2,360,000
* Funding Agency:	Total:			472,000	472,000	472,000	472,000	472,000				2,360,000

* FTA Funds -												
				<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 5	PE											
	RW											
* Fund Type: Bus and Bus Facilities Program - FTA 5339	CON			228,000	228,000	228,000	228,000	228,000				1,140,000
* Funding Agency:	Total:			228,000	228,000	228,000	228,000	228,000				1,140,000

* FTA Funds -												
				<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 5	PE											
	RW											
* Fund Type: FTA 5310 Elderly & Disabilities	CON			185,000	52,000		52,000					289,000
* Funding Agency:	Total:			185,000	52,000		52,000					289,000

* FTA Funds -												
				<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 5	PE											
	RW											
* Fund Type: Low or No Emission Vehicle Program - 5339(c)	CON			2,350,000	2,125,000							4,475,000
* Funding Agency:	Total:			2,350,000	2,125,000							4,475,000

* Other State -												
				<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 5	PE											
	RW											
* Fund Type: Low Carbon Transit Operations Program (LCTOP)	CON			202,000		125,000		125,000				452,000
* Funding Agency:	Total:			202,000		125,000		125,000				452,000

Project Total:												
				<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE											
	RW											
	CON			3,437,000	2,877,000	825,000	752,000	825,000				8,716,000
	Total:			3,437,000	2,877,000	825,000	752,000	825,000				8,716,000

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
Transit System**

Comments:

***** DFTIP Version 1 - 12/14/2020*****

2018 Carry Over. TPC \$9M

2017 RTP Appendix B-6 and included in 2020 RTP

***** Version 27 - 05/12/2020 *****

Updating FY20 FTA 5307, 5339, 5310 and LCTOP allocations

***** Version 26 - 10/25/2019 *****

Add Low -No Emission (NV) grants -\$1.5M electric charging infrastructure/equipment and \$2,125M battery-electric buses and overhead charger. Toll Credits will be used for match.

Add LCTOP funds \$32,000 FY19, \$94,000 FY20, \$127,000 FY21

***** Version 25 - 02/07/2019 *****

Adding in prior FTA funds:5339 \$548,000,5339(c) \$850,000 and 5310 \$135,000 to FY19

***** DFTIP Version 1 - 06/11/2018*****

2017 Carry Over. Toll Credits for match. RTP Appendix B-2

***** Version 22 - 05/31/2018 *****

Adding FTA FY18 full year apportionment (5307 \$481,000, 5339 \$255,000, 5310 \$50,000). Toll Credits for match.

***** Version 21 - 05/09/2018 *****

Add FTA 5339 (c) Low-No Emission Bus grant \$850,000 17/18. Purchase one battery electric bus. Toll Credits for match.

***** Version 20 - 10/18/2017 *****

Technical Correction: add FY16/17 UZA 5310 funds \$85k. TDC for match. Funds will enhance vehicle and facilities to improve access to transit services.

***** Version 19 - 07/18/2017 *****

Updating 5307 and 5339 with the full year apportionment published on 7/10/17 - reduce \$1,000 and increase \$8,000 respectively

***** Version 18 - 03/01/2017 *****

Adding additional FFY17 FTA 5307 and 5339 apportionment. Toll credits will be used for match.

***** DFTIP Version 1 - 05/18/2016 *****

Carry Over from 2015. Title change. Toll Credits will be used as match. Purchase of two electric vehicles and associated charging infrastructure.

RTP 8

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0047	TITLE (DESCRIPTION): US 50 South Shore Community Revitalization Project (US 50/SR207 intersection South to Pioneer Trail intersection - realign roadway, reduce lanes, and transit- bike-pedestrian lane.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TMC0403		EPA TABLE II or III EXEMPT CATEGORY Intersection channelization projects.
COUNTY: Douglas County, Nev El Dorado County	ROUTE: 50 50		PM:		

IMPLEMENTING AGENCY: Tahoe Transportation District
PROJECT MANAGER: Danielle Hughes PHONE: (775) 589-5503 EMAIL: dhughes@tahoetransportation.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	02/04/2021	JWEBER	Adoption - Carry Over	0		1,339,000	11,908,000

* Nevada State -										
		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 8	PE	1,020,000								1,020,000
	RW									
* Fund Type: Southern Nevada Public Lands Management Act	CON									
	Total:	1,020,000								1,020,000
* Funding Agency: USDA Forest Service										

* Federal Disc. -										
		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 8	PE	2,000,000								2,000,000
	RW									
* Fund Type: FEDERAL LANDS HIGHWAYS PROGRAM	CON									
	Total:	2,000,000								2,000,000
* Funding Agency: Federal Highway Administration (FHWA)										

* Federal Disc. -										
		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 8	PE	1,000,000								1,000,000
	RW									
* Fund Type: Public Land Hwys	CON									
	Total:	1,000,000								1,000,000
* Funding Agency: Federal Highway Administration (FHWA)										

* CMAQ -										
		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 8	PE	1,041,000								1,041,000
	RW									
* Fund Type: Congestion Mitigation	CON									
	Total:	1,041,000								1,041,000
* Funding Agency:										

* RSTP -										
		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 8	PE	5,274,000								5,274,000
	RW									
* Fund Type: STP Local	CON									
	Total:	5,274,000								5,274,000
* Funding Agency: Caltrans										

* RSTP -										
		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 6 of 8	PE	81,000								81,000
	RW			1,272,000						1,272,000
* Fund Type: STP Local	CON									
	Total:	81,000		1,272,000						1,353,000
* Funding Agency: Nevada DOT										

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Local Funds -										
* Fund Source 7 of 8	PE	930,000								930,000
	RW			67,000						67,000
* Fund Type: County Funds	CON									
* Funding Agency:	Total:	930,000		67,000						997,000
<hr/>										
* Other Fed -										
* Fund Source 8 of 8	PE	562,000								562,000
	RW									
* Fund Type: Highway Infrastructure Program (HIP)	CON									
* Funding Agency: Nevada DOT	Total:	562,000								562,000
<hr/>										
Project Total:										
	PE	11,908,000								11,908,000
	RW			1,339,000						1,339,000
	CON									
	Total:	11,908,000		1,339,000						13,247,000

Comments:

***** DFTIP Version 1 - 12/19/2020*****

2018 Carry over. Tracker # 03.02.01.0007 Completion 2028 TPC \$156M

2017 RTP Appendix-B and included in 2020 RTP

***** Version 16 - 02/27/2020 *****

Transferring Nevada STBG \$2,600,000 and HIP \$562,000 19/20 to California. Intergovernmental Agreement No. 03-0695. Toll Credits will be used for match.

***** Version 15 - 08/01/2019 *****

Add HIP-NV \$562,000 & Douglas Cty funds \$30,000 PE 18/19. STBG-NV \$1,272,000 & Douglas Cty funds \$67,000 ROW 21/22.

***** Version 14 - 06/20/2019 *****

Adding STBG NV \$562,000 (prior funds) PE 18/19. Aligning with NDOT E-STIP

***** Version 13 - 04/08/2019 *****

Adjust CMAQ and STBG (CA) phase of work from ROW to PE 18/19. Toll Credits will be used for match on CMAQ and CA STBG funds. Add in prior column NV STBG and Douglas Cty funds to 18/19 PE. Add Douglas Cty funds of \$788,000 to 18/19 PE and remove developer fee fund source.

Delete Developer Fees Fund Source.

***** DFTIP Version 1 - 05/21/2018*****

Carry Over 2017 FTIP. RTP Appendix B-1. TPC \$75M

Replaced CMAQ shortfall of \$69,000 with CA STBG \$69,000 18/19

***** DFTIP Version 1 - 05/18/2016 *****

Carry Over from 2015. Toll Credits will be used for match on CA CMAQ and STBG funds.

***** DFTIP Version 1 - 05/28/2014 *****

Carry Over from 2012. Move PLH \$800k to 14/15

total project \$75M

RTP 3

***** Version 7 - 05/02/2013 *****

Add \$1M FHWA PLH funds from NDOT, PE FY 12/13

***** Version 6 - 03/22/2012 *****

Carry over from 2010

added NDOT \$3,600, CA State \$11,000, PLH \$50,400, private \$7,000, FLH \$1,000

updated project cost \$75M and project title

Carry Over from 2008

EIP# 777, 791

***** Version 5 - 06/17/2010 *****

***** Version 4 - 05/15/2008 *****

Estimated Total Project Cost = \$65 million

RTP#5

Public lands Highway funding is substitute for Federal Lands Highway 1/2%

***** Version 3 - 10/25/2007 *****

Move SNPLMA funds from 2004 to 2007/08. PSR to begin early 2008.

***** Version 2 - 05/25/2006 *****

***** Version 1 - 10/12/2004 *****

Total project cost \$70,208,000

EIS \$1,500,000 (SNPLMA \$1,200,000)

PE/Design \$1,189,175

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: NV	PPNO:	EA:	CTIPS ID: 220-0000-0163	TITLE (DESCRIPTION): SR 28 Central Corridor - Sand Harbor to Spooner- Parking and Safety Improvements (Relocation of on- highway parking, trailhead improvements, parking lot expansions and transit stops along the corridor)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TTD21		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Washoe County, Nev	ROUTE: 28		PM:		

IMPLEMENTING AGENCY: Tahoe Transportation District
PROJECT MANAGER: Danielle Hughes

PHONE: (775) 589-5500

EMAIL: dhughes@tahoetransportation.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	02/04/2021	JWEBER	Adoption - New Project	0			1,512,000

* RSTP -											
			<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 2	PE			1,436,000							1,436,000
	RW										
* Fund Type: STP Local	CON										
* Funding Agency: Nevada DOT	Total:			1,436,000							1,436,000

* Local Funds -											
			<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 2	PE			76,000							76,000
	RW										
* Fund Type: County Funds	CON										
* Funding Agency:	Total:			76,000							76,000

Project Total:											
			<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE			1,512,000							1,512,000
	RW										
	CON										
	Total:			1,512,000							1,512,000

Comments:
 ***** Version 1 - 02/04/2021 *****
 New SR28 project phase. TPC\$8,500,000
 2017 RTP Appendix B-3 / 2020 RTP

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: NV	PPNO:	EA:	CTIPS ID: 220-0000-0162	TITLE (DESCRIPTION): US 50 Preservation in the Tahoe Basin (US 50, Douglas County from the CA/NV State line to Kings Canyon Rd, 13.26 (miles) Mill and overlay with ADA, Hydraulic and Safety Improvements.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: NV21-02		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Douglas County, Nev	ROUTE: 50		PM:		

IMPLEMENTING AGENCY: Nevada DOT
PROJECT MANAGER: Devin Cartwright

PHONE: (775) 888-7660

EMAIL: dcartwright@dot.nv.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	02/04/2021	JWEBER	Adoption - New Project	0	32,500,000		300,000

* Nevada State -												
				<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE			300,000								300,000
* Fund Type: State Gas Tax	RW											
	CON											
* Funding Agency:	Total:			300,000								300,000

* Nevada State -												
				<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE											
* Fund Type: NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)	RW											
	CON				30,875,000							30,875,000
* Funding Agency:	Total:				30,875,000							30,875,000

* Nevada State -												
				<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE											
* Fund Type: Nevada State	RW											
	CON					1,625,000						1,625,000
* Funding Agency:	Total:					1,625,000						1,625,000

Project Total:												
				<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE			300,000								300,000
	RW											
	CON					32,500,000						32,500,000
	Total:			300,000		32,500,000						32,800,000

Comments:
***** Version 1 - 02/03/2021 *****
NDOT Non MPO 21-02. State TIP ID DO20190007

Appendix D: Amending the FTIP

Case Scenario 1

Processing a TMPO FTIP or Amendment that Adds and/or Modifies FSTIP programming in Both California and Nevada

I.

Once the TMPO Board approves the FTIP or Amendment, the TMPO submits the approved FTIP or Amendment to NDOT and Caltrans for approval by the Governor (or Governor's designee) in each State.

II.

NDOT submits the TMPO FTIP or Amendment (as approved by the TMPO and Nevada's Governor) to the FHWA NV Division office and the FHWA CA Division office (with courtesy copy to FTA Region IX office) requesting inclusion of the TMPO FTIP or Amendment into Nevada's STIP.

-And-

Caltrans submits the TMPO FTIP or Amendment (as approved by the TMPO and California's Governor) to FHWA CA Division office and the FHWA NV Division office (with courtesy copy to FTA Region IX office) requesting inclusion of the TMPO FTIP or Amendment into California's FSTIP.

III.

On receipt of the California Governor's approval of the TMPO TIP or Amendment the FHWA NV Division office and the FHWA CA Division office act jointly in responding to the Nevada DOT FSTIP programming request (with courtesy copy to FTA Region IX office).

-And-

On receipt of the Nevada Governor's approval of the TMPO FTIP or Amendment the FHWA CA Division office and the FHWA NV Division office act jointly in responding to the Caltrans programming request (with courtesy copy to FTA Region IX office).

Case Scenario 2

Processing a TMPO FTIP or Amendment that Adds and/or Modifies FSTIP Programming in Nevada Only

I.

Once the TMPO Board approves a FTIP or Amendment, the TMPO submits the approved FTIP or Amendment to NDOT and Caltrans for approval by the Governor (or Governor's designee) in each State.

II.

Caltrans notifies the TMPO (with courtesy copy to FHWA NV Division and FHWA CA Division) of the California Governor's approval of the FTIP or Amendment

III.

NDOT submits the TMPO FTIP or Amendment (as approved by the TMPO and Nevada's Governor) to FHWA NV Division office and the FTA Region IX office requesting inclusion of the TMPO TIP or Amendment into Nevada's STIP.

IV.

On receipt of the Nevada Governor's approval of the TMPO FTIP or Amendment, the FHWA NV Division office and the FHWA CA Division office act jointly in responding to the Nevada DOT FSTIP Programming request (with courtesy notification to FTA Region IX office).

Case Scenario 3

Processing a TMPO FTIP or Amendment that Adds and/or Modifies FSTIP Programming in California Only

I.

Once the TMPO Board approves a FTIP or Amendment, the TMPO submits the approved FTIP or Amendment to Caltrans and NDOT for approval by the Governor (or Governor's designee) in each State.

II.

NDOT notifies the TMPO (with courtesy copy to FHWA's NV and CA Division offices and FTA's Region IX office) of the NV Governor's approval of the FTIP or Amendment

III.

Caltrans submits the TMPO TIP or Amendment (as approved by the TMPO and California's Governor) to FHWA CA Division office and the FTA Region IX office requesting inclusion of the TMPO FTIP or Amendment into California's FSTIP.

IV.

On receipt of the California Governor's approval of the TMPO's FTIP or Amendment, the FHWA CA Division office and the FHWA NV Division office act jointly in responding to the Caltrans FSTIP Programming request (with courtesy notification to FTA Region IX office).

Appendix E: California Performance Measures and Targets Support Summary

How the 2021 FTIP Addresses California Federal Requirements for Performance Measures

FHWA Performance Targets

The Tahoe Regional Planning Agency is the federally designated Metropolitan Planning Organization (MPO) for the Lake Tahoe Region which plans and funds transportation and transit improvements to support attainment of regional environmental thresholds. The MPO planning process is carried out by the transportation staff at TRPA and actions are taken by MPO Board, which consist of the full TRPA Governing Board plus an additional representative from the U.S. Forest Service. TRPA plays a leading role in identifying and planning solutions for its transportation challenges. Created through a Bi-State Compact between California and Nevada, TRPA leads the cooperative effort to preserve, restore, and enhance the Lake Tahoe Region, while improving local communities and visitors' interactions with its irreplaceable environment.

The current federal transportation bill Fixing America's Surface Transportation Act – FAST Act mandates States and MPOs to take a performance-based approach to planning and programming. The TMPO continues to highlight the connection between project effectiveness and monitoring performance toward meeting regional and local goals. An effort to identify and implement best in practice performance metrics and intuitive public engagement tools to track progress is ongoing. The process is intended to provide useful information for decision-making, while fostering program alignment. TRPA's performance-based transportation planning framework incorporates Federal performance-based planning requirements outlined in the FAST Act, TRPA threshold and Regional Plan performance measures, and various state metrics of performance.

TRPA has developed and will continue to refine performance measures and targets for the regional transportation planning process required Safety, Pavement, Bridge, System Performance, Freight and applicable Congestion Mitigation and Air Quality measures, Transit Asset Management and Safety Plans. This performance-based planning approach informs the Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP) to implement regional, state, and federal projects selected in the TIP. It includes a process where performance in achieving regional goals is weighted to ensure projects funded will help us toward achieving existing and future goals that improve safety.

The 2021 FTIP programs transportation projects over the next four federal fiscal years 2021 through 2024. The projects included in the Regional Transportation Plan (RTP) are recommended for various stages of development during the program period and ultimately assist in implementation of the RTP. The project listings in the FTIP include the location and description of proposed work, project cost, expected funding sources, and the scheduled year of work. The FTIP is a dynamic document that reflects project schedules and funding as they may change.

Background

Federal rules require that the Federal Transportation Improvement Program (FTIP) “be designed such that once implemented, it makes progress toward achieving the performance targets established under § 450.306(d).” Also, the FTIP “shall include, to the maximum extent practicable, a description of the anticipated effect of the FTIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.”ⁱ

The Moving Ahead for Progress in the 21st Century Act (MAP-21, 2012) established new requirements for metropolitan planning organizations (MPOs) to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents by certain dates. The most recent federal transportation act, Fixing America’s Surface Transportation Act of 2016 (FAST Act), carries forward the Performance Based Planning. Beginning in 2018, federal rules required that state departments of transportation and MPOs implement federal performance measures. In response, FHWA and FTA worked with state and regional agencies to identify performance measures that meet the requirements.

In California, Caltrans is directly responsible for submitting state performance targets and periodic progress reports to federal agencies on an annual basis. MPOs are required to establish targets for the same performance measures on all public roads in the MPO planning area within 180 days after the state establishes each target. MPOs may elect to support the statewide targets, establish numerical targets specific to their region, or use a combination of both approaches. Furthermore, each MPO must incorporate these short-range targets into their planning and programming processes, including long-range plan (RTP) and FTIP.

FHWA Performance Measures

The federal performance measures under the Federal Highway Administration (FHWA) are categorized into three performance management (PM) groups

PM 1: Safety

PM 2: Transportation Asset Management

PM 3: System Reliability, Freight, Congestion, and Air Quality

FTA Performance Measures

In addition to the three PM groups, the FTA has established performance measures and reporting requirements for transit asset management (TAM) and transit safety. Performance metrics for TAM focus on the maintenance of our regional transit system in a state of good repair. Transit assets to be monitored under this provision include:

1. Non-revenue support equipment and maintenance vehicles
2. Revenue vehicles (rolling stock)
3. Rail infrastructure including tracks, and signals, and guidance systems; and

4. Transit facilities including stations, parking structures, and administrative offices. Transit safety performance monitoring is focused on assessment of the number of transit incidents resulting in fatalities or serious injuries and transit system reliability.

The Federal Transit Administration (FTA) issued the TAM Final Rule (49 CFR §625 et seq.), effective October 1, 2016, to implement MAP-21's asset management provisions. This final rule mandates a National TAM System, defines 'State of Good Repair' (SGR), and requires transit providers to develop TAM plans. The Metropolitan Transportation Planning Final Rule (23 CFR §450.206) outlines the timelines and processes by which states, MPOs, and transit providers must coordinate in target setting.

Public Transportation Agency Safety Plan

On July 19, 2018, the FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule (49 CFR §673.15) regulating how Chapter 53 grantees would have to implement federally mandated safety standards. The rule's effective date is July 19, 2019, and the compliance date is July 20, 2020.

Considering the extraordinary operational challenges presented by the COVID-19 public health emergency, FTA issued a Notice of Enforcement Discretion effectively extending the PTASP compliance deadline from July 20, 2020, to December 31, 2020. The MPO's initial transit safety targets are set within 180 days of receipt of the safety performance targets from the transit agencies. The MPO then revisits its targets based on the schedule for preparation of its system performance report that is part of the RTP. The first MTP or FTIP update or amendment to be approved on or after July 20, 2021, is required to include the MPO's transit safety targets. See FTA's COVID-19 FAQs page for more information about the Notice.ⁱⁱ

The final rule specifically requires transit agencies employing federal funds to develop a safety plan and annually self-certify compliance with that plan. The National Public Transportation Safety Plan identifies four performance measures that must be included in the transit agency safety plans: fatalities, injuries, safety events, and system reliability. Each transit agency must make its safety performance targets available to MPOs to assist in the planning process, and coordinate, to the maximum extent practicable, with the MPO in selecting regional safety targets.

Each of the federal performance management focus areas include an associated set of metrics for which statewide and regional targets must be set. The specific performance measures for each include:

TRANSPORTATION SYSTEM SAFETY (PM 1)

- Number of motor vehicle collision fatalities
- Rate of motor vehicle collision fatalities per 100 million VMT
- Number of motor vehicle collision serious injuries
- Rate of motor vehicle collision serious injuries per 100 million VMT
- Number of non-motorized fatalities and serious injuries

NATIONAL HIGHWAY SYSTEM PAVEMENT AND BRIDGE CONDITION (PM 2)

- Percentage of Interstate System pavement in 'good' condition
- Percentage of non-interstate NHS pavement in 'good' condition
- Percentage of Interstate System pavement in 'poor' condition
- Percentage of non-interstate NHS pavement in 'poor' condition

California Transportation Performance Measures and Targets Support Summary for 2021 FTIP Adoption

- Percentage of NHS bridges in 'good' condition
- Percentage of NHS bridges in 'poor' condition

NATIONAL HIGHWAY SYSTEM (NHS) PERFORMANCE (PM 3)

- Percent of interstate system mileage reporting reliable person-mile travel times
- Percent of non-interstate NHS mileage reporting reliable person-mile travel times

FREIGHT MOVEMENT (PM 3)

- Percent of interstate system mileage reporting reliable truck travel times

CMAQ PROGRAM (PM 3) *not applicable to TRPA, only large MPOs*

- Annual hours of peak-hour excessive delay per capita
- Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)
- Non-Single Occupancy Vehicle mode share

TRANSIT ASSET MANAGEMENT (TAM)

- Equipment: Share of non-revenue vehicles that meet or exceed useful life benchmark
- Rolling Stock: Share of revenue vehicles that meet or exceed useful life benchmark
- Infrastructure: Share of track segments with performance restrictions
- Facilities: Share of transit assets with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) scaleⁱⁱⁱ

TRANSIT SAFETY

- Number of transit-related fatalities
- Number of transit-related injuries
- Number of transit system safety events
- Transit system reliability

How TRPA Addresses Each Performance Management Group

TRANSPORTATION SYSTEM SAFETY (PM 1)

TRPA opted to adopt the States targets for PM 1 below.

Table 1 - Safety Performance Management (PM1): Fatalities and Injuries

	Data Source	5- Yr. Rolling Average Targets ¹		Percent Reduction Targets ¹	
		2018	2019	2018	2019
Number of Fatalities	FARS ²	3590.8	3445.4	7.69%	3%
Rate of Fatalities (per 100 million VMT)	FARS & HPMS ³	1.029	0.995	7.69%	3%
Number of Serious Injuries	SWITRS ⁴	12,823.4	12,688.1	1.5%	1.5%
Rate of Serious Injuries (per 100 million VMT)	SWITRS & HPMS	3.831	3.661	1.5%	1.5%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4271.1	3949.8	10%	3% for Fatalities and 1.5% for Serious Injuries

One of the six goals of the RTP is Safety: Increase safety and security for all users of Tahoe’s transportation system. Many of the projects programmed in the FTIP aid in this goal to improve safety. For some, safety is the primary aim, and for others, safety may be a component.

TRPA has three funding programs applicable to improving safety.

1. Active Transportation Program (ATP)
2. Highway Safety Improvement Program (HSIP)
3. State Highway Operations and Protection Program (SHOPP) Collision Reduction

ATP

The ATP funds bicycle and/or pedestrian projects. Since people are more vulnerable while walking or biking as compared to traveling in a vehicle, any project that helps them do so is likely to yield safety benefits. The ATP further emphasizes safety by allotting points for projects applications that promise to reduce the rate or number of pedestrian and bicyclist fatalities and injuries.

HSIP

The HSIP directly addresses safety. The program’s stated purpose is to “achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land.” Successful project applications promise to reduce fatalities and injuries. The

program is designed to focus local efforts on locations/corridors with the greatest safety needs and countermeasures with lower costs.

SHOPP Collision Reduction

The SHOPP is the State Highway System's "fix-it-first" program that funds repairs and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System (SHS). All SHOPP projects are limited to capital improvements that do not add capacity (no new highway lanes) to the SHS, though some new auxiliary lanes are eligible for SHOPP funding.

The Collision Reduction category is one of eight categories that make up the SHOPP, with the intention to reduce the number or severity of collisions; within this category are two programs:

1. 201.010 - Safety Improvements: reactive approach based on analysis of collision history
2. 201.015 - Collision Severity Reduction: proactive approach targeted to reduce the potential for traffic collisions based on past performance of roadway characteristics

201.010 – Safety Improvements

This program is designed to reduce the number or severity of collisions on the State Highway System. Projects with a safety index above 200 qualify as safety improvement projects. Projects may be individual locations where the collision history indicates a pattern potentially correctable by a safety improvement, such as unsafe traffic (school zone signals included), wet pavement corrections, curve corrections, shoulder widening, left-turn channelization, etc. All proposed projects will be verified by HQ Office of Traffic Safety Programs in the Division of Traffic Operations before being certified as safety improvement projects.

This task also includes sites identified in monitoring programs to reduce collisions for motorists, such as for wrong-way collisions, multilane, cross-median collisions, two-and three-lane cross center-line collisions and run-off-the-road collisions. It also includes non-motorized modes, such as pedestrian and bicycle facilities.

It does not include relocating existing highways or projects that would add new through lanes or upgrade existing highways to a higher classification, such as conventional to expressway, regardless of the safety benefits. This task does not include projects where the prime purpose is reducing congestion.

Improving a highway, generally on existing alignment, to improve standards of width, grade, alignment or other geometric consideration is new highway construction that is included in STIP programs.

201.015 - Collision Severity Reduction

This program seeks to upgrade existing highway safety features within the roadbed's clear recovery area, resulting in reduced collisions and/or severity. Projects will include new guardrail end treatments and crash cushions, rumble strips, glare screen, rock fall mitigation, overcrossing pedestrian fencing, crosswalk safety enhancements, and improvements that prevent roadway departure.

The program is designed to be proactive in enhancing safety on the State Highway System. As such, this program will not be subject to a safety index analysis but will define projected collision severity reduction numerically. Projects will be prioritized based on the projected collision severity reduction benefits.

2020 SHOPP Collision Reduction Numbers, Statewide

A total of 920 projects are included in the 2020 SHOPP that the CTC adopted in May 2020. The 2020 SHOPP is valued at \$17.4 billion, which includes reservation amounts for programs such as the Collision Reduction Program. **The SHOPP Collision Reduction Program has 161 programmed safety projects totaling \$1,841,082,000.** The SHOPP reserves \$3,120,000,000 for 201.010 safety improvements. The reserved amount will address future safety improvements as they are identified.

TRPA Regional Grant Program

The FTIP implements the region's priority projects in the long-range RTP. Project selection and priorities are based on the availability and eligibility of funding, project readiness, and project consistency with local and regional plans, conformity to federal and state standards, and if it is listed in the current Regional Transportation Plan. A project performance assessment is also incorporated into the project selection process, it emphasizes projects that can reduce the reliance on the automobile, improve safety, and close gaps in the active transportation and transit network and those identified as priorities in the RTP. The performance assessment uses an enhanced performance -based evaluation system.

A Call for Projects is announced when federal funding is available through the Regional Grant Program (RGP). The RGP was created to support the implementation of the Regional Transportation Plan goals, policies, and projects by creating better transportation options and enhancing the transportation system to provide safe, multi-modal, social, and environmental improvements. The program seeks to bundle funding sources when possible and leverage grant funds to increase success and effectiveness of project implementation. The goals and criteria for the Regional Grant Program may include four different funding sources: Surface Transportation Block Grant (STBG), Active Transportation Program (ATP), Congestion Mitigation and Air Quality (CMAQ), and Nevada Transportation Alternative Program (TAP). The RGP goals and criteria and the individual fund source guidelines are included in Appendix A. The next Call for Projects for the RGP is anticipated in Spring 2021, soliciting projects for annual apportionments for Congestion Mitigation and Air Quality Program (CMAQ), Surface Transportation Block Grant (STBG), and Nevada Transportation Alternative Program (TAP) funding. The project selection process, the RGP evaluation criteria, and performance assessment determines how the funding is awarded to projects.

In 2019 Tahoe adopted a Regional Safety Strategy. TRPA received funds from Nevada DOT and Caltrans to conduct systemic safety analyses for the public roadways within the Tahoe Region. TRPA used the funds to conduct the analysis as part of an effort to develop a regionwide safety strategy in collaboration with its fifteen partner agencies. The Safety Strategy supports the goals of and is aligned with direction of the Tahoe Region established in the 2017 Linking Tahoe: Regional Transportation Plan and newly established federal performance measures. The plan can be found online at the following address: [Tahoe-Safety-Plan- Final 02-20-2019 reduced size.pdf \(trpa.org\)](#).

Safety Programs and Projects	Total Project Cost	Funding in the 4-Year Element	% of All Funding in the 4-Year Element	Number of Projects
Safety Projects	\$29,064,415	\$22,680,100	18%	3
Other Projects (Not Primarily for Safety)	\$35,548,780	\$17,267,000	13%	6
Total	\$64,613,195	\$39,974,100	31%	9

Safety Project Highlights

The following are some of the projects within the FTIP worth highlighting that will help further the region in meeting these targets to promote safety and reduce congestion through the implementation of investments in transportation projects.

- *US 50 Corridor Collision Reduction (CA)* – lighting, improved crossings and high visibility green paint
- *Apache Avenue Pedestrian Safety and Connectivity Project (CA)* – mobility improvements including pedestrian and bicycle safety improvements
- *Kings Beach Western Approach (CA)* - multi-benefit project improving mobility & walkability

NATIONAL HIGHWAY SYSTEM PAVEMENT AND BRIDGE CONDITION (PM 2)

TRPA opted to support the state’s targets for pavement and bridge condition. The following are some of the projects within the FTIP worth highlighting that will help further the region in meeting these performance targets to promote maintaining and upgrading of bridges and preservation of existing resources through the implementation of investments in transportation projects. Projects often have multiple benefits like Pioneer Trail Safety Improvements in the Project Highlight section has upgrades to signing and striping as well as a safety component. The Echo Summit Bridge Replacement was most certainly related to safety as well.

PM2: NATIONAL HIGHWAY SYSTEM PAVEMENT AND BRIDGE CONDITION		
	2- Year Good/Poor	4-Year Good/Poor
Pavement on NHS		
- Interstate	45.1% / 3.5%	44.5% / 3.8%
- Non-Interstate	28.2% / 7.3%	29.9% / 7.2%
Bridges on the NHS	69.1% / 4.6%	70.5% / 4.4%

The following are funding sources and programs that help fund PM 2 projects.

Local Funds

Cities and counties spend billions each year to maintain local roads and bridges. They derive their funding from a myriad of sources. In a survey of California jurisdictions, for local funds alone, there are more than a hundred different sources of taxes and fees report to be spent on pavement.^{iv} Some examples of local funding sources include:

- Local sales taxes
- Development impact fees
- General funds
- Various assessment districts – lighting, maintenance, flood control, special assessments, community facility districts
- Traffic impact fees
- Traffic safety/circulation fees
- Utilities (e.g., stormwater, water, wastewater enterprise funds)
- Transportation mitigation fees
- Parking and various permit fees
- Flood control districts
- Enterprise funds (solid waste and water)
- Investment earnings
- Parcel/property taxes
- Indian reservation roads

- Indian gaming funds
- Vehicle registration fees
- Vehicle code fines
- Underground impact fees
- Transient occupancy taxes
- Capital Improvement Program (CIP) reserves/capital funds

Local Funds tend to pay for non-regionally significant road maintenance, safety, and bridge projects. Even so, some of the PM 2 projects in the FTIP owe their funding to Local Funds.

State Funds

HUTA

The Highway Users Tax Account (HUTA), more commonly known as the state gas tax, is still the single largest funding source for cities and counties.

SB 1

California doubled down on PM 2 when it approved Senate Bill 1 on April 28, 2017. SB 1 increased several taxes and fees to raise more than \$5 billion annually in new transportation revenues. Moreover, SB 1 provides for inflationary adjustments, so that purchasing power does not diminish as it has in the past. SB 1 prioritizes funding towards maintenance, rehabilitation, and safety improvements on state highways, local streets and roads, and bridges and to improve the state's trade corridors, transit, and active transportation facilities.

Many SB 1 funds are not captured in the FTIP because that document focuses on federally funded and regionally significant projects, while SB 1 is a non-federal fund that tends to pay for non-regionally significant road maintenance, safety, and bridge projects. Even so, some of the PM 2 projects in the FTIP owe their funding to SB 1.

Federal HBP

The Highway Bridge Program (HBP) provides federal aid to local agencies to replace and rehabilitate deficient, locally owned, public highway bridges. The HBP is intended to remove structural deficiencies from existing local highway bridges to keep the traveling public safe.⁹ The HBP provides about \$288 million annually for bridge projects. Off-system bridges are usually funded at 100% HBP, while on system bridges are funded at 88.53% HBP. An exception to the federal participating rate is "high-cost" bridges, in which sponsors enter into agreements with Caltrans Local Assistance and agree on a federal participating rate which may not equal 100% or 88.53%.

SHOPP

The SHOPP is already described above under PM 1. Two of the eight categories of the SHOPP that address PM 2 are Bridge Preservation and Roadway Preservation.

Although the SHOPP is a program, it is often thought of as a fund source as well. The FTIP lists the fund source for most SHOPP projects as "SHOPP Advance Construction." Caltrans blends funds from HUTA, SB 1, and federal highway funds into SHOPP, and "SHOPP Advance Construction" is a placeholder for what could be federal or state funds.

SHOPP Bridge Preservation

SHOPP Bridge Preservation category includes following programs:

- 201.110 – Bridge Rehabilitation and Replacement
- 201.111 – Bridge Scour Mitigation
- 201.112 – Bridge Rail Replacement and Upgrade
- 201.113 – Bridge Seismic Restoration
- 201.119 – Capital Bridge Preventative Maintenance Program
- 201.322 – Transportation Permit Requirements for Bridges

The 2020 SHOPP has 156 Bridge Preservation projects totaling \$2,371,000,000. The SHOPP does not have a reservation for Bridge Preservation.

SHOPP Roadway Preservation

SHOPP Roadway Preservation category includes following programs:

- 201.120 – Roadway Rehabilitation
- 201.121 – Pavement Preservation
- 201.122 – Pavement Rehabilitation
- 201.150 – Roadway Protective Betterments
- 201.151 – Drainage System Restoration
- 201.170 – Signs and Lighting Rehabilitation

The 2020 SHOPP has 265 Roadway Preservation projects totaling \$5,505,000,000. The SHOPP does not have a reservation for Roadway Preservation.

	# of projects	\$ in 4 years	\$ Total
PM 2 Projects	1	\$24,150,000	\$24,150,000
Bridges	0		
Roads total (does not include non-NHS)	1	\$24,150,000	\$24,150,000
Total	1	\$24,150,000	\$24,150,000

Project Highlights

The following are some of the projects within the FTIP worth highlighting that will help further the region in meeting these performance targets to promote maintaining and upgrading of bridges and preservation of existing resources through the implementation of investments in transportation projects. Projects often have multiple benefits like the safety project below has upgrades to signing and striping as well as a safety component. The Echo Summit Bridge Replacement was most certainly related to safety as well.

- *Pavement Perseveration (CA) - SR28/SR89 Junction to Nevada State Line*
- *Highway 50 Echo Summit Bridge Rehabilitation – bridge replacement (complete)*

PM 3

TRPA opted to support the adopted California Department of Transportation Highway System Performance Measure Targets below. There are three projects in the FTIP identified in the Project Highlight section below that improve air quality by improving travel time reliability for autos and trucks by creating more non-auto options, building ‘complete’ and safe streets for all modes and realigning roadways to create more pedestrian and bike friendly town centers that include large employers, tourist accommodation and recreation facilities.

Traffic Congestion	2-Year NHS Targets	4-Year NHS Targets
Percent of reliable person-miles traveled on the Interstate	65.1% (.5% above 2017 Baseline)	65.6% (1% above 2017 Baseline)
Percent of reliable person-miles traveled on the Non-Interstate	N/A	74% (+1% above 2017 Baseline)
% of Interstate system mileage providing for reliable truck travel time (Truck Travel Time Reliability Index)	1.68 (baseline -.01)	1.67 (baseline -.02)

1. CMAQ emissions reduction measure, the first performance period begins on October 1, 2017, and ends on September 30, 2021. For all other measures, including the CMAQ traffic congestion measure, the first performance period begins on January 1, 2018, and ends on December 31, 2021. [23 CFR 490.105]

2. Freight movements and CMAQ Program metrics are *only applicable to urban MPOs at this time; these include:* Percent of interstate system mileage reporting reliable truck travel times, Annual hours of peak-hour excessive delay per capita, Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO), Non-Single Occupancy Vehicle mode share

The following are funding sources and programs that help fund Non-Interstate and Interstate:

SHOPP Mobility

The SHOPP Mobility category include following programs:

- 201.310 – Operational Improvements
- 201.315 – Transportation Management Systems
- 201.321 – Weigh Stations & Weigh-In-Motion Facilities

201.310 – Operational Improvements

The primary purpose of this program element is to improve traffic flow on existing State highways by reducing congestion and operational deficiencies at spot locations. Operational improvement projects do not expand the design capacity of the system.

Examples of Operational Improvements projects include, but are not limited to:

- Interchange modifications (but not to accommodate traffic volumes that are significantly larger than the existing facilities were designed for)
- Ramp modifications (acceleration - deceleration/weaving)

- Auxiliary lanes for merging or weaving between adjacent interchanges
- Curve corrections/improve alignment
- Signals and/or intersection improvements
- Two-way left-turn lanes
- Channelization
- Turnouts
- Shoulder widening

201.315 – Transportation Management Systems

The primary purpose of this program element is to improve traffic flow on existing State highways by addressing system-wide congestion through system management techniques. Transportation Management Systems facilitate the real time management of the State highway system by providing accident and incident detection, verification, response, and clearance. These systems provide State highway system status information to travelers.

Examples of Transportation Management System projects include, but are not limited to:

- Traffic sensors
- Changeable message signs
- Close circuit television cameras
- Ramp meters
- Communications systems
- Highway advisory radio
- Traffic signal interconnect projects
- Traffic management systems housed in Transportation Management Centers (TMCs), including the necessary software and hardware (excluding facilities)
- TMC interconnect projects

201.321 – Weigh Stations & Weigh-in-Motion Facilities

The primary purpose of this program element is to provide for Commercial Vehicle Enforcement Facilities (commonly called Weigh Stations) and Weigh-in-Motion (WIM) systems. The Weigh Stations are needed to support the Commercial Vehicle Enforcement Plan; Truck safety, size and weight regulations are enforced by the California Highway Patrol reducing truck related accidents or incidents and protection our highways from premature damage. The WIM sites provide data for federally required data systems and special studies, design and maintenance strategies, size and weight policies, enforcement and planning strategies, and the traffic and truck volumes publications.

The 2020 SHOPP has 91 Mobility projects programmed totaling \$1,440,000,000. The SHOPP does not have a reservation for Mobility.

[SB 1 Trade Corridor Enhancement Program \(Including National Highway Freight Program\)](#)

The purpose of the Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) is to provide funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network, as identified in California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. The Trade Corridor Enhancement Program will also support the goals of the National Highway Freight

Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan.

This statewide, competitive program will provide approximately \$300 million per year in state funding and approximately \$515 million in National Highway Freight Program funds if the federal program continues under the next federal transportation act.

Eligible applicants apply for program funds through the nomination of projects. All projects nominated must be identified in a currently adopted regional transportation plan. The Commission is required to evaluate and select submitted applications based on the following criteria:

- Freight System Factors – Throughput, Velocity, and Reliability
- Transportation System Factors – Safety, Congestion Reduction/Mitigation, Key Transportation Bottleneck Relief, Multi-Modal Strategy, Interregional Benefits, and Advanced Technology
- Community Impact Factors – Air Quality Impact, Community Impact Mitigation, and Economic/Jobs Growth
- The overall need, benefits, and cost of the project
- Project Readiness – ability to complete the project in a timely manner
- Demonstration of the required 30% matching funds
- The leveraging and coordination of funds from multiple sources
- Jointly nominated and/or jointly funded

Truck Travel Discussion

While Tahoe doesn't have an intense amount of truck travel we still receive goods and services every day. Ensuring our roads minimize congestion benefits autos as well as truck travel. Tahoe US50 is often an alternate to I-80 when snowstorms close the interstate. Keeping Tahoe moving is important for everyone.

CMAQ

The CMAQ program supports improving air quality and relieving congestion. The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (both PM10 and PM2.5).

PM3 Projects	# of projects	\$ in 4 years	% of FTIP Total \$
Non-Interstate	8	\$11,519,100	9%
Interstate	0	\$ 0	-
Truck Travel Time Projects	N/A	N/A	N/A
CMAQ Projects		\$ 3,977,000	3%
PM 3 Total	8	\$11,519,100	9%

Project Highlights

The following are some of the projects within the FTIP worth highlighting that will help further the region in meeting these performance targets that improve air quality with ensuring reliable travel times and non-auto travel options.

- *Lake Tahoe Boulevard Class 1 Bicycle Trail (Viking Way to South Wye) CA* - bike trail connecting a major transit hub and town center to affordable housing projects and the local high school
- *Meyers Corridor Operational Improvement Project (CA)* – multimodal complete street providing safe walking and biking access
- *US 50 South Shore Community Revitalization Project (CA/NV)* – road realignment creating a complete street with bicycle and pedestrian amenities in the region’s largest town center
- *North Tahoe Regional Bike Trail (NV)* - Class 1 bike trail that will link the Dollar Hill Multi-use Trail with the North Tahoe Regional Park in Tahoe Vista.

TRANSIT ASSET MANAGEMENT

The TAM targets below were produced collaboratively with regional transit agencies based on their agency TAM plans and local targets. In developing the targets, TRPA reviewed and considered the transit operators’ TAM plans (including identified goals, objectives, measures, and targets), thereby incorporating them into the metropolitan planning process.

We will continue to work with the region’s transit operators and county transportation commissions to seek ways to improve the methodology, data collection and analysis for future RTP updates, and to continue engaging in a regional discussion about transit state of good repair and the need for additional funding.

Transit Asset Management Performance

TRPA have adopted Transit Asset Management plans, which are [available from transit operators, Tahoe Transportation District \(TTD\)](#) and [Tahoe Truckee Area Regional Transit \(TART\)](#). The two agencies and TRPA worked collaboratively to set targets. Transit Asset Management category projects could also be supported by state, local, and other federal funding sources (e.g., flexible CMAQ and RSTP). The funding and the program of projects in the TIP will enable the operators to achieve their respective transit asset management performance targets as show below.

Transit Asset Management Performance Measures for TTD and TART				
Asset Category	Performance Measure	Estimated Current % (TART)	Estimated Current % (TTD)	Regional Target for 2020 RTP Cycle
ROLLING STOCK				
Bus (BU)	Percentage of buses that exceed ULB of 12 years	36%	38%	42%
Cutaway bus (CU)	Percentage of cutaway buses that exceed ULB of 7 years	100%	0%	100%
Small Cutaway/Van (VN)	Percentage of small cutaway buses and vans that exceed ULB of 5 years	N/A	58%	80%
EQUIPMENT				
Automobile (AO)	Percentage of automobiles that exceed ULB of 8 years	0%	0%	50%
Other rubber tire vehicles	Percentage of other rubber tire vehicles that exceed ULB of 10 years	0%	33%	50%
FACILITIES				
Administrative and maintenance facilities	Percentage of administrative and maintenance facilities rated less than 3.0 on the TERM scale	0%	N/A	0%
Passenger facilities	Percentage of passenger facilities rated less than 3.0 on the TERM scale	16%	22%	30%

1. For more information on the Lake Tahoe TAM targets see the [Regional Transit Asset Management Targets and Tahoe Fleet Replacement Fund](#).

The 2 reporting entities for public transportation provided their targets to TRPA, as shown above. The targets for the metropolitan planning region are presented in tabular form to account for the differences in targets and standards among the providers of public transportation. Targets are the threshold for the maximum percentage of assets at or exceeding acceptable standards. In most cases for the 2017 target-setting process, providers set targets that are above their current performance. In future years, staff will work with the providers of public transportation to collate performance as agencies build their way back up to normal services.

Project Highlights

The TIP includes funding from multiple FTA sources for projects that support Transit Asset Management. Examples of these projects include rural and urban capital assistance programs; rolling stock acquisition, maintenance, and overhauls; bus fleet rehabilitation and replacement; and maintenance of passenger facilities. For the TRPA region key projects that address Transit Asset Management are:

- *Transit Capital TTD and TART (CA/NV)* – Bus and Bus Facilities and Preventive Maintenance
- *New Fleet Facility for TTD* - preventive maintenance; fleet and facilities improvements; safety and security enhancements to both the fleet and facilities

Transit Capital projects in the 2021 FTIP include \$9.47 million in FTA funds: \$3,056,000 in 5307, \$3,693,000 in 5310, \$208,000 in 5310, LCTOP \$500,000 and \$2,020,000 in local funds (TART only) funds that support the maintenance or replacement of transit assets. TTD proposed new fleet facility is currently programmed with \$678,000 in STBG and local match of \$36,000 for a new fleet facility.

Public Transportation Agency Safety Plan Performance Measures

On July 19, 2018, the FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule (49 CFR §673.15) regulating how Chapter 53 grantees would have to implement federally mandated safety standards. The rule's effective date is July 19, 2019 and the compliance date is July 20, 2020. In light of the extraordinary operational challenges presented by the COVID-19 public health emergency, FTA issued a Notice of Enforcement Discretion effectively extending the PTASP compliance deadline from July 20, 2020 to December 31, 2020. The MPO's initial transit safety targets are set within 180 days of receipt of the safety performance targets from the transit agencies. The first MTP update or amendment to be approved on or after July 20, 2021, is required to include the MPO's transit safety targets. Please visit FTA's COVID-19 FAQs page for more information about the Notice.^{vi}

Safety targets must be set every four years in the RTP and must integrate into the plan, either directly or by reference, the goals, objectives, performance measures, and targets from the transit providers' safety plans.

The National Public Transportation Safety Plan identifies four performance measures that must be included: fatalities, injuries, safety events, and system reliability. Definitions for safety performance measures are as described in the NTD Safety and Security Manual.

Transit providers may choose to establish additional targets for safety performance monitoring and measurement. The following table documents existing performance targets set by transit operators in the Tahoe region.

TTD

Mode of Transit Service	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability (miles)
Motor Bus (MB)	0	0	4	1/381,539	1	1/381,539	10,000
Commuter Bus (CB)	0	0	1	1/48,802	1	1/48,802	10,000
Demand Response (DR)	0	0	1	1/13,309	1	1/13,309	10,000

TART

Mode of Transit Service	Fatalities 2020 Target	Injuries 2020 Target	Safety Events 2020 Target	System Reliability (VRM/Failures) 2020 Target
Fixed Route Integer	0	7	53.33	-
Fixed Route Vehicle Rev Miles	0	.48	3.65	31,182
Demand Response Integer	0	.33	2.33	-
Demand Response Vehicle Rev Miles	0	.15	1.09	11,023

Project Highlights

While these projects have been mentioned in previous measures, they are multi benefit projects that also help implement transit safety targets. In addition to transit operations, there are a few complete street projects that are on very busy bus routes. Adding adequate sidewalk and bike paths will make the street safer for autos, people and transit buses.

- *Transit Operations, TTD and TART (CA/NV)* – transit service with critical regional connections for residents and visitors including employment and medical trips
- *Lake Tahoe Boulevard Class 1 Bicycle Trail (Viking Way to South Wye) CA* - bike trail connecting a transit hub and town center to affordable housing projects and the local high school
- *US 50 South Shore Community Revitalization Project (CA/NV)* – road realignment creating a complete street with bicycle and pedestrian amenities in the region’s largest town center serving 3 routes and several private operator shuttles.
- *US 50 Corridor Collision Reduction (CA)* – lighting, improved crossings and high visibility green paint on the south shore that carries 3 routes and several private operator shuttles.

These projects in the FY 20/21 – 23/24 TIP with a mix of funds including \$3,820,000 in §5307 that specify the maintenance or replacement of transit assets and additional funds like ATP and STBG help build complete streets. Lake Tahoe Boulevard Class 1 Bike Trail, a major route for south shore transit, will have a new complete street as mentioned above. This project includes 20/21 funding from multiple

sources: local funds, CMAQ, ATP and HIP along with STBG to fully fund the project with \$3,489,000 from the 2021 FTIP.

GENERAL RESOURCES:

1. [Caltrans' PM1 Targets and Target-Setting Whitepaper \(Year Two 2019\) \(PDF\)](#)
2. Federal Liaison: <https://dot.ca.gov/programs/federal-liaison>
3. Federal Highway Transportation Performance Management <https://www.fhwa.dot.gov/tpm/>
4. State Highway Safety Report (2018) - California
<https://www.fhwa.dot.gov/tpm/reporting/state/safety.cfm?state=California>
5. Tahoe Safety Strategy: [Tahoe-Safety-Plan- Final 02-20-2019 reduced size.pdf \(trpa.org\)](#)
6. 2020 Tahoe Regional Transportation Plan - <https://gis.trpa.org/rtp/>
7. FTA TAM Final Rule [Fact Sheet](#)
8. General [FTA FAQs on TAM](#) – specifically here please see the last Q&A on the page that frequency with which MPOs must update their TAM targets
9. MPO Specific [FAQs on TAM](#) – th's resource outlines what exactly the MPOs are responsible for per the TAM Rule which was finalized in 2016
10. FTA Performance-Based Planning [Timeframe Overview](#)
11. FTA Safety Final Rule [Fact Sheet](#)

END NOTES:

ⁱ [23 CFR § 450.326 \(c, d\)](#)

ⁱⁱ MPO Frequently Asked Questions, Public Transportation Agency Safety Plan Final Rule, FTA
<https://www.transit.dot.gov/regulations-and-programs/safety/public-transportation-agency-safety-program/mpo-frequently-asked#SPTQ4>

ⁱⁱⁱ The TERM scale is a measure of condition used in the National Transit Database (NTD). This is the five-point scale that agencies use to report the condition of their facility assets. An asset is deemed to be in good repair if it has a rating of 3, 4, or 5 on this scale.

^{iv} California Statewide Local Streets and Roads Needs Assessment, October 2018, pg. 39.
<https://www.savecaliforniastreet.org/wp-content/uploads/2018/10/2018-Statewide-Final-Report-1.pdf>

^v Chapter 6 Highway Bridge Program, January 2019.
<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapg/g06.pdf>

^{vi} MPO Frequently Asked Questions, Public Transportation Agency Safety Plan Final Rule, FTA
<https://www.transit.dot.gov/regulations-and-programs/safety/public-transportation-agency-safety-program/mpo-frequently-asked#SPTQ4>

Appendix F: FTIP Performance Measures Reporting Workbook

Agency/Entity Tahoe Regional Planning Agency

Summary: this worksheet includes all available information at this time.

Additional instructions

Content overview

Summary of performance measures for the Tahoe region. Safety targets have not been set for both operators so information is not cohesive.

Performance Measures	5-Year Rolling Average Targets			Percent Reduction Targets
	Data Source			
	2019			
Total Number of motor vehicle collision fatalities*	3	4		3.03%
Rate of motor vehicle collision fatalities (per 100 million VMT)	0.82	1.1		3.03%
Total number of motor vehicle collision serious injuries	16	11.4		1.50%
serious injuries (per 100 million VMT)	4.39	3.13		1.50%
Total number of non-motorized fatalities and serious injuries	5/5	5.2/5.2		3.03%/1.5%

Summary of Safety Programs and Projects

	Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element	Number of Projects
-				
Safety Projects	\$29,064,415	\$22,680,100	18%	3
Other Projects (Not Primarily for Sa	\$35,548,780	\$17,267,000	13%	6
Total	\$64,613,195	\$39,947,100	31%	9

Optional

Fund	Total Project Funding	% of Total Project Funding	Program-Specific Funding in the 4-Year Element	% of the 4-Year Element	Number of Projects	% of Number of Projects
ATP						
HSIP						
SHOPP						
Total Safety (ATP, HSIP, SHOPP)						
Other Programs						
All Funds						

**PM2: NATIONAL HIGHWAY SYSTEM
PAVEMENT AND BRIDGE CONDITION**

Values

Percentage of Interstate System pavement in 'Good' condition	45.10%
Percentage of non-interstate NHS pavement in 'Good' condition	28.20%
Percentage of Interstate System pavement in 'Poor' condition	3.50%
Percentage of non-interstate NHS pavement in 'Poor' condition	7.30%
Percentage of NHS bridges in 'Good' condition	69.10%
Percentage of NHS bridges in 'Poor' condition	4.60%

SHOPP (Green cells are optional, yellow cells are mandatory)

Category	# of projects	\$ in 4 years	\$ Total
PM 2 Projects	1	\$24,150,000	\$24,150,000
Bridges	0		
Roads total (does not include non-NHS)	1	\$24,150,000	\$24,150,000

PM3 - National Highway System	
Percent of interstate system mileage reporting reliable person-mile travel times	65.60%
Percent of non-interstate NHS mileage reporting reliable person-mile travel times	N/A

PM3 - Freight Movement	
Percent of interstate system mileage reporting reliable truck travel times	1.67%

PM3 - CMAQ Program	
Annual hours of peak hour excessive delay per capita	N/A
Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)	N/A

Category	# of projects	\$ in 4 years	\$ Total
Non-Interstate (no CMAQ funds)	5	\$1,019,100	\$24,468,415
Interstate	0	\$0	-
Truck Travel Time Projects	N/A	N/A	N/A
CMAQ Projects*	5	\$5,127,000	\$137,679,850
PM 3 Total	9	\$6,146,100	\$168,294,365

*CMAQ Projects includes Tahoe Transportation District Transit services which receives CMAQ funds

Reporting Entity	Rolling Stock	Equipment	Facilities
	<i>(Pct of revenue vehicles > ULB)</i>	<i>(Pct of non-revenue vehicles > ULB)</i>	<i>(Pct of facilities < TERM scale 3)</i>
Tahoe Transportation District	38.00%	33%	22%
Tahoe Area Regional Transit	36.00%	0.00%	16.00%
Ea. Transit Agency/County Weighted Avg. (Combined Bus and Rail)	N/A	N/A	N/A
Regional Target based on Weighted Avgs. (If applicable)	42.00%	50.00%	30.00%

Pick one of the five options for reporting data:

1. List each transit agency's targets
2. Weight the average of the transit agencies by county for bus
3. Weight the average of the transit agencies by county for rail
4. Weight the average of the transit agencies by county for combined bus & rail
5. Weight the whole region for combined bus and rail

Infrastructure
<i>(Pct of track segments with restrictions)</i>
N/A
N/A
N/A
N/A

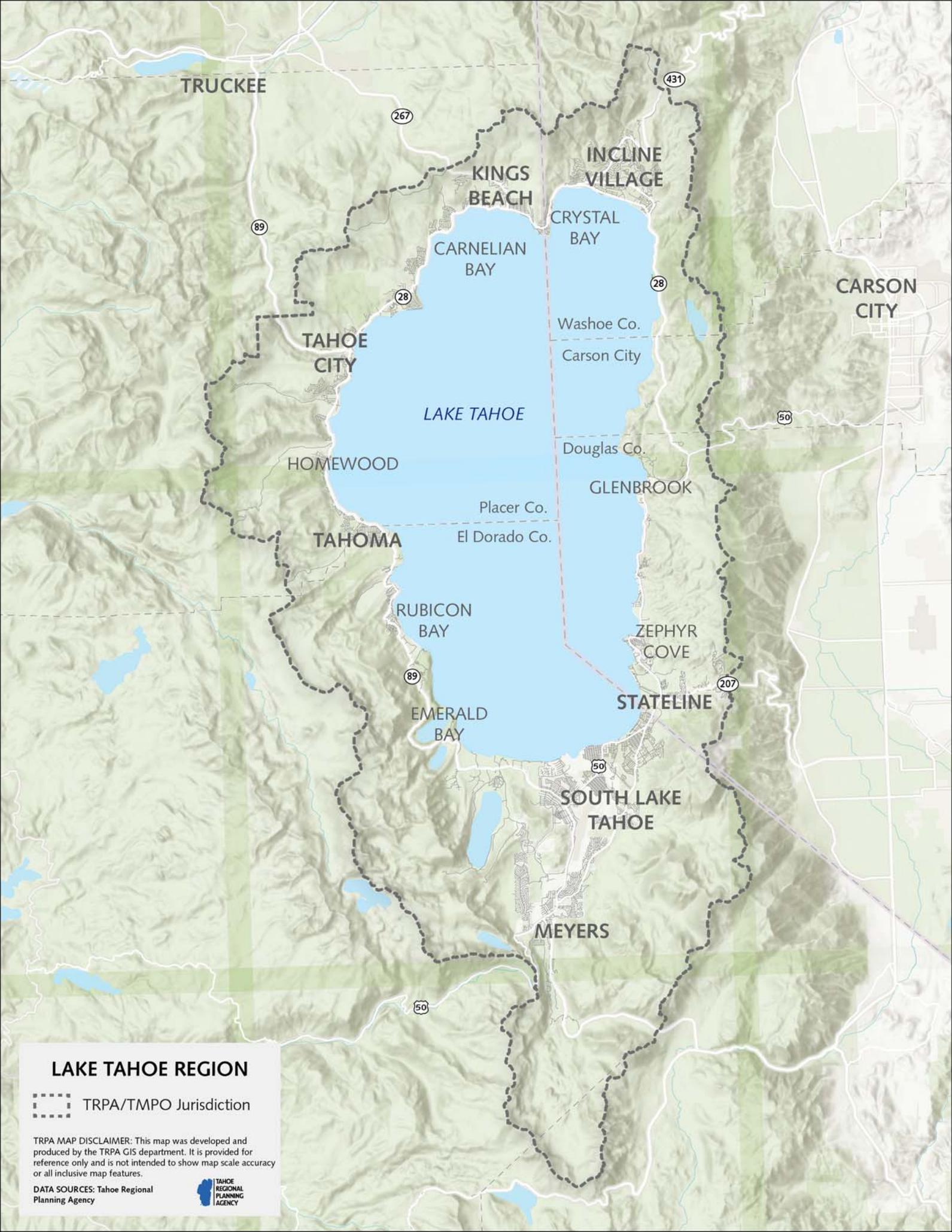
Annual Safety Performance Targets based on safety performance measures established under the National Public Transportation Safety Plan

Mode of Service	Fatalities	Fatalities (per 10 million VRM)	Injuries	Injuries (per 10 million VRM)	Safety Events	Safety Events (per 10 million VRM)	System Reliability
Rail Transit	N/A						
Bus Transit	0	0	12				
ADA/ Para transit	0	0	1				
Vans/Autos (Other specify)	0	0	0				

#Can include descriptions if needed

Some data has been provided per the 2 operators however both agencies have not set targets.

Appendix G: Tahoe Region Map



LAKE TAHOE REGION

 TRPA/TMPO Jurisdiction

TRPA MAP DISCLAIMER: This map was developed and produced by the TRPA GIS department. It is provided for reference only and is not intended to show map scale accuracy or all inclusive map features.

DATA SOURCES: Tahoe Regional Planning Agency



Appendix H: FTIP Checklist and Development Guidance

2021 Federal Transportation Improvement Program (FTIP) Checklist for Caltrans FTIP Coordinator

I. **Timeline:**

Ensure each Metropolitan Planning Organization (MPO) submits the following items to Caltrans:

- ✓ The *Draft* 2021 FTIP at the start of the FTIP public review period but not later than **February 1, 2021**.
- ✓ Three copies of the *Final* 2021 FTIP, along with any amendments and administrative modifications to the 2021 FTIP by **March 1, 2021**.
- ✓ Web-link to the Final 2021 FTIP and amendments by **March 1, 2021**.

II. **FTIP Package Submittal:**

Verify the FTIP package includes the following:

- Project Listings
 - Projects that are Transportation Control Measures (TCMs) are identified
- Detailed listings for highway and transit grouped projects (back-up listings)
- Signed board resolution that addresses the following:
 - Consistency with the metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450
 - Consistency with the Regional Transportation Plan (RTP)____(e.g. RTP 2030)
 - Financial constraint – the enclosed financial summary affirms availability of funding
 - Meets air quality conformity
 - Does not interfere with the timely implementation of the TCMs contained in the State Implementation Plan
 - Compliance with the performance-based planning requirements
 - Completion of the public participation process in accordance with the MPO’s Public Participation Plan (PPP)
- Project listings included in the Final 2021 FTIP are available in the California Transportation Improvement Program System
- Financial Summary
 - Includes financial information covering the first four years of the FTIP
 - Excel file submitted electronically using template dated June 2, 2020
- Description of the anticipated effort of FTIP towards achieving the performance targets identified in the RTP
- Air quality conformity analysis and determination
- PPP/Interagency Consultation
- Expedited Project Selection Procedures (EPSP) documentation
- Web link to the CMAQ project selection process
- Three copies of the Final 2021 FTIP mailed to:

**California Department of Transportation
Office of Federal Transportation Management Program, MS 82
P.O. Box 942874
Sacramento, CA 94274-0001
Attention: Muhaned Aljabiry**

2021 Federal Transportation Improvement Program (FTIP) Development Guidance

This guidance is not intended to supersede federal regulations. FTIPs must comply with all applicable metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450.

i. Timeline

Submit two copies of the draft 2021 FTIP to Caltrans at the start of the public review period, but not later than February 1, 2021. Except for the signed board resolution, all items listed in the 2021 FTIP Checklist must be included.

Submit the final 2021 FTIP and any amendments and administrative modifications to Caltrans by March 1, 2021. Only FTIPs received by the deadline will be included in the final 2021 FSTIP submittal to FHWA and FTA. Once approved by FHWA and FTA, the 2021 FSTIP will supersede the 2019 FSTIP and no projects can be obligated from an FTIP that has not been included in the 2021 FSTIP.

ii. Amendments and/or Administrative Modifications

Any amendment and/or administrative modification to the board-adopted 2021 FTIP received by March 1, 2021, will be included as part of the final 2021 FSTIP submittal to FHWA and FTA. During this time, MPOs with delegated authority from Caltrans cannot approve administrative modifications to their board approved 2021 FTIPs until the 2021 FSTIP is approved by FHWA and FTA.

Amendments and/or administrative modifications not received by March 1, 2021, will be processed by Caltrans, FHWA and FTA after the 2021 FSTIP is approved.

iii. Maintenance and Operations Costs

Include in the FTIP's financial plan an analysis of revenues dedicated for maintaining and operating the federal-aid system, including the basis for calculation. Address any anticipated shortfall in available revenues and describe plans to deal with the gap.

iv. Performance-Based Planning and Programming Requirements for RTP and FTIP

Federal regulations require States and MPOs take a performance-based approach to planning and programming, and requires States, MPOs and transit operators to establish targets in key national performance areas. Title 23 CFR 450.306 requires MPOs to establish performance targets in their metropolitan transportation planning process. The FTIP shall include MPO adopted performance targets and describe efforts toward achieving the targets.

v. Satisfying Public Participation Requirement for the Development of the Program of Projects (POP) for FTA 5307 Program through FTIP Development

The FTIP's public involvement process can be used to satisfy the public participation requirement for the development of the Program of Projects (POP) for the FTA 5307 Program. In such case, the transit recipient shall coordinate with the MPO, and ensure the public knows that it is using the public participation plan associated with the FTIP to satisfy the public involvement requirements for the POP. The MPO must ensure that the FTIP explicitly states that public involvement activities and time established for public review and comment for the FTIP satisfy the POP requirements of the FTA 5307 Program.

vi. Financial Constraint/Financial Summaries

- a) Program CMAQ and STBGP funded projects to the annual apportionment level for your region.
- b) Program projects from various Caltrans managed state consistent with the project listings from Caltrans.
- c) Include FTIP Financial Summary Table in the draft FTIP when released for public review. Notate any borrowing/loaning of apportionments in the financial summary table per agreements executed by Caltrans Local Assistance.
- d) Provide the financial summary using Caltrans adoption template dated June 2, 2020 when submitting final FTIP to Caltrans.

vii. Programming of Individually listed Projects

- a) Verify planning studies (non-transportation capital) are included in the Overall Work Program. Planning studies do not need to be listed in the FTIP.
- b) Program funding for each phase of a project in the year of obligation (E-76).
- c) For projects with no funding programmed within the four-year FTIP cycle that are included in the FSTIP for environmental approval purpose, include Regional Transportation Plan (RTP) Project Number, project completion date, the total project cost and add the following language to the project description:

"Project included in the FTIP for environmental approval."
- d) Provide the following information for each project:
 - 1) Sufficient description (i.e., type of work, termini, and length) to identify the project. (See the section below for more information.)
 - 2) Total project cost based on the latest estimates which may extend beyond the four years of the FTIP. Cost estimates must use an inflation rate to reflect the "year of expenditure dollars" based on reasonable financial principals and assumptions,

and be included in the financial plan. Projects in air quality nonattainment and maintenance areas can be included in the first two years of the FTIP and FSTIP only if funds are "available" or "committed."

- 3) The amount of federal funds proposed to be obligated during each program year for the project or phase (for the first year, this includes the proposed category of federal funds and source(s) of non-federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of federal funds and source(s) of non-federal funds).
- 4) Required non-federal matching funds.
- 5) Implementing agency.
- 6) Corresponding RTP number or RTP page number. MPOs that use California Transportation Improvement Program System (CTIPS) to develop their FTIPs may use the "Project Title, Location & Description" field or the "MPO Comments" field to include the RTP information.

Highway Projects (State Highways/Local Roads) Description Format

Description Formula: [(Location :) + (Limits) + (;) + (Improvement)]	
Location:	<p>The nearest city or significant town illustrated on state highway maps. If the project is located more than five miles away from the city or town, then prefix the city name with “East, West, North, or South of.”</p> <ul style="list-style-type: none"> • <i>In Bakersfield:</i> • <i>South of Bakersfield</i>
Limits:	<p>Project limits can be stated as from one road to another. Other boundary landmarks, such as rivers, creeks, state parks, freeway overcrossings, can be used in-lieu of streets or roads.</p> <ul style="list-style-type: none"> • <i>Between 1st Street and Pine Boulevard;</i> • <i>North of Avenal Creed to South of Route 33;</i> • <i>At Rock Creek Bridge;</i>
Improvement:	<p>Describes the work to be done. Include significant components of the improvement (in particular those that relate to air quality conformity).</p> <ul style="list-style-type: none"> • <i>Widen roadway from existing 2 lanes to 4 lanes.</i> • <i>Convert 4-lane expressway to 6-lane freeway with 2 HOV lanes.</i> • <i>Construct left turn lane.</i>
<p>Example: In Bakersfield: Between 1st Street and Pine Boulevard; widen roadway from existing 2 lanes to 4 lanes.</p>	

Transit Project Description Format

Description Formula: [(Location :) + (Limits) + (;) + (Improvement)]	
Location:	<p>For work at spot locations for large (statewide) transit agencies:</p> <p>The nearest city or significant town illustrated on state highway maps. If the project is located more than five miles away from the city or town, then prefix the city name with "East, West, North, or South of."</p> <ul style="list-style-type: none">• <i>In Bakersfield:</i>• <i>North of Bakersfield:</i> <p>Otherwise: Skip this step.</p>
Limits:	For work at spot locations (all agencies):

	<p>Name of the station, description of facility, name the rail corridor for the project etc.</p> <ul style="list-style-type: none"> • <i>Lafayette BART Station;</i> • <i>The Daly City Yard, adjacent to the Coloma Station;</i> • <i>San Joaquin Corridor;</i> <p>Otherwise: Skip this step.</p>
Improvement:	<p>Describes the work to be done. Include significant components of the improvement (in particular those that relate to air quality conformity.</p> <ul style="list-style-type: none"> • <i>Construct a station.</i> • <i>Track and signal improvements.</i> <p>Projects that apply to entire transit agency jurisdiction – describe activity</p> <ul style="list-style-type: none"> • <i>Purchase of 59 buses -- 12 MCI's and 47 Standard 40 ft buses (note if expansion or replacement).</i> • <i>Para-transit van leasing.</i> • <i>Operating assistance for Sacramento Regional Transit.</i>
Example:	<p>North of Bakersfield: San Joaquin Corridor – Track and signal improvements.</p> <p>Operating assistance for Sacramento Regional Transit.</p>

viii. Programming of Grouped Projects

- a) Use the attached guidelines titled “Programming of Grouped Project Listings in Air Quality Non-Attainment or Maintenance Areas” for programming grouped projects in air quality non-attainment or maintenance areas.
- b) Refer to 23CFR771.117 (c) and (d) for MPO areas (SBCAG, AMBAG, and Shasta) and Rural non-MPO counties that are classified as air quality attainment, for information on projects that can be classified as “Categorical Exclusion (CE).” For these areas, projects that are not considered regionally significant and qualify as CE may be grouped together.
- c) MPOs are responsible for determining if projects are eligible for inclusion in the grouped project listing.
- d) FTA-funded projects can be grouped, provided the detailed project list is made available to the FTA and the public. The detailed project list must be included in the FTIP and in the FTIP amendment when circulated for public review.

ix. Use of Toll Credits

Federal-aid highway projects typically require sponsors to provide non-federal funds as match to federal funds. However, at the MPO’s discretion, a project may be funded without the required non-federal match using Toll Credit (TC) provisions. The non-federal share match requirement can be satisfied by applying an equal amount of TCs allowing a project to be funded with 100% federal funding for federally participating project costs. TCs do not generate additional federal funding and are limited to the non-federal match required for the federal apportionments available in any given year.

The current Caltrans federal funding policy excludes the STIP (IIP), SHOPP, and Highway Maintenance Program projects from the use of TCs. However, MPOs may use CMAQ and STBGP funds to supplement project funding using TCs for the programs listed below.

TCs may be used for the following programs:

PROGRAMS	CRITERIA	ELIGIBLE FUNDS FOR USING TCs
STIP	TCs can be used only for the RIP projects	Eligible federal funds (e.g. CMAQ, STBGP)
HBP – Off System Projects	TCs are to be used for the “Off federal-aid system” projects	HBP
HBP – On System projects	TCs can be used for the “On federal aid system” projects using other eligible federal funds.	Eligible federal funds (e.g. HIP, STBGP)
HSIP	TCs can be used for projects from the local HSIP using other eligible federal funds, except for certain countermeasures eligible to use HSIP funds.	Eligible federal funds (e.g. CMAQ, STBGP)
*CMAQ and RSTP	Projects may be programmed with TCs at MPO’s discretion	CMAQ, STBGP

FTA – Funded Projects	<p>Projects funded from the formula programs are eligible to receive TCs. Below are the eligible programs</p> <ul style="list-style-type: none"> • 5307 including CMAQ and RSTP FTA transfer projects • 5309 • 5310 • 5311 including CMAQ and RSTP FTA transfer projects • 5337 • 5339 	Various
-----------------------	--	---------

* Notate in the FTIP the “Use of TCs” in the project description for CMAQ and RSTP-funded projects.

TCs shall not be used if the non-federal matching requirement has already been met with other non-federal funds

x. 2020 State Transportation Improvement Program (STIP)

The 2021 FTIPs should be consistent with the 2020 STIP adopted by the California Transportation Commission on March 25, 2020. The total project cost and all funding, including non-STIP funding, should be shown in the FTIP. (If a phase is programmed outside of the 2021 FSTIP period, then the total project cost can be shown in the MPO comment section or in the project description field in CTIPS).

2020 STIP projects are now available in CTIPS. When a STIP project is transferred from the STIP into the FTIP in CTIPS through the “CTIPS Transfer Mechanism,” right of way support and construction support costs are added to the corresponding capital costs.

Ensure STIP project funding is programmed using the appropriate “STIP Advance Construction - RIP/IIP” fund type.

State bond funds (e.g. Road Repair and Accountability Act Funding, Proposition 1B), if any, should be programmed consistent with the STIP funding details in CTIPS.

The screenshot displays the 'Fund Table Manager' web application in Google Chrome. The browser address bar shows the URL: <https://ctips-prod.dot.ca.gov/ctips/EditTypeFundForm.do>. The page title is 'Fund Table Manager - Google Chrome'. The main content area is titled 'Edit Fund Type' and is divided into several sections:

- Fund Type Details:** Includes 'Fund ID' (STIP-AC), 'Fund Name' (STIP Advance Construction), and a 'Detailed Fund Description' (Fund type to be used for programming STIP funding). There are also checkboxes for 'Blended Fund Type', 'Archived Fund Type', and 'State Highway Account', and a 'Type' selection (Federal, State, Local).
- Program Category(s) Containing this Fund Type:** A list of categories including IIP, RIP, IIP Prior, RIP Prior, GF IIP, GF IIP Prior, GF RIP, and GF RIP Prior. A 'Select Category to Add' dropdown and 'Add/Delete' buttons are present.
- MPO Filter - This Fund Type Applies to ...:** A grid of checkboxes for various MPOs, including AMBAG, BCAG, COFCG, KCOG, MCAG, MTC, SACOG, SBCAG, SCAG, SANDAG, Shasta, SJCOG, SLOCOG, STANCOG, TCAG, Kings, TRPA, Madera, and Rural Non-MPO. A 'Check All' button and a '?' icon are also visible.

At the bottom of the form, there are navigation buttons: 'Delete Fund Type', 'Add Fund Type', 'Top', 'Prior', 'Next', 'Bottom', and 'Exit'.

xi. 2020 State Highway Operation and Protection Program (SHOPP)

CTC adopted the 2020 SHOPP on May 13, 2020.

Timeline:

June 9, 2020 – The 2020 SHOPP will be available in CTIPS.

After June 9, 2020 – Caltrans Federal Programming Office will provide the SHOPP Grouped Project Reports.

For non-attainment areas, projects that are not exempt from air quality conformity determination must be listed individually in the FTIP. For attainment areas, projects that are not classified as Categorical Exclusion (CE) must be listed individually in the FTIP.

Program all projects with “SHOPP Advance Construction (AC)” fund type.

Program Preliminary Engineering (PE) and Right of Way (RW) phases for the Contingency projects (G-13) and once Construction Capital and Construction Support phases are programmed in the 2020 SHOPP, District FTIP Coordinators will notify MPOs to program these phases in the 2021 FTIP.

Verify in the FTIP financial summary table that the total revenue is equal to the total programmed.

MPOs are responsible for determining if a project can be classified as non-exempt or CE. Contact the District FTIP Coordinator if more information, such as a detailed project scope, is needed to make such determination.

Fund Table Manager - Google Chrome
 Secure | https://ctips-prod.dot.ca.gov/ctips/EditTypeFundForm.do

Edit Fund Type
Browse All Funds

Fund Type Details

Fund ID SHOPPAC	Fund Name SHOPP Advance Construction (AC)	Detailed Fund Description ('Huh?' Button) SHOPP funding shall be programmed with 100% "SHOPP Advance Construction (AC)" fund type.
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Blended Fund Type

?	Match % 0.00	Match Fund
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Type

Federal

State

Local

Archived Fund Type State Highway Account

Program Category(s) Containing this Fund Type

- SHOPP - Bridge Preservation
- SHOPP - Collision Reduction
- SHOPP - Emergency Response
- SHOPP - Mandates
- SHOPP - Mobility
- SHOPP - Roadside Preservation
- SHOPP - Roadway Preservation
- CT Minor Pgm.

Select Category to Add

MPO Filter - This Fund Type Applies to ...

<input checked="" type="checkbox"/> AMBAG	<input checked="" type="checkbox"/> BCAG	<input checked="" type="checkbox"/> COFCG	<input checked="" type="checkbox"/> KCOG	<input checked="" type="checkbox"/> MCAG
<input checked="" type="checkbox"/> MTC	<input checked="" type="checkbox"/> SACOG	<input checked="" type="checkbox"/> SBCAG	<input checked="" type="checkbox"/> SCAG	<input checked="" type="checkbox"/> SANDAG
<input checked="" type="checkbox"/> Shasta	<input checked="" type="checkbox"/> SJCOG	<input checked="" type="checkbox"/> SLOCOG	<input checked="" type="checkbox"/> STANCOG	<input checked="" type="checkbox"/> TCAG
<input checked="" type="checkbox"/> Kings	<input checked="" type="checkbox"/> TRPA	<input checked="" type="checkbox"/> Madera	<input checked="" type="checkbox"/> Rural Non-MPO	

xii. Various Caltrans Managed State and Federal Programs

Programming information for various federal-aid programs: Caltrans Federal Programming Office provides MPOs with information on various Caltrans managed state and federal programs (Highway Bridge Program, Highway Safety Improvement Program, Highway Maintenance Program etc.) as listings become available. Ensure projects are programmed using the latest listings. Contact Caltrans Federal Programming Office for further assistance.

Attachments:

Programming Grouped project listings in air quality nonattainment or maintenance areas

Appendix I: 2021 FTIP Public Notice and Public Comments



Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

NOTICE OF 30-DAY PUBLIC COMMENT PERIOD
DRAFT
2021 FEDERAL TRANSPORTATION IMPROVEMENT
PROGRAM

TRPA, in its role as the Tahoe Metropolitan Planning Organization, is pleased to announce a 30-day public comment period for the Draft 2021 Federal Transportation Improvement Program (FTIP). The public comment period commences on December 28, 2020 and closes on January 28, 2021. There will be an opportunity for public comment January 22, 2021 at the scheduled Tahoe Transportation Commission Board meeting.

The Draft 2021 FTIP document is available upon request
or can be viewed online at: <http://www.trpa.gov/transportation/>

Submit comments to:

Judy Weber, Associate Transportation Planner
Tahoe Regional Planning Agency
P.O. Box 5310
Stateline, NV 89449

Or email: jweber@trpa.org

The FTIP is a four-year program of surface transportation projects for the Tahoe Region that is consistent with the Regional Transportation Plan and related local, state, and federal planning processes. This document complies with the federal transportation bill - Fixing America's Surface Transportation (FAST) Act requirements and is being circulated as required by the United States Department of Transportation's metropolitan planning regulations 23 Code of Federal Regulations Part 450.

Please direct any questions regarding this notice to Judy Weber at jweber@trpa.org.

FINAL 2021 FTIP PUBLIC COMMENT LOG

Number	Name	Organization	Date Rec'd	Comment Topic	Date of Response	Action Taken
1	Dan Currier	Resident	12/28/20	Transportation plan needs complete overhaul to save Lake Tahoe	1/4/21 JW	Emailed. Comment noted.
2	Jan Brisco	TLOA	12/30/20	Requesting hard copy of draft 2021 FTIP	12/30/20 JW	Mailed 1/4/2021 JF
3	Jody Kuzmik	Resident	12/30/20	Requesting hard copy of draft 2021 FTIP	12/30/20 JW	Mailed 1/4/2021 JF
4	Steve Teshara	Tahoe Transportation Commission/ Representing the South Shore TMA	12/30/20	1. Why was FTIP released prior to RTP approval? 2. Update TRPA/TTC board members. 3. Prepare a more accessible executive summary for easy reading and understanding of the FTIP - what it says and concludes.	1/6/2021 JW	1. the updated cycle is dictated by the state DOTs in order to sync up with additional State funding actions. 2. Updated board members
5	Carole Black	Resident - Incline Village	12/30/20	1. Draft FTIP released prior to RTP approval. Should delay the FTIP until RTP is approved. 2. Not enough IV traffic projects. 3. Has Incline Village Mobility Hub concerns	1/4/21 MG	Emailed/forward to TTD
6	TRPA	TRPA	1/7/21	SR89/Fanny Bridge Community Revitalization Project - Phase 1 Highway Improvements and Dollar Creek Path (Phase 2): Correct funding source from FLHP to FLAP for \$10,665M	1/7/2021 JW	Updated CTIPS funding source from FLHP to FLAP
7	Stan Hill	CSLT	1/8/21	Pioneer Trail Pedestrian Upgrade, Phase 2 not in the draft 2021 FTIP? How do you go about getting projects listed in RTP and FTIP.	1/8/21 MG & JW	Emailed. Comment noted.
8	Teresa Payne	Resident - Incline Village	1/11/21	Opposes location of bus terminal proposed in Incline Village. Location is already crowded during summer and is used for a walking spot for the neighborhood. It is desirable for locals, but not for bus terminal. It should continue to be used for locals and not for public parking spaces. Use more visible place, such as northern entry to Incline Village.	1/12/21 JW	Emailed. Comment noted.
9	Wayne Ford	Resident - Incline Village	1/11/21	Opposed to Incline Village Transit Hub. The only use for that Property must be Residential	1/12/21 JW	Emailed. Requested clarification on email
10	Courtney Townsend	Resident - Incline Village	1/11/21	Against the funding of the proposed Incline Village Transit Hub	1/12/21 JW	Emailed. Comment noted.
11	Steven Bouck	Resident - Incline Village	1/12/21	Opposed to Incline Village Transit Hub proposed site and another huge swath of asphalt is not welcomed.	1/13/21 JW	Emailed. Comment noted.
12	Larry Domino	Resident - Incline Village	1/12/21	Opposed to the Incline Village Mobility Hub proposed location. 1. Concern with the need for evacuation options in case of wildfire. 2. Locate elsewhere on Hwy 28 or 50. 3. Transit center should be located on eastern end of Incline 4. Has a study on traffic flow been completed 5. Concern with using Washoe County "park" funds on project	1/19/21 JW	Emailed. Comment noted.
13	Bob Mitchell	Resident - Incline Village	1/13/21	Opposed to Incline Village Transit Hub proposed site. Does not want or need a Transportation hub in backyard.	1/19/21 JW	Emailed. Comment noted.
14	Abhijit Bagde	Caltrans	1/14/21	General Comments: 1. Page 16: Performance Management: Thank you for providing comprehensive analysis on TRPA's efforts in achieving performance measures targets. Please refer to the information discussed at the November 17, 2020 CFPG meeting. Please complete and include the template (in excel) along with the final 2021 FTIP. 2. Page 32: Operations and Maintenance of the Existing System: Identify revenues allocated maintaining and operating the federal-aid system for the TRPA region. Financial Summary: 1. Highway Safety Improvement Program: Update the revenue and programming per information transmitted on December 15, 2020. 2. Clarify if FTA 5311 Program funding includes amounts for the Nevada State. Project Listings: 1. CTIPS Id 22000000153: Update the programming per Highway Safety Improvement Program information transmitted on December 15, 2020. 2. CTIPS Ids 22000000049, 22000000137: Provide details for the project scope for these two projects. Both the projects appear to have similar scope and some common fund types and associated amounts programmed. 3. CTIPS Id 22000000047: What is the cost of the construction phase and which year it is scheduled for.	1/19/21 & 1/21/21 JW	General Comments: 1. Updated the PM narrative and tables with revised PM template. 2. Identified and included revenue allocations in O&M section (SHOPP/Transit Ops) Financial Summary: 1. Updated HSIP per 12/5/20 email. Moved HSIP funds \$103,000/City \$17,000 from 22/23 to 21/22 2. FTA 5311 programming is only NV State. Moved to revenue apdx for clarification. Project Listings: 1. Updated programming year for HSIP project 22000000153 from 22/23 to 21/22 2. Updated project description for 22000000049. These projects are the Transit Capital for the transit operators in the Region. Apportionments are allocated between the two operators. 3. CTIPS ID 22000000047 US50 South Shore Community Revitalization - construction cost is estimated at \$50M and phase year 2028.
15	Margaret Tom	Resident - Incline Village	1/14/21	Opposed to Incline Village Transit Hub site - does not belong in a highly residential area	1/19/21 JW	Emailed. Comment noted.
16	Amy Bekowich	Resident - Incline Village	1/15/21	Against Transit hub in Incline Village - put parking lot and parked buses on that park/public land	1/19/21 JW	Emailed. Comment noted.

FINAL 2021 FTIP PUBLIC COMMENT LOG

Number	Name	Organization	Date Rec'd	Comment Topic	Date of Response	Action Taken
17	Scarlett Martin	Resident - Incline Village	1/15/21	Opposed to Incline Village Elementary school location as a transit hub	1/19/21 JW	Emailed. Comment noted.
18	Julia Simens	Resident - Incline Village	1/15/21	Against proposed transit hub at the old elementary site in Incline Village - traffic congestion and safety issues	1/19/21 JW	Emailed. Comment noted.
19	Bill Lambert	Resident	1/15/21	Opposes Transit hub site - it is a very heavily used area. Will create unnecessary congestion making area a nightmare	1/19/21 JW	Emailed. Comment noted.
20	Vern Howard	Resident - Incline Village	1/16/21	Opposes Incline Village Transit Hub location - increased traffic flow and congestion in area and the risk of increased accidents	1/19/21 JW	Emailed. Comment noted.
21	Francis Carrington	Resident - Incline Village	1/16/21	Opposition to Incline Village Transit Hub location - traffic congestion in an already congested area	1/19/21 JW	Emailed. Comment noted.
22	Dick Monnier	Resident - Incline Village	1/16/21	Strongly object to the Incline Village Transit Hub location - site is much better suited for a park as previously planned.	1/19/21 JW	Emailed. Comment noted.
23	Glen Rossman	Resident - Incline Village	1/17/21	Opposed to Incline Village Transit Hub - traffic congestion, noise, air pollution, and safety	1/19/21 JW	Emailed. Comment noted.
24	Cheryl Anderson	Resident - Incline Village	1/17/21	Strongly object to and oppose the location of the transit mobility hub in Incline Village - It is imperative that an alternate site outside of Incline Village be selected. The proposal will <ul style="list-style-type: none"> •increase the already over-whelming traffic and congestion that we have in Incline, especially during those times that outsiders want to occupy Sand Harbor •create unnecessary and unwanted dangers to the local apartment residents and local drivers who are trying to lead a normal life •disrupt access to local establishments •generate environmental damage, including trash •destroy local roads, which will then require increased taxes for maintenance 	1/19/21 JW	Emailed. Comment noted.
25	Kevin Reeth	Resident - Incline Village	1/18/21	A better location for a transit site - Spitson Lumber has closed and will not be re-opening and it sits directly on hwy 28. Old elementary school better location for high-density housing.	1/19/21 JW	Emailed. Comment noted.
26	Sarah Miller	Resident - Incline Village	1/18/21	Opposed to purchase of former Incline elementary school property and its conversion to a transportation hub. Area is very congested already and we do not need to have a transit hub in Incline.	1/19/21 JW	Emailed. Comment noted/forward to TTD
27	Ina Haupt	Resident - Incline Village	1/18/21	Opposed to bus station in the middle of Incline Village. There are many other locations better suited.	1/19/21 JW	Emailed. Comment noted.
28	David LaBarge	Resident - Incline Village	1/19/21	Opposed to the Regional Transit Bus/Parking Hub location. Matter of significant vehicle congestion, safety, and health for residents of Incline Village. Find an alternative site.	1/19/21 JW	Emailed. Comment noted.
29	Diane Becker	Resident - Incline Village	1/19/21	Opposed to school site for the Incline Village transit hub. 1. IV community objects to the school site 2. attempt to keep IV community uniformed of proposed school site for transportation hub. 3. FTIP describes school site inaccurately - it makes the school site a proposed site for the hub. 4. Public records reflect the school site is being selected to address traffic problems caused by locations outside of IV, therefore overwhelming opposition in IV to this site should be consider. 5. There are several available sites in IV that are now available for a transit hub.	1/19/21 JW	Emailed. Comment noted.
30	MaryBeth Abdo	Resident - Incline Village	1/19/21	Opposed to school location for the Incline Village transit hub. Car congestion, truck use and pedestrian use makes it the second busiest corner in Incline Village,	1/19/21 JW	Emailed. Comment noted.
31	Doug Flaherty	Resident - Incline Village	1/19/21	Opposition to the use of the old elementary school site in Incline Village as a transit mobility center	1/19/21 JW	Emailed. Comment noted.
32	Gil Shoham	Resident - Incline Village	1/19/21	Opposed to the use of the old elementary school site in Incline Village as a transit mobility center. There are better alternative locations available - WCSO Substation	1/19/21 JW	Emailed. Comment noted.
33	Yolanda Knaak	Resident - Incline Village	1/19/21	Opposed to the use of the old elementary school site in Incline Village as a transit mobility center. It will put the children in the neighborhood in danger and it will affect property values of condos.	1/19/21 JW	Emailed. Comment noted.
34	Allyson Willoughby	Resident - Incline Village	1/19/21	Strong opposition to a transit hub being placed at 771 Southwood Boulevard, the site of the original elementary school. There are better locations for a transit hub with much less impact on the Incline Village community.	1/19/21 JW	Emailed. Comment noted/forward to TTD
35	Donald Tateishi	Resident - Incline Village	1/20/21	Strongly against the use of the proposed site for a transit hub. The project will cause a very busy traffic in an already busy residential	1/20/21 JW	Emailed. Comment noted.
36	Mary Horsley	Resident - Incline Village	1/20/21	Very much against the transportation hub proposed for the old elementary school site. It is dangerous for the residents in the area and will cause more congestion in town that the Village will not be able to withstand.	1/20/21 JW	Emailed. Comment noted.

FINAL 2021 FTIP PUBLIC COMMENT LOG

Number	Name	Organization	Date Rec'd	Comment Topic	Date of Response	Action Taken
37	Renee Bouck	Resident - Incline Village	1/20/21	Opposed to transit hub at proposed site. Consider moving the project closer to where people want to go.	1/20/21 JW	Emailed. Comment noted.
38	Shirley Appel	Resident - Incline Village	1/20/21	Letter of protest to Transportation Terminal. Opposes transit hub at the old elementary school site. Concerned about noise, traffic, property values decreasing, degrading Incline Village's quality of life.	1/20/21 JW	Emailed. Comment noted.
39	Pamela Tsigdinos	Resident - Incline Village	1/20/21	Strongly oppose the use of the former Incline Village Elementary School site being used as a transit mobility hub. Danger to public safety, air pollution, and negative community impact.	1/20/21 JW	Emailed. Comment noted.
40	Lisa Marechal	Resident - Incline Village	1/20/21	Opposed to the old elementary school site for the Incline Village transit hub. Consider alternative sites.	1/20/21 JW	Emailed. Comment noted.
41	Patricia M. Morris	Resident - Incline Village	1/20/21	Opposed to the project being proposed by the Tahoe Transportation District to purchase the old school at 777 Southwood Boulevard in	1/21/21 JW	Emailed. Comment noted.
42	Gary Stewart	Resident - Incline Village	1/21/21	Opposed to the old school location as a transit site	1/21/21 JW	Emailed. Comment noted.
43	Pablo Ortega	Resident - Incline Village	1/21/21	Supports the transit hub in Incline Village	1/21/21 JW	Emailed. Comment noted.
44	Annie Turner	Resident - Incline Village	1/21/21	Opposed to the old elementary school site for the Incline Village transit hub.	1/21/21 JW	Emailed. Comment noted/forward to TTD
45	Mike Grabenstein	Resident - Incline Village	1/21/21	Strongly object to the use of the Old IV Elementary School being used as a bus/transportation hub.	1/21/21 JW	Emailed. Comment noted.
46	Ronda Tycer	Resident - Incline Village	1/21/21	Opposition of transit hub site. Proposed TTD transit hub will usurp the last large parcel we have for mixed use, and be a gigantic eyesore causing us untold traffic problems. Today we residents are asking for TRPA's collaboration to help us preserve and enhance the heart of our village. (Three emails for TTD Item IV-A pertaining to transit hub)	1/21/21 JW	Emailed. Comment noted/forward to TTD
47	John Congistre	Resident - Incline Village	1/21/21	Opposed to Incline Village Transit hub	1/21/21 JW	Emailed. Comment noted/forward to TTD
48	Denise Davis	Resident - Incline Village	1/21/21	Opposed to the old elementary school site for the Incline Village transit hub	1/21/21 JW	Emailed. Comment noted/forward to TTD
49	Carol Blacke	Resident - Incline Village	1/21/21	Objects to the IV Mobility Hub project as programmed in the FTIP	1/22/21 JW	Emailed. Comment noted/forward to TTD
50	Kathie Julian	Resident - Incline Village	1/22/21	Objection to siting a "Mobility Hub" to provide parking for tourists on at old Incline Elementary Site in Incline Village	1/22/21 JW	Emailed. Comment noted.
51	Dan Kikkert	El Dorado County	1/22/21	Request to add Water Quality Mitigation as an additional funding source for the Apache Avenue Pedestrian Safety and Connectivity project. Update FFY 21/22 AQ to WQ \$65,0000.	1/22/21 JW	Updated Apache Avenue Pedestrian Safety and Connectivity project funding source from Air Quality to Water Quality \$65,000.
52	Gavin Feiger	League to Save Lake Tahoe	1/21/21	FTIP discusses what the RTP is but does not say how FTIP will help achieve goals or aligns with priorities like the bi-state priorities outlined in the RTP. For example, how will transit projects get us to the bi-state goal? •Also doesn't say how works with TTD's short and long range plans. •Everything references the 2017 RTP – is this going to be amended to reference 2020 RTP? Are all of the projects listed also in the 2020 RTP? Specifics about projects: *Includes Greenway over Truckee, but not Herbert to Ski Run *Transit operations: TTD almost \$7 million in 20/21 then about \$5 million rest of years; TART \$5 million all years (almost exact qual split with TTD in last 3 years). Is this a change? It seems like TTD used to get more. *Incline mobility hub is in there for the old elementary school site *Fanny Bridge completion is in there – even though claims 2019 success. •The funding sources does not seem to include a regional revenue sources, probably because not expected before 2024? •Regional grant program refers to 2017 RTP – again, timing issue?	1/22/21 JW	Emailed responses. *Included bi-state information and the transit plans. *The 2017 RTP /2020 RTP are both referenced in the FTIP. Specific Projects: *FTIP includes projects that have been awarded federal funds. *Cares Act and CMAQ are programmed in the first year, does not continue in future years. Transit Operators provide amounts. *Yes, project description was submitted by agency. *Fanny Bridge has two projects Phase 1 & 2. Phase 1 is completed, Phase 2 is active. * Regional revenue is future funding * Yes, Regional Grant Program refers to the 2017 RTP
53	Cody Bass	CSLT	1/22/21	Question was asked at the TTC Board meeting on January 22, 2021. Transit funding for Grouped Projects for Operating Assistance to Transit Agencies Detailed Listing (on page 85 of TTD Board packet). TTD funds look high in first year than decrease the next 3 years.	2/1/21 JW	Emailed response. Cares Act and CMAQ funding in first year. Does not continue in future years. Transit Operator provide funding amounts. Cc'd TTD
54	Gerald /JoAn Hagy	Resident - Incline Village	1/22/21	Opposed to bus location in Incline Village. Street is not wide enough to use.	2/1/21 JW	Emailed. Comment noted/forward to TTD
55	Will Garner	Placer County Public Works/TART	1/25/21	Submitted updates for Placer County's Transit Operations and Capital projects.	1/26/21 MG & 2/1/21 JW	Emailed. Updated Transit Ops project as requested. Updated Transit Capital project description.
56	Carole Black	Resident - Incline Village	1/28/21	Providing additional comments on the Incline Village Mobility Hub project	1/28/21 MG	Emailed. Comment noted
57	Shaun Orgill	Resident - Incline Village	1/29/21	Very against the incline transit center proposal.	2/1/21 JW	Emailed. Comment noted/forward to TTD

FINAL 2021 FTIP PUBLIC COMMENT LOG

Number	Name	Organization	Date Rec'd	Comment Topic	Date of Response	Action Taken
58	George Fink	TTD	2/1/21	Update Incline Village transit hub project description and include future funds	2/2/21 JW	Emailed. Comment noted. Update Incline Village transit Hub project description.
59	Tom Sohn	Central Federal Lands Highway Division	2/3/21	Round Hill Pines Resort Highway Intersection needs updating. Please update as submitted.	2/3/21 JW	Emailed and called. Updated project as submitted - FLAP \$\$4,700,000, USFS \$400,000, State Gas Tax \$750,000, STBG \$450,000
60	Jason Love	NDOT	2/3/21	The Nevada STIP project DO20190007 - US 50 Preservation in the Tahoe Basin has federal funds will need to be included in the FTIP.	2/3/21 JW	Emailed and called. Included NDOT STIP project DO20190007
61	TRPA	TRPA	2/4/21	New project; SR28 Central Corridor- Sand Harbor to Spooner - Parking/Safety Improvements needs to be included in the FTIP.	2/4/21 JW	Included project in FTIP.
62	Abhijit Bagde	Caltrans	2/17/21	Error with TRPA's PM reporting template. In the final column "\$ total" on the PM 3 tab, they report a %, however, we will need dollar amounts.	2/17/21 MG	Updated PM Template in Final 2021
63	Carole Black	Resident - Incline Village	2/24/21	Public Comments: TRPA Operations and Governance Item 4 re FTIP. TRPA Governing Board/TMPO Item VI Consent Agenda #1 re FTIP	2/24/21 MG	Comments noted and included.
64	Governing Board Operations and Governance Committee	TRPA	2/24/21	Amendment to Multi-Use Center project description. Final: Multi-Use Center (Planning and Design of a mobility hub located within the Tahoe Area Plan within Washoe County) Strikethrough/Addition: Multi-Use Center (Planning and Design of a mobility hub located within the Incline Village area of the Tahoe Area Plan within Washoe County)	2/24/21 MG	Updated Multi-Use Center project description in Final 2021 FTIP

Judy Weber

From: Dan Currier <danrayna71@yahoo.com>
Sent: Monday, December 28, 2020 6:50 PM
To: Judy Weber; Rayna Currier
Subject: Re: Public Comment Period Notice - 2021 Federal Transportation Improvement Program

Follow Up Flag: Follow up
Flag Status: Flagged

Judy,

We have been coming to Tahoe since the late 1950's, started skiing here in 1969, and have owned four properties here - one in Tahoe Donner and three in South Lake. Our current full time residence overlooks Lake Tahoe on Saddle Road near the Cal base lodge of Heavenly Ski Resort.

We have been so appalled at the poor and/or lack of planning in South Lake Tahoe and around the Lake that we have had many conversations about potentially relocating to another less congested, more conservation-concerned mountain community in another state. We have attended almost all of the Summits to Save Lake Tahoe over the last dozen years as well as transportation planning sessions, city council meetings, and seminars on how to improve Tahoe, but, as of yet, we remain sorely disappointed by those who have spent billions on ill-conceived and typically greed-induced solutions to save Tahoe.

The history of Lake Tahoe, since its discovery in 1844, by Kit Carson, has been one of exploitation. Never has that been more true than today. We hear a lot about how we must save Lake Tahoe through public/private partnerships. What that means is that we must save Lake Tahoe by giving business interests a high priority in all that we do. What we have created is a system that prioritizes economic growth over quality of life, a system that has created a policy which is guided by ideology based upon the dictate that more is better - more people, more and bigger businesses, more jobs, more roads, more cars, more buses, more bikes, more bike trails, more hiking trails, more campgrounds, more concessions, more parking lots, more accommodations, more venues (the 6,000 seat arena at Mont Blu), more amusements, more recreational activities, more, more, more.....

If we are to save the Lake, we must reverse this growth trend, not increase it. Governor Brown said at the Summit held at Sand Harbor that the next 15 years will bring an increase of 10 million more people to the state of California. He concluded that how we manage the flow into the Tahoe basin of 50 million people from California and more from the rest of the world will determine whether we save the basin and its lake.

We should be putting limits on the number of people coming to Tahoe rather than creating transportation enhancements to our current antiquated system in order to accommodate more. To move ahead with your current transportation proposals would be to waste money on a transportation system that should have been in place 30 years ago. Now is the time to put greed coupled with outdated ideas aside and embark on creating a totally new master plan for the entire Lake Tahoe area from Hope Valley to the Martis Valley - a plan that not just limits but reduces business growth, that emphasizes residential renovations and stops new residential development, that strictly reduces and limits tourism, and that creates a non-polluting public transit transportation system (monorail), and limits street traffic to electric buses and individual vehicular traffic for residents only (parts of Europe have accomplished this).

Living above the Lake and therefore Highway 50, we can tell you that noise and air pollution travel up. On some days the traffic noise from down below is louder up here than in any major city we have ever lived in or visited. This last summer there were many days when our air was thick with the smell of automobile exhaust. And with the traffic came the masses. Our hiking trails around the Lake were packed with escapees from places other than Tahoe walking in long,

single-file lines, the stench of human feces and urine from off-trail, makeshift behind-trees-and-boulders bathrooms mixing with car exhaust in domination of the fresh evergreen aromas one associates with a pristine alpine outdoor experience.

A nonpartisan, anti-growth, no conflict-of-interest, science-led, visionary commission of environmentalists and award-winning urban planners needs to be created that can formulate a master plan for our future. Sorry, but the livelihood of the bureaucracies of TRPA, League to Save Lake Tahoe and others depend too much on long-term financing and planning for their livelihood to be effective. Instead, we urgently need the implementation of a masterful plan to save Tahoe, not one that will take, for instance, 30 years just to build a bike path. It can and must be done. For those old enough to remember and for those too young to know - the U.S. created the atomic age in less than four years; we rebuilt the world after WWII in less than ten; we put a man on the moon in less than seven; we built a nationwide interstate transportation system in under a decade, and, between 1945 and 1965, we built the best education system in the world. If we can do these things, we can certainly change Tahoe for the better by 2030.

So, needless to say, we see the current proposals for Tahoe's transportation system to be obsolete, shortsighted, pro-growth, pro-business, and ultimately disastrous if we hope to truly save Lake Tahoe. And don't forget, the pandemic and a new "green" president in the White House are huge game changers. With these momentous developments, we need to envision a new direction.

We know you are too caught up in "the plan" to start over. Too much money, too many man hours, and too many egos are wrapped up in its completion and implementation. Regardless, we take solace in knowing we lived during a time when coming to Tahoe was a wilderness experience - autos were sparse, accommodations were few and primitive, the air was crystal clear, the near shore was devoid of algae and the clarity of Tahoe's water was eerily pristine. Too bad future generations won't experience what we and our muse, Mark Twain, knew: "To obtain the air the angels breathe, you must go to Tahoe." But, we know, you must progress. But, sadly, it will not be progress.

Sincerely,

Dan & Rayna Currier

Sent from my iPhone

On Dec 28, 2020, at 1:54 PM, Judy Weber <jweber@trpa.org> wrote:

[View this email in your browser](#)



Notice of 30-Day Public Comment Period

Draft 2021 Federal Transportation Improvement Program

The Tahoe Regional Planning Agency, in its role as the Tahoe Metropolitan Planning Organization, is pleased to announce a 30-day public comment period for the Draft 2021 Federal Transportation Improvement Program (FTIP). The public comment period commences on December 28, 2020 and closes on January 28, 2021. There will be an opportunity for public comment January 22, 2021 at the scheduled Tahoe Transportation Commission Board meeting.

The Draft 2021 FTIP document is available upon request or can be viewed [online here](#).

Submit comments to:

Judy Weber, Associate Transportation Planner

Tahoe Regional Planning Agency

P.O. Box 5310

Stateline, NV 89449

Or email: jweber@trpa.org

The FTIP is a four-year program of surface transportation projects for the Tahoe Region that is consistent with the Regional Transportation Plan and related local, state, and federal planning processes. This document complies with the federal transportation bill - Fixing America's Surface Transportation (FAST) Act requirements and is being circulated as required by the United States Department of Transportation's metropolitan planning regulations 23 Code of Federal Regulations Part 450. Please direct any questions regarding this notice to Judy Weber at jweber@trpa.org.



Transportation is Transformation



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Thank you for your interest in TRPA and Lake Tahoe.

Our mailing address is:

Tahoe Regional Planning Agency

Po Box 5310

128 Market Street

Stateline, Nv 89449

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Judy Weber

From: Jan Brisco <jan@janbrisco.com>
Sent: Wednesday, December 30, 2020 12:12 PM
To: Judy Weber
Subject: Draft Transportation Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Please send us a copy of the Draft Plan – Please include an invoice if there is a cost.

Jan Brisco
Executive Director
TLOA
PO Box 7073
Tahoe City CA 96145-7073

Thank you,
Jan

Judy Weber

From: Jody Kuzmik <jody.kuzmik@gmail.com>
Sent: Wednesday, December 30, 2020 2:19 PM
To: Judy Weber
Subject: Re: The Draft 2021 FTIP document

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Judy,

Mailing a copy would be great, thank you very much.

Please send at your convenience to
Jody Kuzmik
PO BOX 407
Glenbrook, NV 89413

Kind regards,
Jody

On Wed, Dec 30, 2020 at 12:54 PM Judy Weber <jweber@trpa.org> wrote:

Hello Jody,

Thank you for your email. We can mail a copy of the Draft 2021 FTIP to you after the holiday, as the TRPA office is closed for the holidays and will reopen on Monday, January 4, 2021.

If you would like to pick up a copy next week, I will need to schedule a day and time to make sure someone is available at office to put outside for you.

Please let me know which you prefer.

Regards,

Judy Weber

Associate Transportation Planner

Office (775) 589-5203 Cell (530) 318-8461



-----Original Message-----

From: Jody Kuzmik <jody.kuzmik@gmail.com>

Sent: Monday, December 28, 2020 4:12 PM

To: Judy Weber <jweber@trpa.org>

Subject: The Draft 2021 FTIP document

Dear Judy,

I understand the Draft 2021 FTIP document is available upon request.

Would you prefer I stop by the TRPA office to pick up a copy?

Kind regards,

Jody Kuzmik

Sent from my iPhone

Judy Weber

From: Steve Teshara <steveteshara@gmail.com>
Sent: Wednesday, December 30, 2020 3:25 PM
To: Judy Weber
Cc: Michelle Glickert; Nick Haven; Carl Hasty
Subject: From Steve Teshara - Initial Comments on the Draft 2021 FTIP

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms. Weber: I have just completed my initial run-through of the December 2020 Draft of the 2021-2024 Federal Transportation Improvement Program (FTIP). I expect to have more detailed comments and questions in early to mid-January.

My first question: Why is the release of this draft FTIP not synced with the release of the revised Regional Transportation Plan (RTP)? There is supposed to be or should be, a correlation between the two, particularly in terms of what projects can be funded with dollars estimated to be available and documented as such in the FTIP Financial Plan.

Comments: Please update the officers for the TRPA/TMPO Governing Board:
Mark Bruce, Chair
Cindy Gustafson, Vice-Chair

and, for the Tahoe Transportation Commission, note the following corrections:
Cindy Gustafson, Chair
(Lucia Maloney remains Vice-Chair)

The correct representative for the Truckee North Tahoe Transportation Management Association is Andy Chapman

Overall Comment: I recognize this Draft FTIP is prepared in the format stipulated by the Federal FHWA and FTA. However, for members of the public attempting to read and understand the information being presented, it is a very difficult read. Perhaps a more accessible executive summary can be prepared that accompanies the actual FTIP that plainly states what the document itself says and concludes. It seems to me that such an addition would be more in keeping with the requirements and intent of the TRPA/TMPO Public Participation Plan.

Thank you for your response to my initial question and comments.

Respectfully submitted,
Steve Teshara
Member, Tahoe Transportation Commission
Representing the South Shore Transportation Management Association

Judy Weber

From: cbwillb@charter.net
Sent: Wednesday, December 30, 2020 1:42 PM
To: Judy Weber; Michelle Glickert; Joanne Marchetta; Bill Yeates; Mark Bruce
Subject: RE: Public Comment Period Notice - 2021 Federal Transportation Improvement Program

Follow Up Flag: Follow up
Flag Status: Flagged

To: Judy Weber, Michelle Glickert TRPA Transportation

Cc: Bill Yeates, Mark Bruce, Joanne Marchetta
Cc: Alexis Hill (Kindly forward to new Washoe County Commissioner Hill via her TPRA official email)

Ms Weber, Thank you for forwarding the draft Federal Transportation Improvement Program. I include some initial thought below and will send further formal public comment within the allotted timeframe.

Ms Glickert, As noted, I much appreciate receiving this draft. However, I am perplexed as follows:

- 1) To the best of my knowledge, the draft TRPA RTP has not been finalized or approved. Yet this additional draft plan, presumably created for submission/documentation at the Federal level, references draft RTP content as established.
- 2) The only item that I saw related to the extensive traffic, parking, congestion challenges threatening day-to-day safety and evacuation capability in Incline Village is described on page 81 of the pdf: "Multi-Use Center (In Washoe County, located on SR28 and Southwood Blvd in Incline Village. Plan, design and construct a Mobility Hub. (Prior project title: East Shore Transit Service Facility Upgrades))"

This raises multiple issues including:

- a) To start, this description misrepresents the historic situation in that there has never been an "East Shore Transit Service Facility" in Incline Village and thus there is no applicable facility for "upgrades." There was a temporary operation on a school property which was never permitted by Washoe County and which never went through the required Special Use Permit Process as required by the zoning of the site for use as a "Transit Service Facility." So we are concerned re this apparently misleading representation as foundation for this plan.
- b) You have heard many extensive community concerns about the Mobility Hub idea including:
 - absence of comprehensive planning to understand the whole picture of traffic, parking, safety, evacuation, etc issues in the village in order to ensure success vs worsening of an already difficult situation as occurred with the ELTT;
 - proposed "hub" size/scope is unacceptable in Incline Village's small footprint & already overcrowded roads;
 - much specific detail of reasons that the listed site is specifically unsuitable and unsafe for this use.
- c) Previously community input was actively avoided by TTD and now, despite community input re extensive concerns to TRPA and prior to public hearing to finalize RTP, this downstream program plan represents the draft RTP proposal as moving forward unmodified.
- d) At recent TTD Board discussion, clear direction was provided to staff to obtain formal community input before proceeding, and because of past failures by the responsible person at TTD in this regard, a TTD ad hoc Committee of the Board was set up to assure full and fair local public comment was obtained. Outspoken TTD Board members who were concerned about the lack of transparency and public outreach included several TRPA Governing Board members. As of now no public outreach meetings with the Incline Village community have been scheduled or noticed to the community.

All in all, I thus find myself asking – How can this be? The ELTT which has been represented by TRPA as a resounding success, while beautiful, has in fact been an implementation disaster in Incline Village and along the Rte 28 corridor - a classic example of incomplete/inadequate planning which has created completely avoidable adverse safety issues, not to mention massive inconvenience and nuisance items. Sadly this proposal threatens a repeat superimposed on and worsening the current situation.

I therefore respectfully suggest that at a minimum finalizing and processing this draft Program Plan be deferred until the RTP is fully reviewed so that approved content can then be considered for this Federal plan as applicable. In addition, in the event that this does not occur and in order to prepare a more substantive response to this draft, might I speak again with the "data guru" that you kindly facilitated my speaking with previously? I have a couple of detailed questions about the data presented in the RTP draft and want to be sure that I am correctly understanding what is being represented in the summary graphics.

Many thanks, Carole Black (617-312-8834)

Judy Weber

From: Stan Hill <shill@cityofslt.us>
Sent: Friday, January 08, 2021 1:41 PM
To: Judy Weber
Cc: Michelle Glickert; Ray Jarvis
Subject: 2021 Draft FTIP - Project Listings

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Judy,

I didn't see Pioneer Trail Pedestrian Upgrade, Phase 2 in the draft 2021 FTIP report you sent out for review. Did I miss finding it, or does it need to be added?

Also, is now the time to introduce other projects for inclusion in the FTIP? The City included the Sierra Blvd Class 1 Bike Trail extension (Palmira Ave to the South Tahoe Bikeway) and the B Street Crossing Bike Trail with the 2018 RGP applications and still want to address those bike trails connectors in the near future. Other projects we hope to consider are the Greenway, Phase 1C and a short link of bike trail connector near the Presbyterian Church and LTB. The City is also interested in updating the traffic signals at Ski Run-Pioneer Trail and the Al Tahoe-Pioneer Trail intersections.

I understand we need to get new projects in the Regional Transportation Plan before we can add them to the FTIP. What do you recommend as a procedure to follow for making the noted City projects eligible for inclusion on the FTIP?

Thanks,
Stan

This is a verified communication from the City of South Lake Tahoe. If you suspect that this message was not sent from a verified source, contact the City of South Lake Tahoe IT department at it@cityofslt.us

Judy Weber

From: Teresa Payne <teresaptahoe@gmail.com>
Sent: Monday, January 11, 2021 5:01 PM
To: Judy Weber
Subject: Location of bus terminal

Follow Up Flag: Follow up
Flag Status: Flagged

To Ms. Weber:

I live in the area near the old elementary school, proposed to be a transit hub for those wanting to go to Sand Harbor. I am not in favor of this location because the area is already crowded during summers, and it is basically a walking spot for the neighborhood.

Also, if this terminal were to be placed in a more visible place, such as the northern entry to Incline Village, the public would be aware of its existence, therefore having a better chance of bus use. Tourists will never see it if it is placed on Mays Blvd.

The old elementary school is a desirable spot for locals, but not for a bus terminal. The abundance of children in this neighborhood calls out for a park, playground, or badly needed youth activities. I believe it should continue to be used for locals and not for public parking spaces.

Please count my letter at your Jan. 22 meeting. Thank you, Teresa Payne
803 Freels Peak Drive

Judy Weber

From: Wayne Ford <waynefordresidentialdesigner@yahoo.com>
Sent: Monday, January 11, 2021 7:43 PM
To: Judy Weber
Cc: John Marshall; Joanne Marchetta; Alexis Hill
Subject: Fw: My comments regarding the Incline Village Proposed Transit Hub/Parking Lot

Follow Up Flag: Follow up
Flag Status: Flagged

Public Comment for January 22, 2021 Please provide a copy to each Governing Board Member. Also include legal council John Marshal and the Executive Director Joanne Marchetta.

STOP THE INSANITY: MR. HASTY AND THE TTD PLAN FOR THE OES SITE

The Old Elementary School Site: It is surrounded by residential use. The only use for that Property must be Residential.

The Housing Group met last week on the 6th and a had a presentation by Tony Perez, Opticos Design. I do not support all of his ideas of rezoning , but what was clear was that housing belongs in a areas of housing. The different types of housing were discussed and the need to change some of the rules that have been put in place to allow for multifamily use, need to be changed, for work force housing.

I do not understand how anyone can support a parking lot and bus-hub right in the middle of a residential area. One cannot tag-on to the fact a service station exits across from the School Site. What is across from the school site is buffered by a state highway, 28. All that is on the other side

,with the school, is multifamily, multifamily-mixed use, single family condo's, a large apartment complex and single family homes. Below the school site is commercial with access to a post office and a grocery store. Not to mention Tahoe Family Solutions for many who need help with applications to state agencies. In addition are some thrift stores, real estate , and a restaurant . Most all of the uses in the Village Complex support people who live in the area.

A bus-hub and a 350 space parking for tourists has not one thing in common with these uses. Any need to get buss access is already provided by the bus-stop. If more is needed for the demand, add more space in the bus-shelter for people to wait.

Or add more stops in the area.

This site of the Old Elementary School needs to be used for housing, work-force or other housing that has been reduced because of STR's, some 900 or more that have taken away long term rental in the area.

There are other properties like the Orbit Station, 941 Tahoe Blvd and 947 Tahoe

Blvd and the Ponderosa Ranch that could be a much better place for a bus-hub.

Parking for the Shared Use Path needs to be put where the path is. Parking for

Sand Harbor should be taken care of by Sand Harbor.

So the TRPA Board needs to remove any reference to the School Site being used

by the TTD. The best and highest use is for housing that employers like IVGID,

Raleys and Hyatt need for seasonal workers.

Wayne Ford

I have lived in Incline for over 40 years. I have taught planning. I am a Licensed Residential Designer who has practice architecture in the area for over 25 years. My license number is 091-RD. I have done over 300 project from minor remodels to lake front homes. But my most important experience has been as a teacher in Incline for over 5 years, where I learned a great deal about our full time people who live here and work here or are retired here. I raise my family here. So I know what I am speaking about. A bus-hub at that location will destroy the central core of this town. That core for many years was the Old Elementary School. In the future it needs to be **Work Force Housing, or a Community Center, NOT a bus-hub and parking lot.**

Judy Weber

From: Courtney Townsend <courtneydtownsend@gmail.com>
Sent: Monday, January 11, 2021 10:32 PM
To: Judy Weber
Subject: My comments regarding the Incline Village Proposed Transit Hub

Follow Up Flag: Follow up
Flag Status: Flagged

From: Courtney Townsend <courtneydtownsend@gmail.com>

Date: January 11, 2021 at 10:26:15 PM PST
To: jweber@trpa.or
Subject: **My comments regarding the Incline Village Proposed Transit Hub**

Dear Judy,

Thank you for your service in this matter. Managing and participating in the growth of IV/CB as well as protecting what makes it special.

It is my hope that residents and owners views on funds allocations will be considered heavily in this matter. It is of my choice that I am Against the funding of the proposed IV Transit Hub.

It is said in this manner to create clarity as opposed curtness.

Thank you again
Courtney Townsend
Incline Village

Sent from my iPhone

Judy Weber

From: Steven Bouck <Steven.Bouck@WasteConnections.com>
Sent: Tuesday, January 12, 2021 6:00 PM
To: jweber@trpa.or
Subject: My comments regarding the Incline Village Proposed Transit Hub

Follow Up Flag: Follow up
Flag Status: Flagged

Julie, I have looked through the Draft 2021 FTIP related to the project to convert the Incline Village Elementary School into a regional transportation hub. The document is very non-specific as to what is planned for the site. Apparently it is to be turned into large parking lot for people (mostly visitors) to be bussed to the bike trail is what appears to be on the table. A couple of comments:

- That is the complete opposite side of town from where people apparently want to congregate, walk and bike. Will they actually use it? If you ban parking on SR 28, they will no doubt park in the surrounding neighborhoods to avoid having to use the busses. Do we really want that? I don't think so.
- Another huge swath of asphalt is also not welcome with the runoff that will come from the site. I'm sure there will be controls put in place, but it seems antithetical to TRPA's mission.

Clearly something needs to be done with the property, but I respectfully submit that this is not the best use.

Steven Bouck
469 Fairview Blvd
Incline Village, NV

Judy Weber

From: Larry Domino <ljdomino@yahoo.com>
Sent: Tuesday, January 12, 2021 11:56 PM
To: Judy Weber; callicrate_trustee@ivgid.org; dent_trustee@ivgid.org; schmitz_trustee@ivgid.org; wong_trustee@ivgid.org; tonking_trustee@ivgid.org; BLUCEY@WASHOECOUNTY.US; Alexis Hill; VHARTUNG@WASHOECOUNTY.US; JHERMAN@WSHOECOUNTY.US; KJUNG@WASHOECOUNTY.US
Subject: TRPA Meeting January 22, 2021

Follow Up Flag: Follow up
Flag Status: Flagged

I am writing to address several issues surrounding the proposed use of the old Incline Elementary School site as a regional transit center. My wife Desiree and I have been residents of Incline Village since late 2012. We regularly use all the roads that provide access to Incline village and have first hand experience with the current usage patterns, as well as the usage when the school was used as a pickup/dropoff point and as parking for temporary summer rides to Sand Harbor State Park.

Our concerns are listed below:

1. Our first and most important concern is regarding the need for evacuation options in case of potential wildfire. The potential for wildfires has greatly expanded in the last decade, and the residents and workers in Incline Village only have three vehicular escape routes. Why would the County or any agency responsible for getting people out of such a situation willingly locate a regional transit center within Incline Village, adding potentially hundreds of vehicles or more on every summer day to the problem? Especially when the largest number of users are coming from the Spooner junction of Highway 50 and Highway 28? While I have seen no traffic studies, as I said I travel Highway 28 in both direction as well as Mt. Rose Highway in all seasons of the year. Highway 28 between Incline and Spooner is already the most congested and dangerous in the fire season by far. Has there been an environmental impact report produced for this proposed location? Or is that what Washoe county's "former park" funds are intended to pay for? The proposed location would hamper efficient evacuation on all three exit roads out of town.
2. While a transit center may be a great idea to handle all the people who visit Sand Harbor as well as the length of Highway 28 from there to Spooner, there is no good reason to funnel hundreds if not over a thousand cars a day all the way to the western end of Incline Village, and then put the people on a bus and go all the way back to all the beach locations that people currently park along the road to enjoy. If this facility is needed it could be located at the junction of Highway 28 and Highway 50. Or more smaller parking areas could be built along Highway 28.
3. If it was determined that Incline Village is in fact the best location by an actual study, not just the availability of this property, then the transit center should be located on the eastern end of Incline where it would only affect one of the exits from town in case of an evacuation. This option is only slightly better than the proposed site.
4. The former elementary school does not have good access to Highway 28, and the current entrance/exit to that property is on Southwood Blvd, which is a very narrow two lane road on a steep downgrade. Across the street are many condo and apartment units. This added traffic would be a severe nuisance to those local residents all through the summer. Many pedestrians also use this street. In addition, there does not appear to be sufficient space on the street to do the needed upgrades to that road as well as provide proper ingress and egress. Again, has any study been done regarding traffic flow?
5. Our last concern is the potential use of Washoe County taxpayer money described as "former" park funds. This does not sound like a parks project intended to benefit residents of either Incline Village or Washoe County. It is described as a Transit center, and if the primary use is to provide a place for not only residents but most likely far more tourists to park in Incline Village, and then be bussed to Sand Harbor and other beaches, then it should be funded by some other county department or other agency. There are plenty of potential park projects within Washoe County as well as Incline Village that could use those funds.

To summarize, the proposed site seems to be the worst possible site for a transit center. If one is needed, it should be located much closer to the final destination for the intended users.

Concerned residents

Larry and Desiree Domino

Judy Weber

From: Bob Mitchell <colonelbobmitchell@yahoo.com>
Sent: Wednesday, January 13, 2021 4:42 PM
To: Judy Weber
Cc: Gil Shohamgil; Sara Schmitz
Subject: My comments regarding the Incline Village Proposed Transit Hub

Follow Up Flag: Follow up
Flag Status: Flagged

To Judy Weber

From: Colonel Bob Mitchell USMC Retired

I am writing regarding the old Incline Village Elementary School Site that is located directly behind my property which is located at 214 Allen Way Incline Village.

We have owned this property since 1989 and live here full time as my primary resident. We were here when the school was open and did not have any problems having a school in our back yard. The school was moved because of over crowding, traffic conjugation during School hours and asbestos issues in the School Buildings. A new school was built behind Railey's Shopping Area. This was build on non-buildable land that was made buildable by Congress and Senator Harry Reid.

Our neighborhood is a wonderful family area with folks walking and enjoying the out doors . We definitely do not want or need a Transportation Hub in our back with all the noise 24 hours a day.

My next door neighbors at 220 Allen Way live in Southern California and spend their holidays and the summer here. They are definitely against a Transportation Hub in their Back Yard. They may be reached at (Sophie-Eric) 213-718-1147 or Home 323-722-4578.

Our new neighbors at 210 Allen Way are the Shoham's . They are definitely against having a Transportation Hub in their Back Yard. Their Email is shohamgil@gmail.com

If the Hub has to be in Incline Village the WCSO Substation should be considered as it not close to any family neighbors. Thank You for your consideration.

I am a retired USMC Colonel having spent 32 years in the Marine Corps. I have commanded Marine Squadrons, Marine Corps Air Groups and was the Commanding Officer of MCAS Tustin, California when I retired.

Colonel Robert Mitchell USMC, Retired
775-831-9714

Judy Weber

From: Bagde, Abhijit J@DOT <abhijit.bagde@dot.ca.gov>
Sent: Thursday, January 14, 2021 12:47 PM
To: Judy Weber
Cc: D3 FTIP@DOT
Subject: Review Comments On TRPA's Draft 2021 FTIP

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Judy,

A very happy New Year to you.

Thank you very much for providing us an opportunity to review TRPA's Draft 2021 FTIP. My compliments to you for preparing an excellent document.

Please include response to the comments below when submitting final 2021 FTIP to Caltrans.

Let me know of any questions.

General Comments:

1. Page 16: Performance Management: Thank you for providing comprehensive analysis on TRPA's efforts in achieving performance measures targets. Please refer to the information discussed at the November 17, 2020 CFPG meeting. Please complete and include the template (in excel) along with the final 2021 FTIP.
2. Page 32: Operations and Maintenance of the Existing System: Identify revenues allocated maintaining and operating the federal-aid system for the TRPA region.

Financial Summary:

1. Highway Safety Improvement Program: Update the revenue and programming per information transmitted on December 15, 2020.
2. Clarify if FTA 5311 Program funding includes amounts for the Nevada State.

Project Listings:

1. CTIPS Id 22000000153: Update the programming per Highway Safety Improvement Program information transmitted on December 15, 2020.
2. CTIPS Ids 22000000049, 22000000137: Provide details for the project scope for these two projects. Both the projects appear to have similar scope and some common fund types and associated amounts programmed.
3. CTIPS Id 22000000047: What is the cost of the construction phase and which year it is scheduled for.

Abhijit J. Bagde, P.E.
Senior Transportation Engineer
Division of Financial Programming
Office of Federal Programming and Data Management
(916) 654-3638
FAX: (916) 654-2738
Website <https://dot.ca.gov/programs/financial-programming/office-of-federal-programming-data-management-ofpdm>

2

Judy Weber

From: Margaret Tom <margarettom@yahoo.com>
Sent: Thursday, January 14, 2021 8:21 PM
To: Judy Weber
Subject: My comments regarding the Incline Village Proposed Transit Hub

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Hello,

I am very concerned regarding the new transportation hub in Incline Village. We live two blocks from this location. The hub would lead to additional traffic, accidents, crime and environmental hazards in this area. There are several residential housing units in this area for families. This will put these families and children at risk as there have been several accidents and traffic hazard already reported in this area. This is a major safety concern! In addition, how do we know that people will even ride these busses throughout the Tahoe basin? What is the current ridership numbers? I think adding more parking to areas closer to the public trails and public beaches makes more sense. For example, the Spooner lot will be near recreation/parks and the expanded trails. Or, expanding parking near Sand Harbor. Why not make these lots larger if you believe more parking is needed? People are not going to want to ride a bus and will continue to park along 28 and then we will have double the traffic.

The hub does not belong in a highly residential area and a more ideal location needs to be found.

Margaret

[Sent from Yahoo Mail on Android](#)

Judy Weber

From: Amy Bekowich <skiergirl2009@hotmail.com>
Sent: Friday, January 15, 2021 7:06 AM
To: Judy Weber
Subject: AGAINST TRANSIT HUB

Follow Up Flag: Flag for follow up
Flag Status: Flagged

As a life long resident of Incline Village I am AGAINST this proposal. In the last 45+ years - especially the last 10 or so - our community has become inundated with people, traffic, congestion, and pollution. This hub will enable more people to access Incline and exacerbate these issues. What happened to protecting the lake and environment? Masses of people are not helping this cause.

One would assume that the TRPA would be aware of, and be sensitive to protecting our lake and be adamantly opposed to this idea. I'm appalled at the TRPA's blatant disregard for the (adverse) impacts this hub will have on our community and the environment.

When freeways get too congested it is common to widen the road to address the problem. While this provides a temporary solution, eventually (and inevitably) the freeways gets congested again. All this does is invite more and more traffic and ultimately results in the original problem.

If a parking lot and shuttle service is needed for access to public parks/trails then put the parking lot and parked busses on that park/public land....not in our small village.

Please add this to the public comments for next meeting.

Amy Bekowich
Incline Village, NV
415-407-7933

Sent from my Verizon, Samsung Galaxy smartphone
Get [Outlook for Android](#)

Judy Weber

From: Scarlett Martin <scarlettwmartin@gmail.com>
Sent: Friday, January 15, 2021 10:20 AM
To: Judy Weber
Subject: Transit hub

Follow Up Flag: Flag for follow up
Flag Status: Flagged

I understand the need for transit hubs as part of a regional transit plan, but the location at the old elementary school is a TERRIBLE idea. It needs to go off 28 or 431 in a commercial area. Those side roads were never intended to handle that kind of traffic and there is already not nearly enough parking for the people that live in the apartments near there. That's one of the few affordable places for workers in Incline to live. They park on the street. YES, more parking should be required for apartments like that, but they are already there.

I am not sure if the sherriff substation property is large enough or could be enlarged enough, but that would be a better place and we could move the substation closer to the center of town. Alternatively the empty lot and space near the visitor center might work.

Perhaps we could move the baseball field and park to the more residential area and locate the transit hub there? Including a dog park into the plan might help get support!!

We may need a public private partnership to get additional funding as a location on 28 may cost more to buy and a location on 431 might cost more for site work. I think the old gas station near Lakeshore and 28 is too small? It might help if citizen had some idea of the minimum size requirements for a hub.

Hopefully some of the people who are railing against the proposed location are willing to chip in some to make a better site financially viable. I would contribute a little even though I don't live nearby. Maybe \$250 to \$500 depending on the plan?

Thanks.

Scarlett Martin

scarlettwmartin@gmail.com

Judy Weber

From: Julia Simens <julia.simens@gmail.com>
Sent: Friday, January 15, 2021 11:09 AM
To: Judy Weber
Subject: written comments be added to the public comment at the January 22, 2021 public meeting

Follow Up Flag: Flag for follow up
Flag Status: Flagged

I am against the proposal for a transit hub in the old elementary site. That area of Incline is already inundated with people and too much traffic. Many times there have been car accidents in that area to how the road, traffic signals and people already interact - with more traffic and a regional hub there, I foresee many more concerns.

The congestion in that area would be harmful for many residents of Incline Village who go to the Village Center to pick up mail and get groceries from Village Market. There is a huge group of residents who use that area to provide them with what they need. It is not in our best interest to all of a sudden have to deal with more traffic, large bus issues resulting in traffic, congestion and pollution.

Please seek a different location.

Full-time resident
Julia Simens
1000 Lakeshore Blvd. #5
Incline Village, NV. 89451

Judy Weber

From: Bill Lambert <pharmsci.bl@gmail.com>
Sent: Friday, January 15, 2021 3:21 PM
To: Judy Weber
Cc: Sue Lambert
Subject: My comments regarding the Incline Village Proposed Transit Hub

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Dear Ms. Weber:

I am writing you to express my concerns with the proposed use of the former Incline Village Elementary School as a transportation hub. While I agree with the improvement of public transport in and around the Tahoe region, I believe it is important to ensure that plans attempt to avoid creating unnecessary congestion. The proposed site is proximal to the intersection of Tahoe Blvd and Southwood Blvd, which is already one of the most congested intersections in Incline Village. The majority of traffic entering town from California and Reno goes through this intersection. This same intersection is surrounded by a heavily used Wells Fargo Bank, one of two town gas stations, and a popular ski and bike shop. In addition, parking along the narrow Southwood Blvd is always overcrowded due to the many apartments and condos in the area. Finally, the intersection also serves traffic coming from the nearby commercial area which includes Village Market and the US Post Office.

Bottom line, this is already a very heavily used area. The addition of a transit hub would make this area a nightmare. I encourage TRPA to consider a more remote area for the hub. If this area is used, I would recommend that any entrance and exit be from Tahoe Blvd and not Southwood Blvd.

Sincerely,

Bill Lambert

--

Bill Lambert
pharmsci.bl@gmail.com

Judy Weber

From: Vern Howard <rvernhoward@gmail.com>
Sent: Saturday, January 16, 2021 10:41 AM
To: Judy Weber
Subject: My comments regarding the Incline Village Proposed Transit Hub

Follow Up Flag: Flag for follow up
Flag Status: Flagged

> To the TRPA,

>

> I am resident of Incline Village and the proposed transit hub is less than a mile from my home. I walk from my home to the Postal Express to get my mail (the post office does not deliver to my residence). The walking path is on the same side of the street as the proposed transit hub. I am concerned about the increased risk on my walk based of larger amounts of traffic to the intersection of Highway 28 and Southwood as well as traffic crossing the walking / bike path into the traffic hub parking lot. In addition, I note that the residents in housing across the street have children that cross the portion of Southwood across from the Transit Hub all the time and of course the risk of an accident will increase with the larger traffic flow.

>

> I am also concerned about residual impacts of increased traffic from the eastern and central areas of Incline Village. Should the increased traffic on highway 28 turning onto Southwood cause a back up, I fear traffic will divert to Village, Southwood, McCourry, and the Mt Rose Highway to get around the backup to as cars travel in the direction of Crystal Bay / Kings Beach. An increase in traffic flow on McCourry (where my home is) would lead to an increase in noise and again an increased risk to the children that live on this boulevard.

>

> I do like the concept of a transit hub and shuttle buses to deal with the traffic congestion and illegal / dangerous parking on the east shore. I understand there are alternative locations that the public has proposed for this hub in Incline; perhaps these alternative locations would reduce the probability of congestion on highway 28 as well as risk to pedestrians.

>

>

> Sincerely,
> Vern Howard
> 806 McCourry
> Incline Village, NV

Judy Weber

From: Francis Carrington <flcjs3282@gmail.com>
Sent: Saturday, January 16, 2021 6:56 PM
To: Judy Weber
Subject: Incline Village Transportation center

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Dear Ms. Weber,

Could you please add my opposition to the public record for the transportation Center at the location of the former Incline Village Elementary School. I believe this site in question will cause a great deal of congestion in an area that is already congested. The parking in the area is poor due to the apartments across the street that do not have enough parking. I believe they will be able to fill the transport center parking lot up with their extra need for parking.

thanks,

Francis Carrington
109 Jobs Peak Road
Incline Village, NV

Judy Weber

From: Dick Monnier <monnier.d@sbcglobal.net>
Sent: Saturday, January 16, 2021 9:16 PM
To: Judy Weber
Subject: Proposed Transit Hub in Incline Village

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Dear Judy Weber,

Please include our comments below at the upcoming public meeting of the "TTD Commission Board, (currently scheduled 1/22/21) on the "Proposed Transit Hub in Incline Village" and provide copies to the entire governing Board of TRPA.

Comments:

We have been Incline Village full time residents for 21 years and live near the old school site being considered for a regional transit hub. We strongly object to the use of this site for this purpose. It is not a appropriate location for a regional transit hub. It is already a busy area near the Village Center on small streets not suited to significant bus use. This site is much better suited to a park as previously planned. Across the street are a number of apartment houses with many children who need a better place to play.

The transit hub would much better be located along the main highway out of town.

Sincerely,

Richard E. and Margaret Ann Monnier

809 Ophir Peak Road, Incline Village, NV 89451
P.O. Box 4564, Incline Village, NV 89450-4564
775-833-1648

Judy Weber

From: Glen Rossman <glen@rossmans.net>
Sent: Sunday, January 17, 2021 11:14 AM
To: Judy Weber
Cc: Glen Rossman; Anne Rossman
Subject: Proposed Transit hub in Incline Village

Follow Up Flag: Flag for follow up
Flag Status: Flagged

We are residents of Incline Village and want to share our thoughts with you concerning the proposed Transit Hub.

Our concerns about this proposal include traffic congestion, noise, air pollution and safety. It's well known that Incline Village has become very congested and a Transit Hub will only add to our inability to move around town easily and safely. It's our general understanding that funds designated for IV parks have been diverted for this project which is truly upsetting because the parks are in sore need of repair and maintenance. We also know this site was formerly occupied by a middle school, no doubt requiring soil remediation.

There are approximately 1500 Short-term rentals in the Village, which may be the greatest concentration in Washoe County. These are presently unregulated units that are destroying the peace and quiet of residential neighborhoods. The traffic and congestion make it impossible to enjoy the facilities that the property owners pay for in supplemental property taxes. We'd like to propose a comprehensive traffic study, including noise and air pollution, an EPA review and approval by TRPA *before* considering moving forward.

The proposed location is part of a residential area which, if we lived there, would compromise our peace and safety, not to mention increase danger to the many pedestrians who live and work around there. We are sure another location could be found in a part of the county that is not so impacted.

We appreciate you hearing our concerns,

Glen & Anne Rossman

Judy Weber

From: Cheryl Anderson <cheryla88@icloud.com>
Sent: Sunday, January 17, 2021 3:04 PM
To: Judy Weber
Subject: Proposed Transit Hub in Incline Village

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Dear Ms. Weber,

This email is to strongly object to and oppose the location of the proposed Multi-Use Center at SR28 and Southwood Blvd in Incline Village. I am a full-time resident and taxpayer of Incline Village.

The title of the project is: Multi-Use Center (In Washoe County, located on SR28 and Southwood Blvd in Incline Village. Plan, design and construct a Mobility Hub. (Prior project title: East Shore Transit Service Facility Upgrades)).

It is imperative that an alternate site outside of Incline Village be selected. The proposal will

- increase the already over-whelming traffic and congestion that we have in Incline, especially during those times that outsiders want to occupy Sand Harbor
- create unnecessary and unwanted dangers to the local apartment residents and local drivers who are trying to lead a normal life
- disrupt access to local establishments
- generate environmental damage, including trash
- destroy local roads, which will then require increased taxes for maintenance

Please add these written comments to the public comment to be presented at the Jan 22, 2021 public meeting and be provided to the entire governing Board of TRPA.

Sincerely,

Cheryl Anderson
cheryla88@icloud.com
DD: +1 775.298.2517 / Mobile: +1 805.452.9430

Judy Weber

From: kevin reeth <kevin.reeth@gmail.com>
Sent: Monday, January 18, 2021 9:30 AM
To: Judy Weber
Subject: Public comment on the Transit Hub

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Hi Judy, my name is Kevin Reeth and I'm an Incline resident, along with my wife and 2 teenage kids who attend IHS.

I'm sure you're getting a lot of feedback from the community about the new transportation hub going in at the location of the old elementary school. While I have very little knowledge of what's happened so far, how the decision-making has occurred, etc, I wanted to throw out a question based on something I also heard recently. My understanding is that Spitson Lumber has closed and will not be re-opening. It got me thinking, would that be a better location for a transportation hub, as it sits directly on 28? Another part of my thinking is that it would be great to see some more high-density housing built in town for locals who work here. And I think the old elementary school location would be a great location for just that.

Finally, so you don't think I'm just throwing out random ideas and asking others to do the work, if there's any chance of considering using the old school property for high density housing, I'd be willing to volunteer to help bring it about.

Thanks and best of luck,

- Kevin

Judy Weber

From: Sarah Miller <tryanything3@icloud.com>
Sent: Monday, January 18, 2021 7:14 PM
To: Judy Weber
Subject: My comments on the proposed transit hub in Incline Village

Follow Up Flag: Follow up
Flag Status: Flagged

To the Tahoe Transportation District Board members:

I am one of many opposed to the purchase of the former Incline Elementary School property and its conversion to a transportation hub. That is a very congested area already. The condos in that area are all occupied and cars and trucks line Southwood and surrounding streets. Adding more traffic activity will just lead to more congestion!

We do not need to have a transit hub in Incline at all in my opinion. We are a small village with not a lot of commercial development like South Shore, Tahoe City and Truckee. We are primarily a residential community and don't need a bunch of busses to get around town.

Can you really justify such a project with the number of Incline Village riders of the busses? Most of the busses I have seen in town are near empty. I understand your desire to have less parking in town, but I do not believe that the tourists who drive here are just going to give up their cars to ride buses to their day activities, and certainly not their night life either.

This transportation hub is not only in a bad location, it's not needed and a waste of our taxpayer dollars. Of course, the next step will be to tax everyone who lives here for the "convenience" of mass transit. Please stop this project before things go any further!

This is my sincerest plea,
Sarah Miller
568 Ponderosa Ave
Incline Village Nv 89451,

Judy Weber

From: Ina Haupt <Ina.Haupt@premiertahoe.com>
Sent: Monday, January 18, 2021 7:16 PM
To: Judy Weber
Subject: Re. Bus Station in Incline Village

Follow Up Flag: Follow up
Flag Status: Flagged

The following comments are for the upcoming meeting and are intended to be read into the record.

Please, do not place a bus station in the middle of Incline Village.

There are many other locations, including the old Sheriffs Substation on Mt. Rose HI way, Preston Park, other available property for purchase on Tahoe Boulevard that are better suited, but most important is that this bus station simply has no place in the center of what was once a wonderful community and will further deteriorate the environment.

TRPA has made many mistakes over the years, to mention just a few

1. Allowing the milfoil infested harbor at the Keys to continue even when it was well known that the boats were dragging milfoil out into the lake
2. Putting rocks all along HI way 28 which made a bike path or widening of the road virtually impossible, at the same time allowing parking along the road for people who trample down the hillside to the beaches, instead of controlled parking areas on the upside of the HI way and once full, shutting down so as to keep the beaches and hiking paths pristine.
3. Implementing a moratorium in the 1970s which only encouraged people to build pretty much any old ugly house they could quickly put up, instead of allowing them time to plan well.
4. Preventing the building of garages for properties already built years ago, this causing people to build elsewhere in the area, which would probably not have happened had they had other options and/or been able to build a garage.
5. Preventing community piers which would have helped to control the spreading of piers all over and allowed for people to enjoy the Lake without destroying it.
6. Coming up with a theory that upper elevation properties are more sensitive than lower elevation properties, even in stream zones and very, very low to the water table.
Self-explanatory, how wrong that theory is. Upper elevation properties miles away from the lake, lower, on the water properties close to the water table and the lake.

There isn't time to go on, but... these are meant to be only examples.

Please, do not make another gigantic mistake and have a "Greyhound Bus Station" in the Village, where we need parks and shops and restaurants so the community can thrive.

Respectfully,
Ina Haupt

Ina Haupt

Real Estate Broker

Premier Properties of Lake Tahoe, Inc.

Incline Village, NV and Reno, NV

Tel. 775 833 0444

Cell 775 742 9255

ina.haupt@premiertahoe.com

P. O. Box 3815, Incline Village, NV 89450

Airport Gardens Executive Suite 175

1325 Airmotive Way, Reno, NV 89502

NV B.0047350.INDV/B.0005585.CORP

Judy Weber

From: David LaBarge <dc.labarge@gmail.com>
Sent: Tuesday, January 19, 2021 9:13 AM
To: Judy Weber
Cc: info@ivcbcommunity1st.org
Subject: Proposed Regional Transit Bus/Parking Hub in Incline Village, NV
Attachments: Proposed Regional Transit Hub Incline Village NV.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Ms. Judy Weber
Associate Transportation Planner
Tahoe Regional Planning Agency (TRPA)

Dear Ms. Weber,

Please reply back to this email, and confirm that:

1. You've received it, along with our attached pdf document regarding the proposed Regional Transit Bus/Parking Hub in Incline Village, NV 89451.
2. It will be added to the public comments section at the Tahoe Transportation District (TTD) Commission Board meeting on 1/22/2021.
3. Copies will be provided to the entire governing Board of the Tahoe Regional Planning Agency (TRPA)

Thank you,

David and Karen LaBarge
dcl.kml@gmail.com

Ms. Judy Weber
Associate Transportation Planner
Tahoe Regional Planning Agency (TRPA)

1/19/2021

Dear Ms. Weber,

As homeowners and residents of Incline Village, Nevada, we are opposed to the Regional Transit Bus/Parking Hub being considered by TRPA and TTD at the corner of SR 28 and Southwood Blvd. on the site of the closed Incline Village Elementary School. Our home is within a short 0.3 mile distance of this proposed location, so we are well aware of the safety, healthy and congestion issues that are present now and would be a serious increase for residents, their families, and guests, if a Regional Transit Hub was built at this location.

The location for the proposed hub would be at the intersection of two very narrow residential streets, Southwood Blvd. and Oriole Way. This intersection is dangerous to navigate as it is, especially for cars trying to turn from Oriole Way onto Southwood due to the line of site being blocked by vehicles parked along Southwood in front of the Tahoe Incline Apartments. There are numerous multi-family dwellings on these two streets (apartments and condominiums), and since these complexes do not have enough parking for their residents and guests, many vehicles are parked along the sides of Southwood and Oriole Way. In the winter when big snow conditions warrant frequent snow plowing, these two-lane streets become one-lane streets due to large snow banks on each side of the roads, and parked cars along the side can be buried for weeks. It is next to impossible to see around corners and pull out safely. With the potential impact of dozens and dozens of cars and busses per day added into this already congested area, it will create the perfect storm for additional health and safety issues.

There are many pedestrians, including adults and their children who live in this area, especially in the Tahoe Incline Apartments, and they walk or ride bikes. Increased car traffic and busses would be a serious hazard for them.

In the past years when TART was operating summer parking and busses from the old elementary site, to take visitors to Sand Harbor, we witnessed the significant congestion, the increased difficulty in safely navigating this area, and visitors struggling to find alternate parking spots when the lot was full. The noise of the additional busses and cars, and the increased exhaust from the many cars coming into that small area was noticeable as well.

We urge you to find an alternate site, if a Transit Hub must be in Incline Village. Our suggestions include these possible sites:

1. The open space adjacent to the WCSO substation (no adjacent homes)
2. The West Entrance to Incline Village, at the corner of SR-28 and Lakeshore, as you approach from Crystal Bay (easy access directly from SR-28)
3. Near Tunnel Creek in the large area that is open, behind the new paid parking spots for the East Shore Trail (already well developed for vehicle traffic).

We urge the board to please consider our concerns, and to cancel any further plan to build a Regional Transit Hub on the parcel where the closed elementary school is in Incline Village, at the corner of SR-28 and Southwood. This is a matter of significant vehicle congestion, safety and health for residents of Incline Village.

We ask that our written comments be added to the public comment at the 1/22/2021 public meeting, and that you please provide copies of our letter to the entire governing Board of Tahoe Regional Planning Agency (TRPA).

Thank you,

David and Karen LaBarge
830 Oriole Way #40
Incline Village, NV 89451

Judy Weber

From: Diane Heirshberg <dbheirshberg@gmail.com>
Sent: Tuesday, January 19, 2021 11:54 AM
To: Judy Weber
Subject: WRITTEN PUBLIC COMMENT ON DRAFT 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FISCAL YEARS 2021-2024) AND REQUEST FOR REVISION OF PAGE 81
Attachments: Page from Draft 2021 Federal Transportation Improvement Program.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

January 19, 2021

Dear Ms. Weber,

I am submitting this written public comment to set forth my objection to page 81 of the 2021 draft Federal Transportation Improvement Program (FTIP) which is incorrect and misleading. I describe the basis for my objection to the use of the former Incline Village School Site and my proposed request for revision can be fully understood by TRPA. The draft FTIP describes the School Site on the attached map as being accurate. I believe that there needs to be a **disclosure to the federal government of the widespread opposition to the School Site** and a **disclosure that this site has not been implemented at all and has been put on hold by the Governing Board of Incline Village**. **THE 2020 DRAFT FTIP NEEDS TO BE REVISED TO FULLY AND ACCURATELY SET FORTH THE CURRENT PUBLIC OPPOSITION TO THE SCHOOL SITE AND TO ASSURE GENUINE PUBLIC OUTREACH TO INCLINE VILLAGE AND TO NOT TO UNFAIRLY PREJUDICE THE INTERESTS OF THE COMMUNITY.** The opposition to the development of the School Site is summarized in the five points below, for ease of reading as it is a lengthy document.

1. The Incline Village community objects to the School Site as the site for a transportation hub for a number of reasons.
2. There was an attempt to keep the local Incline Village community uninformed that the School Site was being selected, contrary to TRPA's and the federal government's policies of public engagement. To date there has still been no public disclosure of the School Site's selection.
3. The FTIP has described the School Site inaccurately in that it makes the School Site the selected site for a transportation hub.
4. Documents received in public record requests reflect that the School Site is being selected in order to avoid public opposition in Incline Village to this site should be considered by the public agencies, and the alternative sites for a transportation hub, and TTD, even if the project location, size and financing needs to be modified. (See Section IV below.)
5. To the extent that a transportation hub site is to be located in Incline Village, there are several available sites (see attached map below.)

I. The School Site Location Is Not an Appropriate Location for a Transportation Hub.

a. One of the primary concerns of the Incline Village community is that placing a transportation center with an additional 300 – 350 vehicles at the School Site, at the intersections in the village, endangers the public safety if there is a need for emergency or disaster exit from Incline Village. The current exit from the parking lot for the extra 300 – 350 vehicles, much safer for the local residents and businesses, and for the safety of the adjacent to the most densely packed residential area in the village still on highway 28. As both TRPA and the TTD have stated in the Tahoe Area Plan, emergency/disaster egress and ingress is currently a concern in Incline Village, due to the limited exit from the village. The proposal to bring an additional 300 – 350 vehicles with an even larger number of visitors who would not otherwise be in the village is a significant safety concern.

b. The School Site is directly across the street (Southwood) from the highest density residential buildings in Incline Village. The School Site is a complex of buildings and their owners/renters. Planning a transportation hub project directly across the street from this dense residential area is a safety concern. If a transportation hub is put at the School Site, this would make Southwood more dangerous for these hundreds of people. The residents of Incline Village are concerned about the limited summer bus service that operated at the School Site. The proposed transportation hub greatly increases the safety concern.

d. There is no direct access off of highway 28 into the School Site and a right turn from highway 28 will need to be made onto Southwood. Then a second right turn will be quickly made into the parking lot. To exit from the School Site, the buses will have to turn onto Southwood and then make a right turn onto highway 28.

require a vehicle to drive for .7 miles through fully developed residential and commercial areas on Southwood, and then back to the problem. There is no room for a second traffic signal at the exit from the School Site and so the backup inside of the site serves our post office and one of our only two markets, and is very very busy, curvy street and with current traffic levels, cars are stored on the sides of all streets, and there is barely room for two-way car traffic, let alone a car going one way and a bus. Buses try to turn left out of the School Site. Remember that the unpermitted bus service operated by Mr. Hasty out of the School Site is not recommended by some community members have topography which allows for easier ingress and egress, easier turns

e. A transportation hub at this location will cause pollution as non-electric cars idle on Highway 28 and inside of the School Site. I believe that a widening of Tahoe Blvd. is being proposed to address this traffic back-up issue (based on statements made by Mr. Hasty advised of this fact. This project will cause significant traffic jams in Incline Village during the construction period, for a widening are not needed at the other sites in Incline Village proposed by local residents.

f. The overflow of vehicles from the transportation hub when the parking lot is filled will spill out onto Incline Village's streets which are already at capacity. This transportation hub just moves the overflow parking problem from Highway 28 to Incline Village.

h. A transportation hub for 300-350 vehicles will cause safety problems and increased traffic at one of the two busiest streets in Incline Village, multi-use path, consider that 300-350 vehicles are proposed to be brought into the very center of the village, causing problems for Incline Village to venues at Lake Tahoe. These 300+ vehicles would not enter the center of the village when coming from the north which are at the edge of and outside of the Village, but for the need to travel to and from this proposed parking lot.

i. Some serious environmental contamination issues and some earthquake issues have been raised concerning the School Site. I identified and sent to TTD several TRPA and School Board documents in a separate email, with the hope that those documents would be included in the Environmental Site Assessment by Converse Engineering of the School Site is a low cost, standard document when purchased from Converse because the relevant documents were not provided to Converse Engineering. The documents relate to: an extensive environmental assessment was not provided to Converse Engineering; documents and test reports showing traces of Toluene and Benzene identified by Western Environmental Testing Laboratory which noted oil and grease noted in soil samples from vaults on and off the School Site. Residents have had environmental contamination cleaned up.

j. A giant public parking lot filled with 300-350 vehicles that is immediately adjacent to and visible from Highway 28 should not be in Incline Village.

k. TRPA and Washoe County have jointly prepared over a period of years, a draft of a very detailed revised Tahoe Area Environmental Redevelopment "of Incline Village and Crystal Bay and their three town centers. Even a brief reading of the draft is an environmentally friendly way. Placing a bus terminal, and parking for 300-350 visitor vehicles to other venues in the mountain area.

II. There was an attempt to keep the local Incline Village community uninformed as to this School Site project and so the School Site should not be listed as if it is the selected site.

In response to a public record request to Washoe County, the following documents were provided, which clearly demonstrate that Mr. Hasty knew that Incline Village residents and businesses would object to the use of this site for a transportation hub. Mr. Hasty went through so that it would be too late for public objection, despite repeated requests for public outreach, initially from the community when they learned of the proposed project. Please note that at the time of this correspondence below, the community outreach.

a. Former Commissioner Berkbigler expressed opposition to a proposed project at the School Site as described and stated: **"I should have some say in how this area is used since they will be impacted by the negative impacts of the Project. The final plan is put together." No public meeting has been scheduled or noticed since this April 24, 2020 email.** A school yard to be used as a staging area. This is in the middle of what is considered the "town center" in Incline, and the project is seriously detrimental to the community and create serious traffic and parking problems...it is necessary to go back to the drawing board. County funds going to this project and to the purchase of the school property if this plan is not changed." A further review of the project by Former Commissioner Berkbigler was not invited to key meetings set by Mr. Hasty with Washoe County staff to promote the project.

b. Mr. Hasty contacted Pete Todoroff, head of the Incline Village Crystal Bay Community Forum on September 3, 2020 (too late for any public notice) to tell the people in attendance about the proposed elementary school site project stating

maps. This change was made to avoid the need for TTD to request a Special Use Permit for the use of the School Site Village Crystal Bay Citizen Advisory Board and Board of Adjustment.

The TTD Board was displeased with the lack of public disclosure and outreach in its November and December, 2020 meetings regarding alternative sites. The School Site project should not be labelled as an ongoing project and the selected site in Incline Village.

III. The FTIP Inaccurately describes the Incline Village School Site as the Selected Site in Incline Village.

a. I understand that the TRPA's FTIP document is a requirement for federal funding and that the timing of producing the FTIP is critical to the federal government. While TRPA needs to report to the federal government, it must report accurately, and should not mislead.

b. At both the November, and then at the December, 2020 TTD Board Meetings the Board made it clear that other sites were being considered (which has still not occurred) and that this is not a final approved site. Another property is coming on the market on Tambores Multi Use Path.

c. If TRPA revises the FTIP with the disclosure that the listed monies are to be used for public outreach to discuss this project, it should not be "enhancement of an existing transit facility" as this is not correct. That facility has never been permitted by Washoe County. That the TTD recognized this objection by the community when on 12/10/2020, the day before the TTD Board meeting, the project was **Upgraded" to "Incline Village Mobility Hub."** A name change does not change what it is. A giant parking lot for 300+ cars. Paths. At <https://www.laketahoeinfo.org/Project/Detail/1684> the project is described as: "This project is part of the improved East Shore Express transit service and connections to other multimodal systems. The Mobility Hub is proposed at Southwood in Incline Village from Washoe county, the funding of which was held up after objection of local residents, and the decisions being made by the TTD report for Year 2020. Project not implemented."

d. A more accurate statement in the FTIP would be: "Although the Federal funding has been approved for purchasing the equipment and accomplishing the project to report for Year 2020 and the project has not been implemented, and it is anticipated that there will be a permit for the School Site. There has been no Washoe County permit ever applied for or granted for operation of an East Shore Express transit service approved for the site."

IV. The public documents show that the need for the "transportation hub" is not to meet the needs of Incline Village, Incline Multi-Use Path and to the Nevada State Parks Sand Harbor Beach.

a. In Mr. Hasty's April 30, 2020 email to Commissioner Berkgigler and others he attempts to explain why the TTD should consider congestion and capacity with Tahoe's heavy visitation in the millions and largely rural highway network. **While Tahoe's congestion is a problem, Nevada and the greater Sacramento area continues to have plenty with Tahoe an easy drive to come visit if ever you visit.** Incline Village residents who are not the source of the need, should have some input into this decision which will affect us for the long term.

b. In Ms. Mullen's March 5, 2020 email to Messrs. Solaro and Crump of Washoe County, she explains why several alternatives for Sand Harbor "Nevada State Parks has been looking at going to a reservation system at Sand Harbor which will place pressure on transit or the shared use path. **So, the old school site is critical as a mobility hub for all visitors and residents to consider all options on how to manage the demand at Sand Harbor** and can correct the que onto SR 28." Again, no reference to the need for a mobility hub.

c. In Mr. Hasty's email to Kristina Swallow he discusses acquiring the elementary school site for a mobility hub expansion for public transit and other alternative modes year around" likening it to the Placer County hub. He describes it as "an and a transit corridor...and **part of the defined solutions that came out of the SR 28 corridor plan process eight years ago.**" Incline Village residents who potentially be adversely impacted by the project have been included in the decision process.

d. In Karen Mullen's April 15, 2020 email to Joanie Schmitt, she explains that the **"elementary school site will be the best site for a mobility hub."**

I am not suggesting that TRPA, TTD and Washoe County should ignore all of the parking problems in these other venues. Incline Village is not the correct site, and Incline Village residents and businesses who/which are going to be directly adversely affected, are in Incline Village which are smaller.

V. Several Other Proposed Sites in Incline Should be Evaluated.

a. There are two vacant lots for sale on highway 28, with direct access from highway 28, on corner lots with additional vacant parcels the local community has proposed are not large enough to allow 350 parking spaces, as they covers of 22, 438 sq feet. A bus hub and building on the corner with access to parking at the rear of 941 Tahoe available there is equivalent to the 40,000 sq. feet of coverage currently used for the shuttle service at the old

b. Also, the lumber store site on highway 28 in the commercial district in Incline Village may be coming on the market to have been suggested for consideration, such as the County lot at Highway 28 and the 431. While Mr. Hasty stated to be expensive and too small and that the School Site is the best value, that should not be the only reason to acquire it for the

c. Although there has been talk of the benefit of developing the transportation hub at the School Site because we respectfully request that the TTD first analyze how much space is needed in order to develop 350 parking spaces, likely not leave any space for these other uses, if the School Site complies with TRPA coverage requirements for parking spaces, there must be at least 12 feet to back up, and therefore the calculations of required space shows that a 45-degree design will require 144.5 square feet (17 feet x 8.5 feet). The road system and the one-way road system with at least 8 triangle shapes created that are not accounted for in the calculation of the amount of area required for parking space will require a sidewalk access in front of it. Washoe County parking standards will require area for another. As we calculate it 350 spaces would require 86,100 square feet of total coverage. This is calculated as follows:

$$17 \text{ ft.} \times 8.5 \text{ spaces} = 144.5 \text{ square feet.}$$

$$\text{Road behind, one way} = 8.5 \text{ feet} \times 12 \text{ feet} = 102 \text{ square feet}$$

$$\text{Each space needs } 144.5 + 102 \text{ square feet} = 246 \text{ sq feet}$$

$$246 \text{ square feet} \times 350 \text{ spaces} = 86,100 \text{ square feet}$$

Also, the topography of the former elementary school site would require the intake of the cars to be very close to the entrance

VI. Conclusion

The Incline Village community has attempted to work with the TTD by suggesting alternative sites in Incline Village for parking for automobiles and to house buses to transport visitors to venues around Lake Tahoe. It is not for the benefit of Incline Village as described as the site that is definitely going forward or as the selected site in the 2021 FTIP. Other sites should be looked at. The School Site on Incline Village should be given great weight in balancing the competing interests. With all of the actions taken, they at least deserve the respect and opportunity of full public engagement in this proposed project. The School Site is not the best. The Incline Village community strongly opposes the use of this valuable site as a giant parking lot to solve the parking overflow

Please correct the FTIP to accurately state the current facts. Thank you for your consideration.

Very truly yours,

Diane Becker, Local Incline Village Resident

805-290-2779



ReplyForward

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: INV CT PROJECT ID: COUNTY: Washoe County, Nev	FPNQ: EA: ROUTE: 28	CTPS ID: 220-0000-0100 MPO ID: TTD19 PM:	TITLE (DESCRIPTION): Multi-Use Center (in Washoe County, located on SR28 and Southwood Blvd in Incline Village. Plan, design and construct a Mobility Hub. (Prior project title: East Shore Transit Service Facility Upgrades))	MPO Appr: State Appr: Federal Appr: EPA TABLE # or EXEMPT CATEGORY
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IMPLEMENTING AGENCY: Tahoe Transportation District
 PROJECT MANAGER: George Fink
 PHONE: (775) 588-3325
 EMAIL: gfk@tahoe-transportation.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	FE
1	Active	12/22/2020	WNEB	Location	0			243,000

	PE	RW	CON	Total	(Dollars in whole)							TOTAL	
					PRIOR	20-21	21-22	22-23	23-24	24-25	25-26		BEYOND
* RSTP -													
* Fund Source 1 of 2													
* Fund Type: STP Local													
* Funding Agency: Nevada DOT													
													202,000

	PE	RW	CON	Total	(Dollars in whole)							TOTAL	
					PRIOR	20-21	21-22	22-23	23-24	24-25	25-26		BEYOND
* Local Funds -													
* Fund Source 2 of 2													
* Fund Type: County Funds													
* Funding Agency:													
													11,000

Project Total:	PE	RW	CON	Total:	(Dollars in whole)							TOTAL	
					PRIOR	20-21	21-22	22-23	23-24	24-25	25-26		BEYOND
													213,000

Comments:
 ***** Version 1 - 12/22/2020 *****
 Nevada project.
 Add STDS \$202,000 & Washoe City \$11,000 to PE 2021.
 Tracker # 00.02.01.0031. Completion Year 2023. TCP \$8,200,000.
 RTP Appendix B-2 and included in 2020 RTP (prior title- East Shore Transit Service Facility Upgrades)

Judy Weber

From: MaryBeth Abdo <mbabdo@gmail.com>
Sent: Tuesday, January 19, 2021 12:14 PM
To: Judy Weber
Subject: Incline transit station

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms. Weber,

I live several blocks from where the proposed Incline Transit Station is proposed to locate .

I go by this corner several times a day, because it is the most direct way for anyone in the neighborhood to get around town. Therefore, just about anyone driving around Incline will use this route and corner several times a day, as well.

I can't think of a worse place to put this transit station. The car congestion, truck use, and pedestrian use makes it the second busiest corner in our community. We are constantly dodging people who cross the street, appearing suddenly between cars; it's a tragedy waiting to happen. We already have cars going thru our streets at 40 m. p. h. in this area.

The proposed land would be far safer as a park. A transit station should be highly visible to the public, so they know about it and use it. Out- of-Towner's would be much more likely to use something that is highly visible— isn't this the point of putting hundreds of thousands of dollars into it?— Usage.

Thank you for listening, and your consideration.

MaryBeth Abdo
804 Freels Peak Dr.
incline Village
310-999-4951

Sent from my iPhone

Judy Weber

From: Doug Flaherty <tahoebblue365@gmail.com>
Sent: Tuesday, January 19, 2021 1:18 PM
To: jallen@tahoetransportation.org
Cc: rondatycer@aol.com; ptodoroff1@sbcglobal.net; Judy Weber; schmitz61@gmail.com; Alexis Hill
Subject: Public Comment For Jan 22 2021 TTD Special Meeting Incline Village Old Elementary School Use For Transit Mobility Center

Follow Up Flag: Follow up
Flag Status: Flagged

Public Comment In reference to:
January 22, 2021 Special Meeting
TAHOE TRANSPORTATION DISTRICT (TTD)
TAHOE TRANSPORTATION COMMISSION (TTC)

Agenda Item:
VI. TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS
A. For Possible Action: Approval of Public Process and Schedule for Acquisition and Site Alternatives Analyses for the Old Elementary School Site Located at 771 Southwood Boulevard, and a Potential Project for a Transit Mobility Center

As an Incline Village, NV Resident, I am in opposition to the use of the Old Elementary School site in Incline Village, NV as a Transit Mobility Center because:

The use would not resolve the tourist parking problems caused by Sand Harbor and the multi-use trail; but simply relocate all the cars parked along Highway 28 to the middle of Incline Village.

The use would cause:

- A pedestrian safety hazard because of the hundreds of apartment renters and their young children living across from the site, who cross Southwood Boulevard to get to the Village Market Center stores and tiendas.
- Serious safety problems from increased traffic at one of the two busiest intersections in Incline Village. Incline traffic congestion especially during peak periods as tourist cars on Highway 28 wait to turn right or left onto Southwood to go into the bus hub. Traffic congestion on Southwood as cars enter and exit the hub, which is on a steep curve and the main route for most Incline residents to the post office and Village Market Center stores.

- Pollution as non-electric cars idle on Highway 28 while waiting in line to get into the hub.
- Dust, dirt, mud and runoff pollution from extensive construction soils grading and earth movement.
- Additional parking problems throughout this central area of Incline (mixed use and commercial core) when the bus hub parking lot fills up (as in past summers) and cars park wherever they can find a nearby space.
- Traffic tie-ups along Southwood during winter when cars parked on the side of Southwood get plowed in to the berm, leaving Southwood smaller than 2 lanes, forcing buses/shuttles to run in the middle of the road, so that as a bus travels Southwood all other cars must pull over and wait.

Please understand that because as a resident resident I have lived with TTD's use of the site as a small bus hub the past 8 years, I am keenly aware of the problems it has caused, which will only be exacerbated by building a larger hub and bigger parking lot bringing the hundreds of cars a day off of 28 into Incline.

I am also opposed because we believe a bus hub/parking lot in that area would:

- Not contribute any benefit whatsoever to the residents of Incline Village, and in fact be to our detriment.
- Be a significant eyesore right in the center of town and deface the beauty of our alpine village (ala Tahoe City).
- Utilize the only remaining large un-built parcel in Incline for the benefit of non-residents. This hub will service tourists. Residents will most likely not ride the bus.
- Fly in the face of the community goals set forth in the 2007 and 2012 Visioning Workshops in which that parcel was seen as integral to a future center for community events and activities (park, small amphitheater, playground, etc.).

Sincerely,

Doug Flaherty

Resident

Incline Village, NV

TahoeBLue365@gmail.com

Judy Weber

From: Gil Shoham <shohamgil@gmail.com>
Sent: Tuesday, January 19, 2021 2:45 PM
To: Judy Weber
Cc: schmitz_trustee@ivgid.org; Michelle Glickert
Subject: Community Feedback for the Proposed Incline Village Transit Hub (draft 2021 FTIP)

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Judy,

Following Colonel Bob Mitchell's letter (resident at 214 Allen Way), I'd like to voice my family's thoughts on this proposed project as well.

My name is Gil, I live on 210 Allen Way (directly behind the old Incline Village Elementary School) together with my wife Moran and our 3 children (ages 12, 8 and 4). My wife is a family therapist. I am a software entrepreneur and formerly served as an air force fighter pilot. Our children go to the local schools and ski team programs. We recently moved to Incline Village from the bay area (CA), after years of longing to live full time in Tahoe, seeking for a better environment to raise our children. So far we found this move to be more than what we were hoping for, finding a warm community in the village, including lovely families with similar aged children within walking distance of our home. Several new families with children in similar ages as ours, reside in Allen Way, James Lane and Martis Peak Drive - right behind the old Elementary School.

We strongly feel that placing the proposed Transit Hub right in the middle of a family oriented community and in the heart of the village, will negatively impact our family and community.

The increased noise, pollution as well as the industrial visual appearance of such hub concerns us. We fear that such a transit hub will significantly increase vehicle traffic in our neighborhood, adding risk to our community. Our children walk and bike to school and after-school activities. Most of our neighborhood streets lack sidewalks as they are not intended for heavy traffic.

We much rather see this precious land become a park, dedicated to promote family, community, outdoor and after-school oriented children activities. A park will provide a great environment for our children to safely engage in activities with their neighbors, and better serve our community.

We understand the need for a better transportation infrastructure in the village. We believe that the suggested alternatives, including the WCSO Substation area which is safely accessible for vehicles and pedestrians and not located within a family neighborhood, are more appropriate. We believe that there may be additional suitable and safer alternatives within commercial/industrial areas or the outskirts of the village.

My wife and I would be glad to participate in future meetings, take part in planning committees, as well as fund raising efforts for a park or similar alternative.

Thank you in advance for including our feedback in the 2021 FTIP.

Gil Shoham

Judy Weber

From: Yolanda Wiehe <yolanda7777@rocketmail.com>
Sent: Tuesday, January 19, 2021 3:34 PM
To: Judy Weber; Yolanda Knaak
Subject: from Yolanda Knaak, Incline Village Resident: Please include my letter in the packet for the January 22nd meeting. Thank you!

Follow Up Flag: Follow up
Flag Status: Flagged

Dear TRPA,

Please do not change the old elementary school on Southwood Blvd into a Transit Hub. One of my friends lives in a condo across the street. Not only will the Transit Hub at that location put the children in the neighborhood in danger, it will affect the property values of the condos.

Please find a different location for the Transit hub.

Thanks, Yolanda Knaak: Incline Village Resident

Judy Weber

From: Allyson Willoughby <tahoeborn@hotmail.com>
Sent: Tuesday, January 19, 2021 5:12 PM
To: Judy Weber
Cc: info@tahoetransportation.org
Subject: Incline Village Transit Hub comments
Attachments: Incline Village Transit Hub Comments.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hello -

Attached are my written comments about the proposed transit hub in Incline Village. Please add them to the record at the meeting on the 22nd.

Thank you,

Allyson Willoughby

January 19, 2021

Judy Weber, Associate Transportation Planner
Tahoe Regional Planning Agency
P.O. Box 5310
Stateline, NV 89449

Re: Incline Village Transit Hub

Dear Ms. Weber -

I am writing to voice my strong opposition to a transit hub being placed at 771 Southwood Boulevard, the site of the original elementary school. Please add these written comments to the public comments at the meeting scheduled for January 22, 2021 (or any rescheduled meeting date).

I am an Incline Village homeowner. I was born and raised in Incline Village - my father was one of the original residents and our neighbor and family friend was Harold Tiller, who developed Incline Village. I attended Incline Elementary School and Incline High School (there was no middle school at the time). I am very familiar with the school property and with the town layout.

While I am hugely supportive of better public transportation in the Tahoe Basin, in my opinion the elementary school location is a sub-optimal location for a transit hub. A transit hub is basically a destination parking lot (rather than a public transit system like TART). The Incline school location has a number of deficiencies that make it an undesirable location:

- It is a relatively small lot in the center of town and is visible from all sides
- It is bordered on two sides by residential communities
- Southwood Blvd is a two lane residential road not equipped for the volume of cars turning in and out that a transit hub would attract
- A transit hub will doubtlessly increase the amount of traffic coming into Incline. Many towns around the basin are gridlocked all summer. If

people from all over the Tahoe area are instructed to drive to Incline to park, it seems inevitable that Incline will become gridlocked as well. Incline only has three traffic lights. Have any traffic studies been done to estimate (1) the traffic impact within the town and (2) the traffic impact on Highway 28?

In my opinion there are better locations for a transit hub that would have much less impact on the Incline community - more comparable to the transit hub in Tahoe City, which is on a much larger piece of land, is located on a highway, is barely visible from the street, is not in the middle of town and has dedicated left hand turn lanes. I'm not convinced that Incline Village is the logical location for a transit hub for Spooner Summit and Sand Harbor. If it is going to happen, I would ask that TTD consider other locations such as the Sheriff's substation at Highway 28 and Highway 431, the existing Ponderosa Ranch parking lot and the abandoned Orbit gas station on Highway 28.

Finally, while I appreciate the intent of trying to improve the parking situation around the lake, I am troubled that Incline residents were kept in the dark about the selection of Incline as a hub and the purchase of the school property. How could TTD get to the point of being in contract to buy the property without any public hearings, notifications etc.? Doing back-room deals only leads to a lack of trust with the community. I believe TTD will need to do significant work to restore its reputation with the community.

Very truly yours,



Allyson Willoughby
525 Lakeshore #39
P.O. Box 4678
Incline Village, NV 89450
tahoeborn@hotmail.com

cc: Carl Hasty

Judy Weber

From: Donald Tateishi <dtateishi02@gmail.com>
Sent: Wednesday, January 20, 2021 9:49 AM
To: Judy Weber
Subject: Transit Hub - Southwood Glen

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Judy, my name is Donald Tateishi and I'm a unit owner of 770 Southwood Blvd #13 which is directly across the street from the proposed transit hub. I have been a property owner for over 16 years in Incline Village, and I am strongly against the use of that location as a busy transit hub. This project will cause very busy traffic in an already busy residential area. I do not understand why the Tahoe Transportation District would choose a dense residential neighborhood to have heavy traffic including large bus traffic as a good location for a transportation hub. This would make much more sense in a less sparsely populated area in Incline Village for visitors to be able to easily park and take the bus to the various bus destinations. I'm very supportive of a sensible public transportation system that will help alleviate traffic and parking in sensitive areas, but this solution completely disregards the potential impact to residents and property owners who live in Incline Village and more specifically Southwood Glen and the surrounding neighborhood. Please take these comments and share them with the appropriate people so that my voice can be heard. Thank you.

Sincerely,

Donald Tateishi
770 Southwood Blvd #13
Incline Village, NV

Judy Weber

From: mjhorsley <mjhorsley@sbcglobal.net>
Sent: Wednesday, January 20, 2021 10:38 AM
To: Judy Weber
Cc: mjhorsley@sbcglobal.net
Subject: transportation hub

Follow Up Flag: Follow up
Flag Status: Flagged

As a full time Incline Village resident I am very much against the transportation hub proposed for the old elementary school site. It is dangerous for the residents in the area and it will cause more congestion in town that the Village will not be able to withstand.
I ask this email be presented in Friday's meeting.
Mary Horsley

Sent from my Verizon, Samsung Galaxy smartphone

Judy Weber

From: Renee Bouck <reneebouck@gmail.com>
Sent: Wednesday, January 20, 2021 10:52 AM
To: Judy Weber
Subject: Parking Structure

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms Weber,

The growing need for parking options is apparent as the popularity of the East Shore Bike Path from Tunnel Creek to Sand Harbor grows.

My grievance is not with mitigating the parking challenge, but with you decision to place the parking structure and bus hub all the way across town.

This will only add to traffic noise and congestion as residents and visitors frequent all the shops and restaurants that will now lie in between where they will park and where they want to go.

We are residents of Incline Village because of its quiet streets and small town atmosphere. Your project will go a long way to destroying the very reason that people come here to live and visit.

I implore you to consider moving this project closer to where people want to go. There is ample space to add a parking structure on hwy 28 near Tunnel Creek. Parking has already been added there, just not enough of it.

The character of this town will be destroyed with a parking structure and bus hub placed in the middle of it. You will held responsible for this decision.

Yours very truly,

Renee Bouck
469 Fairview Blvd.
Incline Village, NV 89451

Judy Weber

From: mrsradar@aol.com
Sent: Wednesday, January 20, 2021 11:59 AM
To: Judy Weber
Subject: Bus Hub
Attachments: Letter of Protest to Transportation Terminal.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Good Morning Judy, I am attaching a letter from my husband and I regarding the proposed Transportation Terminal at the "old elementary school" As you will read, we would be extremely impacted by this project.

Thank you for your time.

Shirley Appel

RAY AND SHIRLEY APPEL
770 SOUTHWOOD BLVD. #9
INCLINE VILLAGE, NV 89451

January 20, 2021

Judy Weber
TRPA

To Whom It May Concern:

My husband and I live directly across the street from the "Old Elementary School". I have written this letter several times since we were notified that this site is proposed to become a Transportation Terminal. We have endured for several years now the NOISE, TRAFFIC, DUST, LACK OF PARKING, BUS FUMES AND BUS BRAKES NOISE, FROM 8:00 IN THE MORNIG UNTIL 7:00 IN THE EVENING from June until September, is absolutely hideous. If this new venture happens here we will be degraded even more. We have had people parking in/on our private parking lots, and NO PARKING SPACES with no police monitoring. The summertime is when we like to open our windows and get fresh air. We have not had that pleasure for the past years with these buses going up and down Southwood Blvd. This most recent summer was the only summer of peace and quiet, due to COVID 19 and the bus area was closed.

I don't know how long it will take to accomplish this job, but that too will be disturbing with the demolition of the present buildings (with all it's asbestos to be removed) and the construction of new buildings and the proposed parking lots. We can only take so much of this. Southwood Blvd. is a busy street at the best of times and more traffic congestion will only degrade Incline Village's quality of life

Another issue that will impact those of us that live across the street from this project is our property values. They will go down noticeably. Nobody will want to buy a Condo that is directly across the street from a large commercial Transportation Terminal and all the negative attributes...

This site would be much more useful for long term residential use. Please, you MUST reconsider where to place this Transportation Terminal.

Thank you for your attention to this matter.

Ray and Shirley Appel

Judy Weber

From: Pamela Tsigdinos <ptsigdinos@yahoo.com>
Sent: Wednesday, January 20, 2021 3:00 PM
To: jallen@tahoetransportation.org; Judy Weber
Cc: Alexis Hill
Subject: Public Comment on January 22 TTD Meeting: Transit (Mobility) Hub Item VI

Follow Up Flag: Follow up
Flag Status: Flagged

Ms. Weber, Ms. Allen,
(Copying Commissioner Hill)

I am a resident of Incline Village and submit the following written public comment (see below) to be read at the January 22 TTD/TRPA/TMPO meeting. It concerns agenda item:

VI.TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEM

For Possible Action: Approval of Public Process and Schedule for Acquisition and Site Alternatives Analyses for the Old Elementary School Site Located at 771 Southwood Boulevard, and a Potential Project for a Transit Mobility Center

~~~

### TTD and TRPA/TMPO Governing Board:

I respectfully **object** to the former Incline Village Elementary School site being used as a transit mobility hub. There are many reasons the school site location is not an appropriate location. I would like to highlight three reasons for opposition: **danger to public safety; air pollution; and negative community impact.**

First, consider the very real possibility a need arises for an emergency or disaster exit from Incline Village. A transit mobility hub with an additional 300 to 350 vehicles and buses in the heart of Incline Village -- at one of the two busiest intersections in the Village -- would endanger public safety.

Emergency/disaster evacuation is already a major concern in Incline Village due to limited exit routes. The danger has *already* been elevated by the large number of vacation rentals and tourists they attract. (TRPA and the TTD know this well from Incline Village residents raising concerns about vacation rental traffic and in meetings on the Tahoe Area Plan). The current proposal would bring up to 350 additional vehicles along with an even larger number of visitors who would not otherwise be in the middle of the village. ***This presents deadly consequences for an emergency evacuation.*** This is not sound disaster planning.

Second, a transit mobility hub at this location will lead to increased air pollution as non-electric vehicles idle on Highway 28 and inside the proposed site while waiting in line to get into and then out of the School Site. Air quality and associated public health has already been negatively impacted due to prolonged fire seasons. 2020 was particularly bad. Added associated vehicle pollution will only intensify respiratory problems for those who live nearby.

Third, the overflow of vehicles trying to reach a transit mobility hub at this location will inevitably spill onto Incline Village streets and the private parking lots of commercial establishments already at capacity in this town center. This proposed transit hub would move the overflow parking problems from Highway 28 onto Incline Village's streets. This is extremely unfair to Incline Village residents already overwhelmed by vacation rental traffic incursions.

More suitable locations have been recommended by community members. These other locations would make emergency exits from the parking lot for up to 350 vehicles **much safer for residents, businesses, and for visitors** because the alternative sites are at the outskirts of the village, not in the center of town adjacent to the most densely packed residential area.

For these and other reasons, I strongly oppose the use of the school site for a transit mobility hub and ask that you evaluate and move forward with a location that does not increase hazards to public safety or worsen air pollution and community impacts. Thank you.

Pamela M. Tsigdinos, Incline Village Resident  
775-298-7305

## Judy Weber

---

**From:** Lisa Marechal <lisamarechal@gmail.com>  
**Sent:** Wednesday, January 20, 2021 3:33 PM  
**To:** Judy Weber  
**Subject:** Incline Village Transit Hub  
**Attachments:** TransitHub.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Please see attached.

Thank You,

Lisa Marechal

Lisa Marechal  
770 Mays Boulevard Box 6944  
Incline Village, NV 89450  
lisamarechal@gmail.com

January 20<sup>th</sup>, 2021

Judy Eeber  
Associate Transportation Planner  
Tahoe Regional Planning Agency  
PO Box 5310  
Stateline, NV 89449  
jweber@trpa.org

Hello:

I write regarding the Federal Transportation District's proposed plans to purchase and develop the old school site at Southwood and Tahoe Boulevards in our community. As someone who has studied urban planning, I understand the interest in this site. It is the center of town convenient to many. However, I respectfully request that other sites be given serious consideration before consuming the heart of our community with a transit hub.

It is no secret that Incline Village suffers from a very tired village core in need of reinvention. Placing a transit hub in this location would effectively bifurcate the downtown core creating a serious noise issue for the neighboring residents contiguous on two sides of this site. This decision would also preclude the ability to create a different kind of place many residents envision.

At present, Incline Village is a tired auto centric drive through community suffering from many problems affiliated with this type of planning. Viewing the downtown core from our intermittent sidewalks or the road, one sees a series of surface parking lots. Many of us want a downtown core more like the communities of downtown Truckee and Tahoe City.

While it is a long haul to realize such a vision, a transit hub in this location would preclude our ability to accomplish this goal. An essential element to re-envisioning our Incline Village is new infill development that connects the entire downtown core into a cohesive whole that is far more pedestrian friendly.

As the center of town, the old school site holds great promise to bring our community into the 21<sup>st</sup> Century. It is contiguous to one of the most blighted sites in town, the Village Center also needing redevelopment. Thanks to the new TRPA plan, these two sites could allow us to realize a new kind of community. Development professionals refer to this as highest and best use.

Incline Village desperately needs both new and varying types of housing stock. We have an acute shortage of workforce and affordable housing. The North Lake communities have no assisted living or continuing care facilities for those who wish to remain but need help with their daily lives. Multitudes of small businesses would embrace live-work spaces but they do not exist anyplace in North Lake Tahoe communities.

The old school site is one of a very small handful of locations around Lake Tahoe that the TRPA would allow a developer to build up. While we all cherish the small scale of our community, we have reached a point where this is one of the few options left for adding housing stock. A wide variety of housing above ground floor retail is the highest and best use for this site rather than a transit hub.

Please consider other locations similar to Tahoe City on the edge of town. While still located within the town's boundaries, the Tahoe City transit hub doesn't interfere with enjoying the town's charming pedestrian friendly core. I offer two alternate site suggestions:

On the North end of town immediately behind the Incline Village sign at 560 Lakeshore Boulevard is a shuttered gas station site. The owner was required to pave over the entire lot due to contamination from petroleum. There is an iconic structure noted for its remarkable roofline that is in search of a new use.

A second and likely better - suited site is the surface lot owned by David Duffield immediately behind the "Bonanza Parking Lot" at the South end of town. Bordered by Waste Management, Highway 20 and additional surface parking, noise would not be an issue in this location. Perhaps Mr Duffield would consider selling this site for a similar price to that offered for the school site?

What this site at the South end of town offers would be of tremendous benefit to our community. It is already a location that brings many more visitors than paid surface parking can accommodate. It is the terminus of a couple of extremely popular trails used by residents and visitors from all over the lake. Perhaps these crowds would consider taking the bus instead of driving if a transit hub was located here?

Other benefits this site offers to our community are proximity to most of the major employers of Incline Village. The Hyatt, IVGID offices and amenities as well as all of the businesses along Country Club Drive are within walking distance of this location.

Thank you for consideration of these concerns and a willingness to explore the suggestions made in this letter. I would appreciate reading of this letter at the meeting on January 22<sup>nd</sup> if possible. Please note that there are other locations available at the South end of town as well.

Sincerely,

A handwritten signature in dark ink, appearing to read "Lisa Marechal". The signature is fluid and cursive, with a large initial "L" and "M".

Lisa Marechal

## Judy Weber

---

**From:** pmosermorris@gmail.com  
**Sent:** Wednesday, January 20, 2021 7:53 PM  
**To:** Judy Weber  
**Subject:** I oppose the project being proposed by the Tahoe Transportation District to purchase the old school at 777 Southwood Boulevard in Incline Village, Nevada, demolish the school, and replace it with a regional transportation hub.

**Importance:** High

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

*Patricia Moser Morris*  
*330 Ski Way #11*  
*Incline Village NV 89451*  
*[pmosermorris@gmail.com](mailto:pmosermorris@gmail.com)*  
*775-434-4155*

January 20, 2021

Judy Weber, Associate Transportation Planner  
Tahoe Regional Planning Agency  
VIA [jweber@trpa.org](mailto:jweber@trpa.org)

Dear Ms. Weber:

I oppose the project being proposed by the Tahoe Transportation District to purchase the old school at 777 Southwood Boulevard in Incline Village, Nevada, demolish the school, and replace it with a regional transportation hub, for several reasons:

The site proposed for the regional transportation hub – in the middle of a residential area -- is spectacularly inappropriate because it is literally across the street from an apartment complex where more than 100 children live.

I understand that TRPA intends to further restrict parking on SR28. The proposed Incline Village transit hub would be used for parking and busing to the East Shore Trail, Sand Harbor and other locations along SR28. Three hundred-fifty parking spaces may seem like a lot, but be realistic: It's not nearly enough to meet the demand.

The TTD Governing Board at their December 2020 meeting directed that alternative sites be looked at in Incline Village; established an ad hoc committee of the Governing Board to oversee this effort; and directed the responsible official at TTD to host public input meetings in Incline Village. In turn at its December meeting, the Washoe County Board of Commissioners pulled off its calendar an agenda item to approve a contribution of \$285,000.00 toward TTD's acquisition of the former school site pending further action by the TTD Board. Despite the TTD Board's directive, the TRPA plan does NOT discuss any alternative transportation hub and parking sites, nor does it discuss expending funds to evaluate alternative sites within and outside of Incline Village/Crystal Bay. Also despite the TTD Board's directive, NO "public

input” meetings have been held in Incline Village, although a joint meeting of the TTD and the TRPA will occur on January 22<sup>nd</sup> where some limited public comment will be allowed. All of this is true even though many alternative sites have been recommended by members of the Incline Village community as more suitable locations for parking and a transportation hub.

Apart from these considerations, the process followed in implementing this proposed project seems highly irregular, if not outright illegal. According to our former Washoe County Commissioner Marsha Berkbigler:

1) The Tahoe Transportation District board did not vote to support this project; and did not vote to obtain the grants that would be used to purchase this property. As a former manager of the federal Community Development Block Grant program in the Fourth Supervisorial District of Riverside County, California, I do not understand how a grant can be applied for by a public agency without the governing board of said agency taking official action to approve the grant application.

2) The decision to apply for these grants was made at a meeting to which then-County Commissioner Berkbigler was neither invited nor even advised that it was taking place, even though Commissioner Berkbigler was a member of the governing board of the Tahoe Transportation District. In other words, said meeting was not noticed publicly in compliance with applicable law. Thus, it was illegal and could not bind the Tahoe Transportation District.

3) NO public hearings have been held regarding this proposed project.

4) Apparently, this proposed regional transportation hub is planned to serve an expanded public transportation system linking the Lake Tahoe area to Reno and Carson City, but funding for such an expanded regional transportation system has not been obtained, or even planned. How does it make sense to build a regional transportation hub when the system it would serve has not been funded?

For all these reasons, I urge you to find another, more appropriate site for the proposed regional transportation hub or, failing that, cancel the proposed project altogether.

Ms. Weber, I request that my written comments be included in the public record and read at the meeting on January 22, 2021; and that copies be provided to the entire governing Board of TRPA.

Thank you for your attention to this matter.

Sincerely,

*Patricia J. Moser Morris*



Scanned by [McAfee](#) and confirmed virus-free.

## Judy Weber

---

**From:** Gary Stewart <tahoegary@icloud.com>  
**Sent:** Thursday, January 21, 2021 5:40 AM  
**To:** Judy Weber  
**Cc:** msradar@aol.com  
**Subject:** Fwd: Transit hub proposal

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Judy, Firstly, my apologies are in order. Please feel free to strike the letter 'y' from the greeting on the original post. Darn typo.....lol

I wish to add a couple of points: Firstly, Please include this email in the board package for the Friday discussion of the transit hub.

Secondly, adding to the concerns about traffic. There will be peak times when visitors arrive and depart the transit hub. At those peak times there will likely be considerable traffic congestion on Southwood. The congestion is likely to spill out onto highway 28 and impact turns onto Southwood from both directions. Turning traffic from the California direction would directly impact highway travel lanes. Traffic from the other direction might adversely impact the left turn lane toward Southwood.

I believe, though I don't fully know NV rules on topic, that the consideration of the transit hub may require traffic studies by NDOT and NHP, respectively.

Please accept my amended email as the document for the board package. Gary Stewart, Incline Village

Begin forwarded message:

**From:** Gary Stewart <tahoegary@icloud.com>  
**Date:** 1/21/2021  
**To:** jweber@trpa.org  
**Subject:** Transit hub proposal

Deary Judy Weber,

I am writing as a concerned citizen of Incline Village. The subject is the proposal to locate a transit hub at the old Incline Elementary School site locate on Southwood.

The entry to the site is the first right side driveway downhill from SR 28. Southwood is one of the key access points to 28. Bus and visitor traffic may significantly interfere with smooth traffic flow on Southwood.

Residential neighborhoods are located across from or within close distance of the old school site. The traffic flow will create significant noise, pollution and possibly trash in that area.

The site will not only be used by transit buses but also by visitors parking on the site. My understanding is the site may be able to park up to 350 vehicles.

The choice of the site seems to have been unduly pushed by one interested party. That party is the Tahoe Transportation District. The district is determined to have that site. Have the proper environmental and community impact reports for the site been submitted by the district?

If the site is to be used in winter season the following problem may occur. At times streets in Incline can become very icy. Drivers having to stop on Southwood may have trouble keeping stopped cars from sliding downhill.

As a final note, Incline was founded as a residential community. We are overwhelmed now by summer and winter visitors. The transit site will only add to this problem. The visitor influx is seriously impacting the residential nature of Incline. We do not need more disruptions.

For all the above-stated reasons I as a resident would be opposed to the old school location as a transit site.

Gary Stewart, Incline Village resident.

## Judy Weber

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**From:** Tenzin, (Pablo) Ortega <pmo13@yahoo.com>  
**Sent:** Thursday, January 21, 2021 10:11 AM  
**To:** Judy Weber  
**Subject:** Transit Hub public comment

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To whom it may concern,  
I am a parcel owner and a long time resident of Incline Village.  
I would like to voice my support for the proposed transit hub in incline village.  
Having this option in critical to keeping traffic in incline under control.  
This location is ideal due to it being centrally located and due to the proximity to lower income housing across the street.  
The transit hub would help visitors leave their cars behind to explore Lake Tahoe!  
This is critical infrastructure and should be developed as soon as possible.  
Finally if this opportunity is missed it not be possible to be implemented.  
thank you for your time,  
Pablo Ortega  
954 Garen st  
Incline Village , NV 89451

## Judy Weber

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**From:** Annie Turner <ATurner@akrailroad.com>  
**Sent:** Thursday, January 21, 2021 7:05 AM  
**To:** rondatycer@aol.com  
**Cc:** Kern Schumacher; Judy Weber  
**Subject:** Kern Schumacher  
**Attachments:** PastedGraphic-26.pdf; BeckerTRPA-FTIP Jan21-2021.docx; 2021-Draft-FTIP-Final-Full.pdf; TTDMtgAgenda2021-1-22.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Good morning Ronda,

Thank you for all the hard work on this project!

I want to ensure you have Kern Schumacher on your list of protesters (bullet 1).

Re: bullet 2 - Will you please also confirm that you have the original protest letter we submitted for Kern in December? I've also attached it again just in case. I'm cc'ing Ms. Weber on this email so she's aware of our request to add it to the public record and read it at tomorrow's meeting. Unfortunately we can not attend.

I look forward to your response.

Thank you very much.

Annie

On Jan 19, 2021, at 2:23 PM, Kern Schumacher <[Kern@akrailroad.com](mailto:Kern@akrailroad.com)> wrote:

Handle this protest for me.

---

**From:** [rondatycer@aol.com](mailto:rondatycer@aol.com) <[rondatycer@aol.com](mailto:rondatycer@aol.com)>  
**Sent:** Tuesday, January 19, 2021 2:00 PM  
**To:** [rondatycer@aol.com](mailto:rondatycer@aol.com)  
**Subject:** ACTION ALERT: TTD Meeting 1/22/21 To Discuss Old Elementary School as Bus Hub

**This message came from outside the organization, please be cautious opening links and attachments. Make sure the attached is something you are expecting.**

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**ACTION ALERT TO INCLINE RESIDENTS**

**PLEASE STOP THE TTD USE OF THE OLD IV ELEMENTARY SCHOOL SITE AS A BUS HUB**

Deadline: January 21, 2021

## **NEED TO PROTEST**

We again ask your help to continue our community protest against the Tahoe Transportation District's disastrous plan to convert the Old Incline Elementary School property into a 350-space parking lot and bus hub.

Friday January 22 the TTD will hold a joint meeting with the Tahoe Regional Planning Agency in TRPA's capacity as the Tahoe Metropolitan Planning Organization overseeing Tahoe Basin transportation. They will discuss for approval a Federal Transportation Improvement Program (FTIP) report that includes TTD's purchase and development of the OES as a mobility hub. [FTIP report is attached.]

## **REASONS FOR PROTEST**

Diane Becker has drafted the attached letter to the TRPA/TMPO members letting them know why Incline Village residents are adamantly protesting the TTD purchase and conversion of the OES to such a hub.

## **HOW TO PROTEST**

### **1. ADD YOUR NAME TO OUR EMAIL**

We will send our letter of protest by Thursday and add names of all IV residents who are against the proposed OES bus hub.

If you are one of the 171 residents who sent us your name to protest the hub in December, we will automatically add your name to this second letter of protest to the TTD and TRPA/TMPO Governing Board.

If you did not send a reply to our first request in December but want your name added to this second protest letter, please hit Reply to this email and write your name in the Subject line.

### **2. WRITE YOUR OWN EMAIL TO TRPA/TMPO**

Several other residents have already submitted protest letters to the TRPA/TMPO. If you prefer to write your own comment, you can do so by sending your email to: [jweber@trpa.org](mailto:jweber@trpa.org) and asking Ms. Weber to include it in the public record and/or read it at the meeting January 22. If you want it read, it must be short enough to be read within 5 minutes.

### **3. JOIN THE FRIDAY MEETING AND SPEAK OR READ YOUR PROTEST**

**On Friday there are two consecutive meetings, but the important meeting begins at 9:30am. You must register for the meeting if you want to give verbal public input. (See how in the attached agenda.)**

Please register for the TTD Finance Committee Meeting / TTD Board Meeting at:  
<https://attendee.gotowebinar.com/register/8319891650103143950>

There is only one registration link for both meetings. After registering, you will receive a confirmation email containing information about joining the webinar.

### **4. RECRUIT OTHER IV RESIDENTS TO PROTEST**

As before, we're asking you to forward this email to other Incline residents on your email lists, and ask them to send us their names/emails for inclusion in this and future protests. Thank you!

**PLEASE HELP SAVE IV FROM A HUGE PARKING LOT/BUS HUB IN OUR CENTER!**

## **Disclaimer**

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December 11, 2020

Tahoe Transportation District  
128 Market Street, #3F  
Stateline, NV 89410

Dear Sir or Madam,

Thank you for the opportunity to express my deep concern over the Tahoe Transportation Department's (TTD) purchase of the old Incline Elementary School 6-acre parcel and subsequent transformation into a bus hub and parking lot. This project, obviously meant to accommodate visitor transit to Sand Harbor and other East Shore attractions, is unsafe and shortsighted.

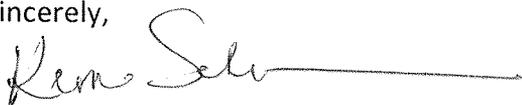
Let me be clear – I am in total and complete opposition to this plan! Having already used the Incline Elementary School location over the past eight years as a small bus hub, the TTD has seen overwhelming evidence of the problems and chaos it has caused with hundreds of cars traveling in and out of the site that abuts Hwy. 28. Furthermore, the current plan is starkly contrary to the community goals set forth in the 2007 and 2012 Visioning Workshops where the Incline Elementary School parcel was overwhelmingly tabbed as integral to a future village center for community events and activities with parks, a small amphitheater, and playgrounds.

I request TTD entertain a much better option at the old Ponderosa Ranch, owned by Dave Duffield. It's a well-positioned location with more open space that would better accommodate the massive parking and transportation initiatives TTD intends to implement. This site also has the benefit of being directly adjacent to the Tahoe East Shore Trail, visited by thousands each year.

At best, the current plan for a transportation hub directly in the center of town is foolish. Proven backups and traffic jams, in addition to safety concerns over pedestrian and bicycle traffic, make the proposed location impractical.

Therefore, I request TTD not only cancel the Incline Elementary School purchase and consider the old Ponderosa Ranch site, but that you also welcome public input from Incline residents in advance of any future bus hub site discussions.

Sincerely,

A handwritten signature in black ink that reads "Kern Schumacher". The signature is written in a cursive style and is followed by a long horizontal line.

Kern Schumacher  
Incline Village Resident Since 1971

January 15, 2021

Dear Ms. Weber,

I am submitting this written public comment to set forth my objection to page 82 of the 2021 draft Federal Transportation Improvement Program (“FTIP”). I respectfully object and request that the FTIP revise the attached page 81 of the FTIP, which is incorrect and misleading. I describe the basis for my objection to the use of the former Incline Village Elementary School (the “School Site”) as a transportation or mobility hub, so that the importance of my proposed revision can be fully understood by TRPA. The draft FTIP describes the School Site on the attached page 81 of the FTIP, as if that site is the selected site in Incline Village, which is not accurate. I believe that there needs to be a **disclosure to the federal government of the widespread opposition of the Incline Village community to the use of the School Site** as a transportation hub, and a **disclosure that this site has not been implemented at all and has been put on hold by the Governing Board of the TTD pending public outreach in Incline Village and investigation of other potential sites. THE 2021 DRAFT FTIP NEEDS TO BE REVISED TO FULLY AND ACCURATELY SET FORTH THE CURRENT STATE OF AFFAIRS TO THE FEDERAL GOVERNMENT AND TO THE PUBLIC, SO AS TO ASSURE GENUINE PUBLIC OUTREACH TO INCLINE VILLAGE AND TO NOT TO UNFAIRLY PREJUDICE THE INCLINE VILLAGE COMMUNITY.** The basis for my public comment on the 2021 draft and my opposition to the development of the School Site is summarized in the five points below, for ease of reading as it is a lengthy public comment:

1. The Incline Village community objects to the School Site as the site for a transportation hub for a number of compelling reasons which are discussed in detail below. (See Section I below.)
2. There was an attempt to keep the local Incline Village community uninformed that the School Site was a proposed site for a transportation hub, until after the property was purchased by the TTD, contrary to TRPA’s and the federal government’s policies of public engagement. To date there has still not been public engagement in Incline Village. (See Section II below.)
3. The FTIP has described the School Site inaccurately in that it makes the School Site the selected site in Incline Village for a transportation hub. (See Section III below.)
4. Documents received in public record requests reflect that the School Site is being selected in order to address traffic problems caused by locations outside of Incline Village; therefore, the overwhelming public opposition in Incline Village to this site should be considered by the public agencies, and the alternative sites proposed by the Incline Village community should be considered in good faith by TRPA and TTD, even if the project location, size and financing needs to be modified. (See Section IV below.)
5. To the extent that a transportation hub site is to be located in Incline Village, there are several available sites in Incline Village that are now available, which are described in this section. (See Section V below.)

**I. The School Site Location Is Not an Appropriate Location for a Transportation Hub,**

a. One of the primary concerns of the Incline Village community is that placing a transportation center with an additional 300 - 350 vehicles and buses in the middle of Incline Village, at one of the two busiest intersections in the village, endangers the public safety if there is a need for emergency or disaster exit from Incline Village. The other locations in Incline Village recommended by the community would make emergency exit from the parking lot for the extra 300 – 350 vehicles, much safer for the local residents and businesses, and for the visitors because the alternative sites are at the outskirts of the village, not in the center of the village adjacent to the most densely packed residential area in the village still on highway 28. As both TRPA and the TTD have been advised by residents of Incline Village in meetings discussing vacation rentals and the Tahoe Area Plan, emergency/disaster egress and ingress is currently a concern in Incline Village, due to the limited exit routes, and the concern is already exacerbated by the large number of vacation rentals. This proposal to bring an additional 300 – 350 vehicles with an even larger number of visitors who would not otherwise be in the middle of the village during an emergency evacuation, is not sound disaster planning.

b. The School Site is directly across the street (Southwood) from the highest density residential buildings in Incline Village, the location of hundreds of apartment renters and their children, and numerous condominium complexes and their owners/renters. Planning a transportation hub project directly across the street from this dense residential area will pose health and safety problems for that residential area and its residents. If a bus hub is put at the School Site, this would make Southwood more dangerous for these hundreds of people. The residents across the street from the School site have already expressed safety and public nuisance concerns related to the limited summer bus service that operated at the School Site. The proposed transportation hub greatly increases these concerns.

d. There is no direct access off of highway 28 into the School Site and a right turn from highway 28 will need to be made onto Southwood, which is a very busy street, potentially backing up traffic on Highway 28, and then a second right turn will be quickly made into the parking lot. To exit from the School Site, the buses will have to turn left onto the busy two-lane street, Southwood, in order to return to Highway 28. A right turn would require a vehicle to drive for .7 miles through fully developed residential and commercial areas on Southwood, and then the vehicle would have to make a left turn on Village Blvd., and pose another traffic and safety problem. There is no room for a second traffic signal at the exit from the School Site and so the backup inside of the site as buses and cars attempt to exit and turn left will be a problem. Southwood is the street that serves our post office and one of our only two markets, and is very very busy, curvy street and with current traffic levels, Southwood often has significant traffic backups. In the winter, snow is plowed from the streets and stored on the sides of all streets, and there is barely room for two-way car traffic, let alone a car going one way and a bus going the other way with snow storage, on Southwood Blvd. It will be even more difficult if large buses try to turn left out of the School Site. Remember that the unpermitted bus service operated by Mr. Hasty out of the School Site in the past did not operate during the snow periods. The other sites in Incline Village recommended by some community members have

topography which allows for easier ingress and egress, easier turns to get back to and to get from Highway 28, and safer two direction driving.

e. A transportation hub at this location will cause pollution as non-electric cars idle on Highway 28 and inside of the School Site while waiting in line to get into and then out of the School Site. We are informed and believe that a widening of Tahoe Blvd. is being proposed to address this traffic back-up issue (based on statements made by surveyors who have been surveying for the widening), although the public has not been advised of this fact. This project will cause significant traffic jams in Incline Village during the construction period, for a project that is not wanted by or for the benefit of Incline Village. Such construction and street widening are not needed at the other sites in Incline Village proposed by local residents.

f. The overflow of vehicles from the transportation hub when the parking lot is filled will spill out onto Incline Village's streets and the private parking lots of the commercial establishments located in this town center area, which are already at capacity. This transportation hub just moves the overflow parking problem from Highway 28 to Incline Village's streets, and is extremely unfair to Incline Village.

h. A transportation hub for 300-350 vehicles will cause safety problems and increased traffic at one of the two busiest intersections in Incline Village. For those knowledgeable about the location of Sand Harbor and the multi-use path, consider that 300-350 vehicles are proposed to be brought into the very center of the village, causing parking, pollution and other problems, for the sole purpose of parking and then taking them outside of Incline Village to venues at Lake Tahoe. These 300+ vehicles would not enter the center of the village when coming from either Reno or Carson City of South Lake Tahoe to visit Sand Harbor and the Multi Use Path which are at the edge of and outside of the Village, but for the need to travel to and from this proposed parking lot.

i. Some serious environmental contamination issues and some earthquake issues have been raised concerning the School Site by a resident who has procured documents from a number of public agencies. I have identified and sent to TTD several TRPA and School Board documents in a separate email, with the hope that those documents will be provided to Converse Engineering to review and advise upon. The Phase I Environmental Site Assessment by Converse Engineering of the School Site is a low cost, standard document when purchasing commercial property, and did not address the issues of concern that are raised here because the relevant documents were not provided to Converse Engineering. The documents relate to: an extensive examination of the out of water earthquake fault by Gordon Seitz of San Diego State University that was not provided to Converse Engineering; documents and test reports showing traces of Toluene and Benzene identified in soil samples from vaults monitored by TRPA at the School site in 2016; and a report by Western Environmental Testing Laboratory which noted oil and grease noted in soil samples from vaults on and off the School Site in 2010. Two of the other sites located in Incline Village, recommended by local residents have had environmental contamination cleaned up.

j. A giant public parking lot filled with 300-350 vehicles that is immediately adjacent to and visible from Highway 28 should not meet the scenic concerns and regulations which TRPA requires for development in Incline Village.

k. TRPA and Washoe County have jointly prepared over a period of years, a draft of a very detailed revised Tahoe Area Plan, for the Incline Village Crystal Bay (“IVCB”) communities. The Tahoe Area Plan promotes “environmental redevelopment “of Incline Village and Crystal Bay and their three town centers. Even a brief reading of the Tahoe Area makes it clear that the intent is to develop and beautify Incline Village in an environmentally friendly way. Placing a bus terminal, and parking for 300-350 visitor vehicles to other venues in the middle of our town will not beautify our village or contribute to its environmental development.

**II. There was an attempt to keep the local Incline Village community uninformed as to this School Site project until after the fact, contrary to TRPA’s and the federal government’s policies of public engagement, and so the School Site should not be listed as if it is the selected site.**

In response to a public record request to Washoe County, the following documents were provided, which clearly demonstrate that Mr. Hasty of the Tahoe Transportation District tried to avoid public engagement because he knew that Incline Village residents and businesses would object to the use of this site for a transportation hub. Mr. Hasty has consistently worked with other governmental agencies and attempted to get the project through so that it would be too late for public objection, despite repeated requests for public outreach, initially from the former Washoe County Commissioner who was advised of the possible project, and later from the community when they learned of the proposed project. Please note that at the time of this correspondence below, the local Incline community was completely unaware of this project, and there still has been no public outreach.

a. Former Commissioner Berkbigler expressed opposition to a proposed project at the School Site as described and stated in her April 24, 2020 email to Messrs. Hasty and Solaro that: **“ The residents of IV/CB should have some say in how this area is used since they will be impacted by the negative impacts of the Project. Additionally, at least one and possibly two public fora must be done in IV/CB before a final plan is put together.” No public meeting has been scheduled or noticed since this April 24, 2020 email.** Additionally, Ms. Berkbigler further expressed “HOWEVER, it is simply not acceptable for the old school yard to be used as a staging area. This is in the middle of what is considered the “town center” in Incline, and the traffic in this area is very heavy. Additional construction traffic for a staging site there would be seriously detrimental to the community and create serious traffic and parking problems...it is necessary to go back to the drawing board to relocate the staging center to some place outside of IV/CB.... I will oppose any County funds going to this project and to the purchase of the school property if this plan is not changed.” A further review of the correspondence received from Washoe County demonstrated that after this objection, Former Commissioner Berkbigler was not invited to key meetings set by Mr. Hasty with Washoe County staff to promote the project, and was no longer sent copies of correspondence from Mr. Hasty on this project.

b. Mr. Hasty contacted Pete Todoroff, head of the Incline Village Crystal Bay Community Forum on September 3, 2020 stating that he wanted to join the Community Forum zoom call on September 4, (the next day, too late for any public notice) to tell the people in attendance about the proposed elementary school site project stating “as I know it is of great interest.”. The Community Forum meeting occurs every other Friday, and the meeting had “shoulder season” attendance which was less than 20 people. Mr. Hasty told the small group in attendance about the project in less than a 5-minute presentation, and attendees expressed their many concerns about the project to Mr. Hasty, including asking him to look at several other proposed sites which had previously been identified to him. At the meeting Mr. Hasty promised that he would look into the alternative sites, but did not do so. Mr. Hasty said that he would be setting up public meetings in Incline to discuss local concerns and have open communication and that there would be plenty of time for the meetings and for discussing environmental concerns and transportation studies. Mr. Hasty never mentioned that the very next Monday he was proposing to the TTD Board to authorize him to purchase the former school site! Mr. Hasty has never set up a public meeting or provided any information about the proposed project. I learned through a separate conversation with TTD consultant, Ms. Mullin that while she had not alternative investigated the sites, she had heard that the other project sites had been briefly considered three or four years ago, but no consideration of the other sites occurred in 2019 or 2020.

c. Mr. Hasty stated in his April 30, 2020 email in describing a mobility hub: “So, what is meant by the mobility hub? It means a user has pedestrian access, bike access, transit access and auto access to commercial, residential and recreations uses within the neighborhood and to the trail system. Beyond that a mobility hub can be designed to fit into the community or neighborhood that it is located. Acquisition of a property is one process, **developing a project concept with the community is another, and such a process will follow a successful property acquisition.**” But still no meeting was set up even after Mr. Hasty, on behalf of the TTD, contracted with the School District. It is a standard requirement for the grant from the Federal Transportation Administration that there to be public outreach meetings before the funds are committed. I spoke with Guinevere Hobdy of Multi-modal at NDOT (775-227-6025) on October 19, 2020 to object that the Title 6 process, namely the Policy of Public Notification, required public meetings, outreach and education, and none have been held on this proposed acquisition of the School Site, prior to the grant. Ms. Hobdy said that NDOT supports local agencies who apply for Federal Transportation Administration funds to check compliance with all guidelines, and in this case, an application was made **to the Federal Transportation Administration for a “categorical exclusion” from the standard procedures to be allowed to do things out of order**, so that the TTD **be allowed to purchase the property first, before any public input**, because of the representation that the purchase was urgently required because **“Washoe County said that they were getting rid of the property and it would go to another purchaser”**. Ms. Hobdy confirmed that under ordinary circumstances Mr. Hasty would have been required to have public outreach and education in Incline Village in advance of the grant approval and purchase. I was told by Ms. Hobdy that although the request to purchase the property out of order, without prior public hearings was granted, there will have to be public outreach at a later time. What good will the public hearings be later after the property has

already been purchased? And why, with all the time that Mr. Hasty has had, has there been no public outreach? I have asked in a public records request for the documents submitted by the TTD to the Federal Transportation Commission to get the categorical exclusion, but the request was denied based on the litigation privilege.

e. On August 11, 2020, local resident, Ronda Tycer wrote a lengthy email to Sara Schmitz, IVGID Trustee and Former Commissioner Berkbigler detailing the problems with and questions about the proposed site use and recommending several alternative sites. At least as of the December TTD Board meeting, none of these alternative sites have been seriously looked at by Mr. Hasty, who merely stated on one occasion to Commissioner Berkbigler that they were “not as good a financial deal as the school site”. In response to Former Commissioner Berkbigler’s sending Ms. Tycer’s email to Mr. Hasty, telling him that Ms. Tycer’s opinion is shared by Pete Toderoff and others in his group, Mr. Hasty replied **“I do not expect a public process to be easy, but there are potential ideas that can come together for the site given some wherewithal and concerted effort.”** Still Mr. Hasty did not set up public meetings or workshops or share any of his ideas.

f. **Former Commissioner Berkbigler repeatedly asked Mr. Hasty to hold public meetings in IVCB** and tell the Incline Village community what he is proposing to do and why, and to work on outreach with the community, to hear our concerns and to discuss our recommendations on alternative sites, and he has utterly failed to do so.

g. **Two materially incorrect statements have been made by Mr. Hasty and his consultant, Karen Mullin, to other governmental entities to get funding.** In addition to the representation to the Federal Transportation Administration in obtaining the categorical exclusion described above, a misrepresentation was made to the County about having the support of our General Improvement District, IVGID. In an email from Karen Mullen, consultant to the TTD, to David Solaro, Assistant General Manager of Washoe County dated September 9, 2019, Ms. Mullen represented in a purported update that “Indra says that we will have IVGID support for transportation at this site.” As soon as this inaccurate representation was made to Mr. Solaro concerning IVGID, Mr. Solaro approved in concept allocating \$300,000 from park funds destined for Incline Village, and providing the funds as Washoe County’s share of the purchase price for the School Site. That representation to Mr. Solaro and to the County was false. Indra Winquist is the General Manager of IVGID, and has stated in an email dated October 27, 2020 when asked if this alleged representation by Ms. Mullen was accurate that it was false, and stated in his email:

**“Absolutely not. Om furious with Karen Mullen for stating that. I simply told her that Duffield was not interested in allowing use of his property and I would support a hub only in at the right location. She falsely represented what I said. To be clear, I am adamantly opposed to a transit hub at the old wcsd site. This is why I want to formally let TTD know...”**

h. After being directed at both the November and December 2020 TTD Board meetings to have public outreach, Mr. Hasty scheduled an aborted December public meeting on one day's prior notice to the press. No notice was given to the Incline Village public, to any of us who have expressed opposition in numerous emails (which contained our email addresses, to the hundreds of people who live adjacent to the School Site, to IVGID or any of its trustees or our then Washoe County Commissioner who opposed the project! He did not even clear the proposed meeting date with them and scheduled the meeting on the same evening as a previously scheduled IVGID Board meeting. After much public outcry that one day's notice to a few people from the press was insufficient, Mr. Hasty cancelled the meeting, but has not re-set it.

i. After being directed at the November 2020 meeting to take a step back and look at other potential sites and hold a public meeting, instead, Mr. Hasty went to Washoe County and asked the County to put on their early December Board meeting agenda a request for approval of the \$300,000 funding from Washoe County, without even telling the County what had happened at the November TTD Board meeting. Nor did he tell any of the Incline residents who were in opposition that he had scheduled this meeting. When local residents advised the County as to what had occurred at the November Board meeting, the County took the matter off calendar.

j. We have just discovered another instance where the possibility of public input on this transportation hub project at the School Site has been eliminated. The Tahoe Area Plan has been noticed for public hearing before the Board of Commissioners of Washoe County on January 26, 2021, and we saw that map 2.4 "Incline Village Commercial Concept Plan, has changed the zoning designation of the School Site to "Public Service" without notice to the public of the change, and contrary to the prior representations by Washoe County at the one public meeting at the Chateau that discussed the Tahoe Area Plan. At that meeting the Plan was described and the town centers were described, and the representation was made that there were no zoning changes being made in the Tahoe Area Plan other than a very few that were identified at the meeting (not this one). Zoning maps were shown of the town centers at this meeting and an unannounced presentation at our CAB that were different from map 2.4. Those maps show the School Site zoned identically to the adjacent sites. I do not know when this change to designate the site as "Public Service" was made, but I know that at the Planning Commission presentation of the Tahoe Area Plan, the County's map remained the same as prior maps. This change was made to avoid the need for TTD to request a Special Use Permit for the use of the School Site as a transportation hub, and thus for TTD to avoid the need to present its project to our Incline Village Crystal Bay Citizen Advisory Board and Board of Adjustment.

The TTD Board was displeased with the lack of public disclosure and outreach in its November and December, 2020 meetings, and the breach of the public confidence, and has directed public outreach and analysis of alternative sites. The School Site project should not be labelled as an ongoing project and the selected site in Incline Village until that has fully and fairly occurred.

### **III. The FTIP Inaccurately describes the Incline Village School Site as the Selected Site in Incline Village.**

a. I understand that the TRPA's FTIP document is a requirement for federal funding and that the timing of producing the document is set. But that does not allow for a misleading or inaccurate document to be submitted to the federal government. While TRPA needs to report to the federal government, it must report accurately, and should not incorrectly represent to the public and to the federal agencies that this site has been selected

b. At both the November, and then at the December, 2020 TTD Board Meetings the Board made it clear that other sites in Incline Village should be looked at, that there needed to be public outreach in Incline Village (which has still not occurred) and that this is not a final approved site. Another property is coming on the market on Tahoe Blvd. in a commercial district which is not in the center of Incline Village and which is close to the Multi Use Path.

c. If TRPA revises the FTIP with the disclosure that the listed monies are to be used for public outreach to discuss this as a potential site and to do public outreach, that would be accurate. Also, TRPA's discussion should not be "enhancement of an existing transit facility" as this is not correct. That facility has never been permitted by Washoe County as a transportation site for Mr. Hasty's operation of his bus service in the summer. I note that the TTD recognized this objection by the community when on 12/10/2020, the day before the TTD Board meeting on 12/11, the name of the project was **changed from the "East Shore Transit Service Facilities Upgrade" to "Incline Village Mobility Hub."** A name change does not change what it is. A giant parking lot for 300+ vehicles for the Sand Harbor and Multi Use Paths. At <https://www.laketahoeinfo.org/Project/Detail/1684> the project is described as: "This project is part of the improvements proposed in the SR28 Corridor Management Plan. The Project will enhance the east shore Express transit service and connections to other multimodal systems. The Mobility Hub is proposed at Southwood Blvd. and Tahoe Blvd. (SR28) in Incline Village, Washoe County, Nevada." It also lists \$300,000 from Washoe county, the funding of which was held up after objection of local residents, and the decisions being made at the TTD Board meetings in November and December. It also states: "No accomplishments to report for Year 2020. Project not implemented."

d. A more accurate statement in the FTIP would be: "Although the Federal funding has been approved for purchasing this site, due to no public outreach and extensive local opposition, there have been no accomplishments to report for Year 2020 and the project has not been implemented, and it is anticipated that there will be public outreach sometime in 2021 and other sites will be looked at in Incline Village as well as the School Site. **There has been no Washoe County permit ever applied for or granted for operation of an East Shore Express transit service from the School Site,** there has been no Special Use Permit applied for or approved for the site."

**IV. The public documents show that the need for the "transportation hub" is not to meet the needs of Incline, but to solve the problem caused by the huge influx of visitors from elsewhere to the TRPA Multi-Use Path and to the Nevada State Parks Sand Harbor Beach.**

a. In Mr. Hasty's April 30, 2020 email to Commissioner Berkbigler and others he attempts to explain why the TTD should acquire the elementary school site, and explains that it is part of the TTD's plan to "...address congestion and capacity with Tahoe's heavy visitation in the millions and largely rural highway network. **While Tahoe's resident population sees little growth, the surrounding communities of north western Nevada and the greater Sacramento area continues to have plenty with Tahoe an easy drive to come visit if even for the day.**" While his email explains why the TTD needs the site, it demonstrates that Incline Village residents who are not the source of the need, should have some input into this decision which will affect us for the next 30 years.

b. In Ms. Mullen's March 5, 2020 email to Messrs. Solaro and Crump of Washoe County, she explains why several other jurisdictions will benefit from the transportation site being placed in Incline village stating: "Nevada State Parks has been looking at going to a reservation system at Sand Harbor which will place pressure on transit as you no longer have turnover in the park or it is limited turnover. The turnover then shifts to transit or the shared use path. **So, the old school site is critical as a mobility hub for all visitors and residents to the trails and beaches but it is equally important to Sand Harbor so they can have future options on how to manage the demand at Sand Harbor** and can correct the que onto SR 28." Again, no reference to the benefit to Incline Village.

c. In Mr. Hasty's email to Kristina Swallow he discusses acquiring the elementary school site for a mobility hub explaining that it is one of the locations in our long-range transit plan for a mobility hub to be used for public transit and other alternative modes year around" likening it to the Placer County hub. He describes it as "an anchor location" which is "part of the planned mobility and traffic congestion solution for the SR 28 corridor...and **part of the defined solutions that came out of the SR 28 corridor plan process eight years ago.**" If the School Site has been discussed for 8 years, shouldn't the local Incline Village citizens who will potentially be adversely impacted by the project have been included in the decision process.

d. In Karen Mullen's April 15, 2020 email to Joanie Schmitt, she explains that the **elementary school site will be a permanent location for parking to the trailhead**".

I am not suggesting that TRPA, TTD and Washoe County should ignore all of the parking problems in these other venues, or that some of the solution cannot be in Incline Village. But I am stating that the School Site is not the correct site, and Incline Village residents and businesses who/which are going to be directly adversely affected, should be involved in the decision as to the location, as there are other available locations in Incline Village which are smaller.

#### **V. Several Other Proposed Sites in Incline Should be Evaluated.**

a. There are two vacant lots for sale on highway 28, with direct access from highway 28, on corner lots with additional exits on side streets, but these were not being considered in 2020. It is correct that these two vacant parcels the local community has proposed are not large enough

to allow 350 parking spaces, as they only have combined coverage of 40,438 square feet. 947 Tahoe Blvd. has grandfathered covers of 22, 438 sq feet. A bus hub and building on the corner with access to parking at the rear of 941 Tahoe Blvd. would work well, and have community support. The 40,438 sq feet of coverage available there is equivalent to the 40,000 sq. feet of coverage currently used for the shuttle service at the old elementary school.

b. Also, the lumber store site on highway 28 in the commercial district in Incline Village may be coming on the market for sale. Other properties owned by Washoe County in more appropriate locations in Incline Village have been suggested for consideration, such as the County lot at Highway 28 and the 431. While Mr. Hasty stated to Former Commissioner Berkbigler in passing that these proposed sites in Incline Village are too expensive and too small and that the School Site is the best value, that should not be the only reason to acquire it for this purpose.

c. Although there has been talk of the benefit of developing the transportation hub at the School Site because it is large enough to put in some public buildings like a courthouse and the sheriff's office, I respectfully request that the TTD first analyze how much space is needed in order to develop 350 parking spaces, as those parking spaces, room for the buses, and necessary buildings and roads will likely not leave any space for these other uses, if the School Site complies with TRPA coverage requirements and TRPA and Washoe County parking requirements. Even using 45-degree parking spaces, there must be at least 12 feet to back up, and therefore the calculations of required space shows that 86,100 square feet of coverage will be required to park 350 vehicles. Each space with a 45-degree design will require 144.5 square feet (17 feet x 8.5 feet). The road system and the one-way road system behind is space will take another 102 square feet (12 feet x 8.5 feet). There will be at least 8 triangle shapes created that are not accounted for in the calculation of the amount of area required for the parking spaces. Handicap spaces will be required and they are a little larger. Each parking space will require a sidewalk access in front of it. Washoe County parking standards will require areas of screening that require connective roads from one group of parking spaces to another. As we calculate it 350 spaces would require 86,100 square feet of total coverage. This is calculated as follows:

17 ft. x 8.5 spaces = 144.5 square feet.

Road behind, one way = 8.5 fee x 12 feet = 102 square feet

Each space needs 144.5 + 102 square feet = 246 sq feet

246 square feet x 350 spaces = 86,100 square feet

Also, the topography of the former elementary school site would require the intake of the cars to be very close to the exiting of the cars, which would set up major grid-lock for turning in and backing out issues.

## **VI. Conclusion**

The Incline Village community has attempted to work with the TTD by suggesting alternative sites in Incline Village for its transportation or mobility uses. Whatever the project is called, it is a project to park 300-350 automobiles and to house buses to transport visitors to venues around Lake Tahoe. It is not for the benefit of Incline Village. The School Site is not currently the final approved site, and should not be listed as and described as the site that is definitely going forward or as the selected site in the 2021 FTIP. Other sites should be looked at and considered, and even if less optimal for TRPA and TTD, the deleterious impact of the School Site on Incline Village should be given great weight in balancing the competing interests. With all of the actions to avoid public engagement described in Section II above, Incline Village residents and businesses, at least deserve the respect and opportunity of full public engagement in this proposed project. The School Site is not a sound site choice from a safety, emergency exit, traffic, environmental, or scenic point of view. The Incline Village community strongly opposes the use of this valuable site as a giant parking lot to solve the parking overflow problems of Lake Tahoe.

**Please correct your FTIP to accurately state the current facts.** Thank you for your consideration.

Very truly yours,

Diane Becker, Local Incline Village Resident

805-290-2779

## Judy Weber

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**From:** Mike Grabenstein <mgrabens@gmail.com>  
**Sent:** Thursday, January 21, 2021 11:37 AM  
**To:** Judy Weber  
**Subject:** TTD Meeting

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Ms Weber - Please add my comments below to the public record.

I strongly object to the use of the Old IV Elementary School to being used as a bus/transportation hub.

Thanks and see below. Please contact me to let me know you have received this and added it

Michael Grabenstein

I believe that there needs to be a disclosure to the federal government of the widespread opposition of the Incline Village community to the use of the School Site as a transportation hub, and a disclosure that this site has not been implemented at all and has

been put on hold by the Governing Board of the TTD pending public outreach in Incline Village and investigation of other potential sites. THE 2021 DRAFT FTIP NEEDS TO BE REVISED

TO FULLY AND ACCURATELY SET FORTH THE CURRENT STATE OF AFFAIRS TO THE FEDERAL

GOVERNMENT AND TO THE PUBLIC, SO AS TO ASSURE GENUINE PUBLIC OUTREACH TO INCLINE VILLAGE AND TO NOT TO UNFAIRLY PREJUDICE THE INCLINE VILLAGE COMMUNITY.

The basis for my public comment on the 2021 draft and my opposition to the development of

the School Site is summarized in the five points below, for ease of reading as it is a lengthy

public comment:

1. The Incline Village community objects to the School Site as the site for a transportation hub for a number of compelling reasons which are discussed in detail below. (See Section I below.)
2. There was an attempt to keep the local Incline Village community uninformed that the School Site was a proposed site for a transportation hub, until after the property was purchased by the TTD, contrary to TRPA's and the federal government's policies of public engagement. To date there has still not been public engagement in Incline Village. (See Section II below.)
3. The FTIP has described the School Site inaccurately in that it makes the School

Site the selected site in Incline Village for a transportation hub. (See Section III below.)

4. Documents received in public record requests reflect that the School Site is being selected in order to address traffic problems caused by locations outside of Incline Village; therefore, the overwhelming public opposition in Incline Village to this site should be considered by the public agencies, and the alternative sites proposed by the Incline Village community should be considered in good faith by TRPA and TTD, even if the project location, size and financing needs to be modified. (See Section IV below.)

5. To the extent that a transportation hub site is to be located in Incline Village, there are several available sites in Incline Village that are now available, which are described in this section. (See Section V below.)

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I. The School Site Location Is Not an Appropriate Location for a Transportation Hub,

a. One of the primary concerns of the Incline Village community is that placing a transportation center with an additional 300 - 350 vehicles and buses in the middle of Incline Village, at one of the two busiest intersections in the village, endangers the public safety if

there is a need for emergency or disaster exit from Incline Village. The other locations in Incline Village recommended by the community would make emergency exit from the parking

lot for the extra 300 – 350 vehicles, much safer for the local residents and businesses, and for

the visitors because the alternative sites are at the outskirts of the village, not in the center of

the village adjacent to the most densely packed residential area in the village still on highway

28. As both TRPA and the TTD have been advised by residents of Incline Village in meetings

discussing vacation rentals and the Tahoe Area Plan, emergency/disaster egress and ingress is

currently a concern in Incline Village, due to the limited exit routes, and the concern is already

exacerbated by the large number of vacation rentals. This proposal to bring an additional 300 –

350 vehicles with an even larger number of visitors who would not otherwise be in the middle

of the village during an emergency evacuation, is not sound disaster planning.

b. The School Site is directly across the street (Southwood) from the highest density residential

buildings in Incline Village, the location of hundreds of apartment renters and their children,

and numerous condominium complexes and their owners/renters. Planning a transportation

hub project directly across the street from this dense residential area will pose health

and safety problems for that residential area and its residents. If a bus hub is put at the School Site, this would make Southwood more dangerous for these hundreds of people. The residents across the street from the School site have already expressed safety and public nuisance concerns related to the limited summer bus service that operated at the School Site. The proposed transportation hub greatly increases these concerns.

d. There is no direct access off of highway 28 into the School Site and a right turn from highway 28 will need to be made onto Southwood, which is a very busy street, potentially backing up traffic on Highway 28, and then a second right turn will be quickly made into the parking lot. To exit from the School Site, the buses will have to turn left onto the busy two-lane street, Southwood, in order to return to Highway 28. A right turn would require a vehicle to drive for .7 miles through fully developed residential and commercial areas on Southwood, and then the vehicle would have to make a left turn on Village Blvd., and pose another traffic and safety problem. There is no room for a second traffic signal at the exit from the School Site and so the backup inside of the site as buses and cars attempt to exit and turn left will be a problem. Southwood is the street that serves our post office and one of our only two markets, and is very very busy, curvy street and with current traffic levels, Southwood often has significant traffic backups. In the winter, snow is plowed from the streets and stored on the sides of all streets, and there is barely room for two-way car traffic, let alone a car going one way and a bus going the other way with snow storage, on Southwood Blvd. It will be even more difficult if large buses try to turn left out of the School Site. Remember that the unpermitted bus service operated by Mr. Hasty out of the School Site in the past did not operate during the snow periods. The other sites in Incline Village recommended by some community members have

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topography which allows for easier ingress and egress, easier turns to get back to and to get from Highway 28, and safer two direction driving.

e. A transportation hub at this location will cause pollution as non-electric cars idle on Highway 28 and inside of the School Site while waiting in line to get into and then out of the

School Site.

We are informed and believe that a widening of Tahoe Blvd. is being proposed to address this traffic back-up issue (based on statements made by surveyors who have been surveying for the widening), although the public has not been advised of this fact. This project will cause significant traffic jams in Incline Village during the construction period, for a project that is not wanted by or for the benefit of Incline Village. Such construction and street widening are not needed at the other sites in Incline Village proposed by local residents.

f. The overflow of vehicles from the transportation hub when the parking lot is filled will spill out onto Incline Village's streets and the private parking lots of the commercial establishments located in this town center area, which are already at capacity. This transportation hub just moves the overflow parking problem from Highway 28 to Incline Village's streets, and is extremely unfair to Incline Village.

h. A transportation hub for 300-350 vehicles will cause safety problems and increased traffic at one of the two busiest intersections in Incline Village. For those knowledgeable about the location of Sand Harbor and the multi-use path, consider that 300-350 vehicles are proposed to be brought into the very center of the village, causing parking, pollution and other problems, for the sole purpose of parking and then taking them outside of Incline Village to venues at Lake Tahoe. These 300+ vehicles would not enter the center of the village when coming from either Reno or Carson City of South Lake Tahoe to visit Sand Harbor and the Multi Use Path which are at the edge of and outside of the Village, but for the need to travel to and from this proposed parking lot.

i. Some serious environmental contamination issues and some earthquake issues have been raised concerning the School Site by a resident who has procured documents from a number of public agencies. I have identified and sent to TTD several TRPA and School Board documents in a separate email, with the hope that those documents will be provided to Converse Engineering to review and advise upon. The Phase I Environmental Site Assessment by Converse Engineering of the School Site is a low cost, standard document when purchasing commercial property, and did not address the issues of concern that are raised here because the

relevant documents were not provided to Converse Engineering. The documents relate to: an extensive examination of the out of water earthquake fault by Gordon Seitz of San Diego State University that was not provided to Converse Engineering; documents and test reports showing traces of Toluene and Benzene identified in soil samples from vaults monitored by TRPA at the School site in 2016; and a report by Western Environmental Testing Laboratory which noted oil and grease noted in soil samples from vaults on and off the School Site in 2010. Two of the other sites located in Incline Village, recommended by local residents have had environmental contamination cleaned up.

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j. A giant public parking lot filled with 300-350 vehicles that is immediately adjacent to and visible from Highway 28 should not meet the scenic concerns and regulations which TRPA requires for development in Incline Village.

k. TRPA and Washoe County have jointly prepared over a period of years, a draft of a very detailed revised Tahoe Area Plan, for the Incline Village Crystal Bay ("IVCB") communities. The Tahoe Area Plan promotes "environmental redevelopment "of Incline Village and Crystal Bay and their three town centers. Even a brief reading of the Tahoe Area makes it clear that the intent is to develop and beautify Incline Village in an environmentally friendly way. Placing a bus terminal, and parking for 300-350 visitor vehicles to other venues in the middle of our town will not beautify our village or contribute to its environmental development.

II. There was an attempt to keep the local Incline Village community uninformed as to this School Site project until after the fact, contrary to TRPA's and the federal government's policies of public engagement, and so the School Site should not be listed as if it is the selected site.

In response to a public record request to Washoe County, the following documents were provided, which clearly demonstrate that Mr. Hasty of the Tahoe Transportation District tried to avoid public engagement because he knew that Incline Village residents and businesses would object to the use of this site for a transportation hub. Mr. Hasty has consistently worked

with other governmental agencies and attempted to get the project through so that it would be too late for public objection, despite repeated requests for public outreach, initially from the former Washoe County Commissioner who was advised of the possible project, and later from the community when they learned of the proposed project. Please note that at the time of this correspondence below, the local Incline community was completely unaware of this project, and there still has been no public outreach.

a. Former Commissioner Berkbigler expressed opposition to a proposed project at the School Site as described and stated in her April 24, 2020 email to Messrs. Hasty and Solaro that:  
" The residents of IV/CB should have some say in how this area is used since they will be impacted by the negative impacts of the Project. Additionally, at least one and possibly two public fora must be done in IV/CB before a final plan is put together." No public meeting has been scheduled or noticed since this April 24, 2020 email. Additionally, Ms. Berkbigler further expressed "HOWEVER, it is simply not acceptable for the old school yard to be used as a staging area. This is in the middle of what is considered the "town center" in Incline, and the traffic in this area is very heavy. Additional construction traffic for a staging site there would be seriously detrimental to the community and create serious traffic and parking problems...it is necessary to go back to the drawing board to relocate the staging center to some place outside of IV/CB.... I will oppose any County funds going to this project and to the purchase of the school property if this plan is not changed." A further review of the correspondence received from Washoe County demonstrated that after this objection, Former Commissioner Berkbigler was not invited to key meetings set by Mr. Hasty with Washoe County staff to promote the project, and was no longer sent copies of correspondence from Mr. Hasty on this project.

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b. Mr. Hasty contacted Pete Todoroff, head of the Incline Village Crystal Bay Community Forum on September 3, 2020 stating that he wanted to join the Community Forum zoom call on

September 4, (the next day, too late for any public notice) to tell the people in attendance about the proposed elementary school site project stating "as I know it is of great interest.".

The Community Forum meeting occurs every other Friday, and the meeting had "shoulder season" attendance which was less than 20 people. Mr. Hasty told the small group in attendance about the project in less than a 5-minute presentation, and attendees expressed their many concerns about the project to Mr. Hasty, including asking him to look at several other proposed sites which had previously been identified to him. At the meeting Mr. Hasty promised that he would look into the alternative sites, but did not do so. Mr. Hasty said that he would be setting up public meetings in Incline to discuss local concerns and have open communication and that there would be plenty of time for the meetings and for discussing environmental concerns and transportation studies. Mr. Hasty never mentioned that the very next Monday he was proposing to the TTD Board to authorize him to purchase the former school site! Mr. Hasty has never set up a public meeting or provided any information about the proposed project. I learned through a separate conversation with TTD consultant, Ms. Mullin that while she had not alternative investigated the sites, she had heard that the other project sites had been briefly considered three or four years ago, but no consideration of the other sites occurred in 2019 or 2020.

c. Mr. Hasty stated in his April 30, 2020 email in describing a mobility hub: "So, what is meant by the mobility hub? It means a user has pedestrian access, bike access, transit access and auto access to commercial, residential and recreations uses within the neighborhood and to the trail system. Beyond that a mobility hub can be designed to fit into the community or neighborhood that it is located. Acquisition of a property is one process, developing a project concept with the community is another, and such a process will follow a successful property acquisition." But still no meeting was set up even after Mr. Hasty, on behalf of the TTD, contracted with the School District. It is a standard requirement for the grant from the Federal Transportation Administration that there to be public outreach meetings before the

funds are committed. I spoke with Guinevere Hodby of Multi-modal at NDOT (775-227-6025) on October 19, 2020 to object that the Title 6 process, namely the Policy of Public Notification, required public meetings, outreach and education, and none have been held on this proposed acquisition of the School Site, prior to the grant. Ms. Hobdy said that NDOT supports local agencies who apply for Federal Transportation Administration funds to check compliance with all guidelines, and in this case, an application was made to the Federal Transportation Administration for a "categorical exclusion" from the standard procedures to be allowed to do things out of order, so that the TTD be allowed to purchase the property first, before any public input, because of the representation that the purchase was urgently required because "Washoe County said that they were getting rid of the property and it would go to another purchaser". Ms. Hobdy confirmed that under ordinary circumstances Mr. Hasty would have been required to have public outreach and education in Incline Village in advance of the grant approval and purchase. I was told by Ms. Hobdy that although the request to purchase the property out of order, without prior public hearings was granted, there will have to be public outreach at a later time. What good will the public hearings be later after the property has

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already been purchased? And why, with all the time that Mr. Hasty has had, has there been no public outreach? I have asked in a public records request for the documents submitted by the TTD to the Federal Transportation Commission to get the categorical exclusion, but the request was denied based on the litigation privilege.

e. On August 11, 2020, local resident, Ronda Tycker wrote a lengthy email to Sara Schmitz, IVGID Trustee and Former Commissioner Berkbigler detailing the problems with and questions about the proposed site use and recommending several alternative sites. At least as of the December TTD Board meeting, none of these alternative sites have been seriously looked at by Mr. Hasty, who merely stated on one occasion to Commissioner Berkbigler that they

were “not as good a financial deal as the school site”. In response to Former Commissioner Berkbigler’s sending Ms. Tycer’s email to Mr. Hasty, telling him that Ms. Tycer’s opinion is shared by Pete Toderoff and others in his group, Mr. Hasty replied “I do not expect a public process to be easy, but there are potential ideas that can come together for the site given some wherewithal and concerted effort.” Still Mr. Hasty did not set up public meetings or workshops or share any of his ideas.

f. Former Commissioner Berkbigler repeatedly asked Mr. Hasty to hold public meetings in IVCB and tell the Incline Village community what he is proposing to do and why, and to work on outreach with the community, to hear our concerns and to discuss our recommendations on alternative sites, and he has utterly failed to do so.

g. Two materially incorrect statements have been made by Mr. Hasty and his consultant, Karen Mullin, to other governmental entities to get funding. In addition to the representation

to the Federal Transportation Administration in obtaining the categorical exclusion described

above, a misrepresentation was made to the County about having the support of our General

Improvement District, IVGID. In an email from Karen Mullen, consultant to the TTD, to David

Solaro, Assistant General Manager of Washoe County dated September 9, 2019, Ms. Mullen

represented in a purported update that “Indra says that we will have IVGID support for transportation at this site.” As soon as this inaccurate representation was made to Mr. Solaro

concerning IVGID, Mr. Solaro approved in concept allocating \$300,000 from park funds destined for Incline Village, and providing the funds as Washoe County’s share of the purchase

price for the School Site. That representation to Mr. Solaro and to the County was false. Indra

Winquist is the General Manager of IVGID, and has stated in an email dated October 27, 2020

when asked if this alleged representation by Ms. Mullen was accurate that it was false, and stated in his email:

“Absolutely not. Om furious with Karen Mullen for stating that. I simply told her that Duffield was not interested in allowing use of his property and I would support a hub only in at the right location. She falsely represented what I said. To be clear, I am adamantly opposed to a transit hub at the old wcsd site. This is why I want to formally let TTD know...”

- h. After being directed at both the November and December 2020 TTD Board meetings to have public outreach, Mr. Hasty scheduled an aborted December public meeting on one day's prior notice to the press. No notice was given to the Incline Village public, to any of us who have expressed opposition in numerous emails (which contained our email addresses, to the hundreds of people who live adjacent to the School Site, to IVGID or any of its trustees or our then Washoe County Commissioner who opposed the project! He did not even clear the proposed meeting date with them and scheduled the meeting on the same evening as a previously scheduled IVGID Board meeting. After much public outcry that one day's notice to a few people from the press was insufficient, Mr. Hasty cancelled the meeting, but has not re-set it.
- i. After being directed at the November 2020 meeting to take a step back and look at other potential sites and hold a public meeting, instead, Mr. Hasty went to Washoe County and asked the County to put on their early December Board meeting agenda a request for approval of the \$300,000 funding from Washoe County, without even telling the County what had happened at the November TTD Board meeting. Nor did he tell any of the Incline residents who were in opposition that he had scheduled this meeting. When local residents advised the County as to what had occurred at the November Board meeting, the County took the matter off calendar.
- j. We have just discovered another instance where the possibility of public input on this transportation hub project at the School Site has been eliminated. The Tahoe Area Plan has been noticed for public hearing before the Board of Commissioners of Washoe County on January 26, 2021, and we saw that map 2.4 "Incline Village Commercial Concept Plan, has changed the zoning designation of the School Site to "Public Service" without notice to the public of the change, and contrary to the prior representations by Washoe County at the one public meeting at the Chateau that discussed the Tahoe Area Plan. At that meeting the Plan was described and the town centers were described, and the representation was made that there were no zoning changes being made in the Tahoe Area Plan other than a very few that

were identified at the meeting (not this one). Zoning maps were shown of the town centers at this meeting and an unannounced presentation at our CAB that were different from map 2.4.

Those maps show the School Site zoned identically to the adjacent sites. I do not know when this change to designate the site as "Public Service" was made, but I know that at the Planning Commission presentation of the Tahoe Area Plan, the County's map remained the same as prior maps. This change was made to avoid the need for TTD to request a Special Use Permit for the use of the School Site as a transportation hub, and thus for TTD to avoid the need to present its project to our Incline Village Crystal Bay Citizen Advisory Board and Board of Adjustment.

The TTD Board was displeased with the lack of public disclosure and outreach in its November and December, 2020 meetings, and the breach of the public confidence, and has directed public outreach and analysis of alternative sites. The School Site project should not be labelled as an ongoing project and the selected site in Incline Village until that has fully and fairly occurred.

III. The FTIP Inaccurately describes the Incline Village School Site as the Selected Site in Incline Village.

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a. I understand that the TRPA's FTIP document is a requirement for federal funding and that the timing of producing the document is set. But that does not allow for a misleading or inaccurate document to be submitted to the federal government. While TRPA needs to report to the federal government, it must report accurately, and should not incorrectly represent to the

public and to the federal agencies that this site has been selected

b. At both the November, and then at the December, 2020 TTD Board Meetings the Board

made it clear that other sites in Incline Village should be looked at, that there needed to be

public outreach in Incline Village (which has still not occurred) and that this is not a final approved site. Another property is coming on the market on Tahoe Blvd. in a commercial district which is not in the center of Incline Village and which is close to the Multi Use Path.

c. If TRPA revises the FTIP with the disclosure that the listed monies are to be used for public

outreach to discuss this as a potential site and to do public outreach, that would be

accurate.

Also, TRPA's discussion should not be "enhancement of an existing transit facility" as this is not correct. That facility has never been permitted by Washoe County as a transportation site for

Mr. Hasty's operation of his bus service in the summer. I note that the TTD recognized this

objection by the community when on 12/10/2020, the day before the TTD Board meeting on

12/11, the name of the project was changed from the "East Shore Transit Service Facilities

Upgrade" to "Incline Village Mobility Hub." A name change does not change what it is. A giant parking lot for 300+ vehicles for the Sand Harbor and Multi Use Paths. At

<https://www.laketahoeinfo.org/Project/Detail/1684> the project is described as: "This project is

part of the improvements proposed in the SR28 Corridor Management Plan. The Project will

enhance the east shore Express transit service and connections to other multimodal systems.

The Mobility Hub is proposed at Southwood Blvd. and Tahoe Blvd. (SR28) in Incline Village,

Washoe County, Nevada." It also lists \$300,000 from Washoe county, the funding of which was

held up after objection of local residents, and the decisions being made at the TTD Board meetings in November and December. It also states: "No accomplishments to report for Year

2020. Project not implemented."

d. A more accurate statement in the FTIP would be: "Although the Federal funding has been

approved for purchasing this site, due to no public outreach and extensive local opposition,

there have been no accomplishments to report for Year 2020 and the project has not been

implemented, and it is anticipated that there will be public outreach sometime in 2021 and

other sites will be looked at in Incline Village as well as the School Site. There has been no

Washoe County permit ever applied for or granted for operation of an East Shore Express

transit service from the School Site, there has been no Special Use Permit applied for or approved for the site."

IV. The public documents show that the need for the "transportation hub" is not to meet the

needs of Incline, but to solve the problem caused by the huge influx of visitors from elsewhere to the TRPA Multi-Use Path and to the Nevada State Parks Sand Harbor Beach.

- a. In Mr. Hasty's April 30, 2020 email to Commissioner Berkbigler and others he attempts to explain why the TTD should acquire the elementary school site, and explains that it is part of the TTD's plan to "...address congestion and capacity with Tahoe's heavy visitation in the millions and largely rural highway network. While Tahoe's resident population sees little growth, the surrounding communities of north western Nevada and the greater Sacramento area continues to have plenty with Tahoe an easy drive to come visit if even for the day." While his email explains why the TTD needs the site, it demonstrates that Incline Village residents who are not the source of the need, should have some input into this decision which will affect us for the next 30 years.
- b. In Ms. Mullen's March 5, 2020 email to Messrs. Solaro and Crump of Washoe County, she explains why several other jurisdictions will benefit from the transportation site being placed in Incline village stating: "Nevada State Parks has been looking at going to a reservation system at Sand Harbor which will place pressure on transit as you no longer have turnover in the park or it is limited turnover. The turnover then shifts to transit or the shared use path. So, the old school site is critical as a mobility hub for all visitors and residents to the trails and beaches but it is equally important to Sand Harbor so they can have future options on how to manage the demand at Sand Harbor and can correct the que onto SR 28." Again, no reference to the benefit to Incline Village.
- c. In Mr. Hasty's email to Kristina Swallow he discusses acquiring the elementary school site for a mobility hub explaining that it is one of the locations in our long-range transit plan for a mobility hub to be used for public transit and other alternative modes year around" likening it to the Placer County hub. He describes it as "an anchor location" which is "part of the planned mobility and traffic congestion solution for the SR 28 corridor...and part of the defined solutions that came out of the SR 28 corridor plan process eight years ago." If the School Site has been discussed for 8 years, shouldn't the local Incline Village citizens who will potentially be adversely impacted by the project have been included in the decision process.
- d. In Karen Mullen's April 15, 2020 email to Joanie Schmitt, she explains that the elementary

school site will be a permanent location for parking to the trailhead”.

I am not suggesting that TRPA, TTD and Washoe County should ignore all of the parking problems in these other venues, or that some of the solution cannot be in Incline Village. But I

am stating that the School Site is not the correct site, and Incline Village residents and businesses who/which are going to be directly adversely affected, should be involved in the decision as to the location, as there are other available locations in Incline Village which are smaller.

V. Several Other Proposed Sites in Incline Should be Evaluated.

a. There are two vacant lots for sale on highway 28, with direct access from highway 28, on corner lots with additional exits on side streets, but these were not being considered in 2020. It is correct that these two vacant parcels the local community has proposed are not large enough

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to allow 350 parking spaces, as they only have combined coverage of 40,438 square feet. 947

Tahoe Blvd. has grandfathered covers of 22, 438 sq feet. A bus hub and building on the corner

with access to parking at the rear of 941 Tahoe Blvd. would work well, and have community

support. The 40,438 sq feet of coverage available there is equivalent to the 40,000 sq. feet of

coverage currently used for the shuttle service at the old elementary school.

b. Also, the lumber store site on highway 28 in the commercial district in Incline Village may be

coming on the market for sale. Other properties owned by Washoe County in more appropriate locations in Incline Village have been suggested for consideration, such as the

County lot at Highway 28 and the 431. While Mr. Hasty stated to Former Commissioner Berkbigler in passing that these proposed sites in Incline Village are too expensive and too small

and that the School Site is the best value, that should not be the only reason to acquire it for

this purpose.

c. Although there has been talk of the benefit of developing the transportation hub at the

School Site because it is large enough to put in some public buildings like a courthouse and the

sheriff's office, I respectfully request that the TTD first analyze how much space is needed in

order to develop 350 parking spaces, as those parking spaces, room for the buses, and necessary buildings and roads will likely not leave any space for these other uses, if the

## School

Site complies with TRPA coverage requirements and TRPA and Washoe County parking requirements. Even using 45-degree parking spaces, there must be at least 12 feet to back up, and therefore the calculations of required space shows that 86,100 square feet of coverage will be required to park 350 vehicles. Each space with a 45-degree design will require 144.5 square feet (17 feet x 8.5 feet). The road system and the one-way road system behind is space will take another 102 square feet (12 feet x 8.5 feet). There will be at least 8 triangle shapes created that are not accounted for in the calculation of the amount of area required for the parking spaces. Handicap spaces will be required and they are a little larger. Each parking space will require a sidewalk access in front of it. Washoe County parking standards will require areas of screening that require connective roads from one group of parking spaces to another. As we calculate it 350 spaces would require 86,100 square feet of total coverage. This is calculated as follows:

17 ft. x 8.5 spaces = 144.5 square feet.  
Road behind, one way = 8.5 feet x 12 feet = 102 square feet  
Each space needs 144.5 + 102 square feet = 246 sq feet  
246 square feet x 350 spaces = 86,100 square feet

Also, the topography of the former elementary school site would require the intake of the cars to be very close to the exiting of the cars, which would set up major grid-lock for turning in and backing out issues.

## VI. Conclusion

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The Incline Village community has attempted to work with the TTD by suggesting alternative sites in Incline Village for its transportation or mobility uses. Whatever the project is called, it is a project to park 300-350 automobiles and to house buses to transport visitors to venues around Lake Tahoe. It is not for the benefit of Incline Village. The School Site is not currently the final approved site, and should not be listed as and described as the site that is definitely

going forward or as the selected site in the 2021 FTIP. Other sites should be looked at and considered, and even if less optimal for TRPA and TTD, the deleterious impact of the School Site on Incline Village should be given great weight in balancing the competing interests. With all of the actions to avoid public engagement described in Section II above, Incline Village residents and businesses, at least deserve the respect and opportunity of full public engagement in this proposed project. The School Site is not a sound site choice from a safety, emergency exit, traffic, environmental, or scenic point of view. The Incline Village community strongly opposes the use of this valuable site as a giant parking lot to solve the parking overflow problems of Lake Tahoe. Please correct your FTIP to accurately state the current facts. Thank you for your consideration.

## Judy Weber

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**From:** rondatycer@aol.com  
**Sent:** Thursday, January 21, 2021 12:46 PM  
**To:** Judy Weber  
**Cc:** Bill Yeates; Mark Bruce; Cindy.Gustafson; Alexis Hill; Casey Beyer; Bud Hicks; bosfive@edcgov.us; Joanne Marchetta; John Marshall; Marja Ambler; Devin Middlebrook; Michelle Glickert; Nick Haven  
**Subject:** Input for Item VI-A: Collaboration Between TTD, TRPA, and IV

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Last year Joanne Marchetta wrote an opinion piece for the *Tahoe Daily Tribune* that struck a chord, so I saved it.

She starts off "For more than half a century, collaboration and partnership have been the bedrock of Lake Tahoe's preservation. I speak often of the epic collaboration needed to restore our environment and lift up our communities."

Marchetta's words resonated with me at several levels. In my voluntary role as an activist spokesperson for Incline Village residents, I was heartened she gave print space to both restoring our environment *and* lifting up our communities. Her emphasis on both environment *and* community—on both lake *and* residents—was integral to her message of collaboration, because no matter how much TRPA strives to save lake clarity, it takes the basin community to do that.

Marchetta's column specifically honors the people who've made the headlines—Swobe and Steel, Goldman, Shute, Machida, Teshara and Baetge—but she doesn't ignore the people on the sidelines. Of course she mentions climate change and lake clarity, but she also focuses on basin residents—and I quote—"residents and employees struggle to find and afford housing which challenges businesses that want to hire."

I refer today to Marchetta's article because I realize it speaks directly to all of us currently collaborating on Incline Village residents' future village center. Yes, we all want to minimize tourist traffic so it does the least harm to the lake, but we are also concerned about the viability of our village. Marchetta mentions specifically "affordable housing for residents and employees."

I think you'll agree that we Incline residents have always done our part to support TRPA goals. We've volunteered for—and provided lots of funding for—TRPA projects, and promoted TRPA best practices in our everyday lives. We don't claim to be the biggest lake-loving community, but with Tahoe Environment Research Center in our middle, we're probably most focused on the lake.

Today we're asking TRPA to offer a hand in collaboration to help us preserve our beautiful alpine village on the lakeshore. We will do our part—and more—to help TRPA solve its lake-oriented problems, but in exchange we need TRPA to help us solve our community problems. We need an attractive, viable, village center that promotes TRPA's stated goals of revitalization and rejuvenation. We want a lively town center that is mixed-use housing and businesses.

The proposed TTD transit hub will usurp the last large parcel we have for mixed use, and be a gigantic eyesore causing us untold traffic problems. Today we residents are asking for TRPA's collaboration to help us preserve and enhance the heart of our village.

Ronda Tycer, PhD

Please include as public comment for Agenda Item VI-A. Thank you.

## Judy Weber

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**From:** john congistre <johnboy30250@yahoo.com>  
**Sent:** Thursday, January 21, 2021 1:19 PM  
**To:** Judy Weber  
**Subject:** NO transit hub

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

I have lived here for 28 years and **I DO NOT WANT THE TRANSIT HUB!!!**

Move it, we don't need all the traffic, pollution, and crime caused by the hub.

**"The future is unknowable, but the past should give us hope."  
Winston Churchill**

**Have a great day!!!!!!!!!!!!!!  
John Congistre**

## Judy Weber

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**From:** Denise Davis <ddavisCAB@hotmail.com>  
**Sent:** Thursday, January 21, 2021 2:58 PM  
**To:** Judy Weber  
**Subject:** comments for TTD meeting 1/22/2021

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

These comments are in regard to the old Incline elementary school site.  
Denise Davis

On 12/8/2020, I read the comments below to the Washoe County Commissioners at their regular meeting:

The Incline community is not opposed to a mobility hub – the opposition is to this specific location. The Northwood/Southwood Blvd loop has a high concentration of multi-family units and apartments and is already crowded with people and vehicles. How is the TTD going to deal with the neighborhood using the mobility hub for parking, or with mobility hub parking overflow into the neighborhood?

There is also the question of traffic being backed up and blocking the highway. I lived one block north of the old elementary school for 8 years and watched this occur every school day.

It continues to frustrate me personally that our community has asked TTD for **YEARS** for solutions for commuters from Reno or Carson City who work on the north shore, or for summer shuttles for day trippers, and we're told there's no money, yet now there are millions of dollars for a building project. I understand grants are available for these projects, but finding funds for what we **NEED** has never seemed to be a priority.

The TTD buses run nearly empty most of the time, even before covid. For years, I've observed Hyatt employees getting on the bus at the end of their day but no one else, including the hundreds of tourists walking right past the bus stop.

The community has repeatedly asked why other sites are not being considered and gets no answer. There are two locations in our village that used to be gas stations and are potential pollution problems – if we all care about the lake like we say we do, why aren't we cleaning one of these sites up and using it for a mobility hub?

Thank you.

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In addition to those remarks, I'd like to add the following:

Incline residents have been told repeatedly that the old school location has been used successfully for the Sand Harbor shuttle for years, so there won't be problems. In reality, the area was open for shuttle parking for limited hours (it closed early in the evening) and for a limited period of time during the summer months. This will not be the case with a mobility hub, so there will be problems that have not arisen before.

I ask again why other sites, specifically the old Orbit gas station property, have not been considered. It's located just west of the roundabout at the intersection of Mount Rose Highway and SR 28, so it would be easy for everyone to find and access. The paved walking path along Lakeshore Boulevard ends at this property, so it would be easy to encourage people to get out of their cars and walk to enjoy the environment. Most importantly, it's a site where government agencies could really make a difference and show how to rehab old pollution problems. In addition to the old gas storage tanks, this area has runoff from the pavement from nearly the entire space - the old school site has had parking in limited areas. Using the entire school site for parking and buses will now introduce runoff to all of the land. Are we serious about caring for the environment or not?

## Judy Weber

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**From:** cbwillb@charter.net  
**Sent:** Thursday, January 21, 2021 4:43 PM  
**To:** Judy Weber; 'jallen@tahoetransportation.org'  
**Cc:** Alexis Hill; Mark Bruce; Cindy.Gustafson; Bill Yeates  
**Subject:** Public Comment items for TTD/TTC Meetings January 22, 2021  
**Attachments:** Public Comment TTD Incline Village Hub Planning TTD BOD 1.22.2021.pdf; Public Comment TTD re Federal Program 1.21.2021.pdf; Public Comment TTD Strategic Goals TTD BOD 1.22.2021.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Ms Allen,

Attached please find three Public Comment items for different agenda items listed for tomorrow's meetings. Kindly add to the record for the appropriate listed item. Barring internet issues, I plan to call in to the meetings and ask to speak - summarizing commentary for each listed item.

Ms Weber, Kindly also include the two items related to the FTIP with feedback for that process as well.

Attached items address the following Agenda items:

- TTD Board Meeting Agenda Item # VI A: ***Public Process and Schedule Property Acquisition and Possible Transit Mobility Center***
- TTC Meeting Agenda Item # VI C: ***Strategic Goals***
- TTD Board Meeting Agenda Item # VIII A: ***Draft 2021 Federal Transportation Improvement Program (Federal Fiscal Years 2021-2024)***

Many thanks, Carole Black, Incline Village Resident

**Public Comment: Draft 2021 Federal Transportation Improvement Program (Federal Fiscal Years 2021-2024), TTD/TTC Meeting January 22, 2021 Item VIII A**

**Submitted by Carole Black, Incline Village Resident**

**As you know I have submitted several comments at recent TTD/TRPA Board meetings regarding the ill-advised proposed "Mobility Hub" being considered for the OSE site in Incline Village. You have received many objections from other concerned residents. I thus on record again object to this proposal/related FTIP content from process and content perspectives.**

**PROCESS: I hope you fully understand serious violations of public trust and procedures that have occurred to date. Recent TTD Board meetings and documents are helpful:**

**- Avoidance of public disclosure to Incline residents by TTD (Hasty) for which he was criticized with BOD instruction to remedy as well as failure to comply with resident requests for public documents**

**- When residents discovered the initiative & provided objections, they were dismissed**

**Also, representations in proposed & prior FTIP were incorrect, e.g.,:**

**- 2017 listing re an upgrade to an existing Transit Facility cannot occur as no such facility ever existed – only a temporary interim arrangement; a transit hub was never permitted.**

**- Current plan is 5 X the size of prior temporary arrangement, quite the "upgrade!" And prior school bus use offered as a rationale that proposed use is not new is totally inapplicable – school buses were supervised/law enforcement monitored with no added incoming vehicles**

**- 2020/21 RTP update is not approved and 2017 RTP includes errors in that public input was not recorded re any Incline transit hub concept. Minutes of a single general overview at 2016 IVCB CAB did not mention this item.**

**CONTENT: Proposal is too narrowly focused and risks worsening, not improving, the current adverse traffic, parking, transportation, evacuation/safety issues in Incline which have increased dramatically in recent years with added occupancy from STRs and visitors to the new ELTT with its inadequate parking plan. By bringing added visitor vehicles to/through the village to address the trail and adjacent impacts, Incline's challenges will magnify. The proposal does not consider the full spectrum of related issues which must be addressed to develop an effective, sustainable plan.**

**In addition, proposal is based on insufficient data which does not represent recent STR growth and does not clarify user sources or destinations sufficiently to allow for accurate planning. Examples of data issues include:**

**- Incline is within Rte 28 corridor; Incline resident trips for errands are mixed within other data categories**

**- Overnight visitor volume includes trips by visitors staying in Incline and those staying anywhere in the Basin**

**- 2019 STR occupancy growth (~20% increase vs 2018) is not considered; nor is 2020 growth (despite Covid)**

**WHAT IS NEEDED?**

**1) Revise FTIP to indicate use of available funds for planning of a comprehensive assessment and program plan to include:**

**- the equivalent of a TRPA “Community Revitalization” or “Main Street Management” Plan to address traffic, transport, parking, evacuation/safety for the Incline Village Town Center and Recreation/Tourist Areas in concert with other community enhancement as envisioned in Tahoe Area Plan,**

**AND**

**- complementary plan development to address the ELTT, Sand Harbor traffic/parking/ safe corridor capacity issues, with sustainable interventions pre-arrival in Incline**

**2) Enhanced data collection and analysis:**

**- plan development supported by robust current data and transparent analysis to accurately clarify traffic/parking origins, destinations, volumes, etc**

**- solutions proposed with clarifying charts and data detail added to proposals and RTP to support conclusions**

**3) Recognize that the currently proposed site and/or any Incline site for a Mobility Hub may not be a feasible component of an eventual sustainable “solution package” and that interventions outside of the IVCB geography will be required and should be prioritized including the “Hubs”/“Intercept Lots” at Spooner Summit, Kings Beach and Carson/Reno shown in various RTP diagrams**

**This small community has been decimated by the poorly anticipated ELTT impacts along with the mushrooming of STR volumes. The current RTP/TTD proposal as represented in this FTIP will likely exacerbate these impacts and must be re-designed.**

**Thank you.**

## Judy Weber

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**From:** kathie julian <kathiejulian@gmail.com>  
**Sent:** Thursday, January 21, 2021 10:25 PM  
**To:** Judy Weber  
**Cc:** Michelle Glickert; Mark Bruce  
**Subject:** Objection to Siting a "Mobility Hub" to provide parking for tourists on at old Incline Elementary Site in Incline Village  
**Attachments:** Transit Hub email.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Ms. Weber:

Please include my email below in the community input from Incline Village residents as part of the 22 January joint meeting with the Tahoe Regional Planning Agency in TRPA's capacity as the Tahoe Metropolitan Planning Organization overseeing Tahoe Basin transportation.

I am very concerned that some persons in the Tahoe Community are trying to say that the residents objecting to the siting of a tourism-oriented mobility hub in a sensitive area of central Incline Village comprise a "small, loud minority".

The residents objecting to this site comprise Republicans and Democrats. Renters and property owners. We are not a small minority. We are residents who are concerned about how our very limited land resources in Incline are used. We need workforce housing and playgrounds for families. We do not need parking lots in already congested areas of our Village so that tourists can access Sand Harbor by shuttle or bus, or to facilitate transport to Northstar.

We are a diverse community in Incline. We deserve to be consulted about the use of our scarce resources here.

As I understand, the draft Tahoe Area Plan (Jan 2020) suggests that an area near Ponderosa/Tunnel Creek Road be used as a transit hub serving Sand Harbor. Why is this not being considered rather than this sensitive area in a highly congested commercial/residential area of Incline Village? What about the area near Spitzen Lumber, now up for sale?

I suspect that many visitors to Sand Harbor come from Carson City or Reno. Have you examined the use patterns and considered parking areas and shuttle services located at the Hwy 431/Rt 28 round about? Or at the Hwy 50/Route 28 intersection? This would make more sense for tourist traffic accessing Sand Harbor.

Please see my email below. Please include that email in your documentation for the meeting, and if time allows, please have my email read into the record during the 22 January meeting.

Thanks for your attention.

Kathie M. Julian  
PO Box 5477  
Incline Village, NV 89450  
Cell: 1 (415) 646 5413  
[E-mail: kathiejulian@gmail.com](mailto:kathiejulian@gmail.com)

Begin forwarded message:

**From:** kathie julian <kathiejulian@gmail.com>

**Subject: Comment from Incline Village Resident on use of IES for Transport Hub**

**Date:** October 12, 2020 at 10:17:30 AM PDT

**To:** mglickert@trpa.org

Hi Michelle

I am writing to express my opposition to the use of this site, the old Incline Elementary School (IES), as a transport hub.

This would be a poor location for a number of reasons. Fundamentally, it does not serve the purposes of our broader community. It appears to be a larger part of regional tourist infrastructure that would be more appropriately sited along Hwy 28. The project appears to serve tourism to Lake Tahoe, not the people who live, work and vote here.

The proposed location is in an extremely congested area as is as it is a main access point from Hwy 28 to our Post Office, small commercial complex, and apartments where many of our lower income/immigrant families reside. There is a lot of foot traffic between 786 Southwood apartments and the small commercial area that houses two "Tiendas" and two thrift shops, among others. The bus hub would adversely impact this already challenged community of workers, so necessary for Incline Village. There is also considerable on street parking along Southwood across from the old IES, and this community of workers needs that parking. During the winter, issues of congestion worsen as the road becomes narrower with snow. The street is sloped, so icy conditions are also an issue in the winter.

This site would be more appropriately used for workforce housing (with parking) and some green space for the immediate community families.

Please consider to put this transport hub at another location—perhaps further down Hwy 28 closer to Sand Harbor or by the round about where the Sheriff's Dept has a facility.

Thanks

Kathie M. Julian

PO Box 5477

Incline Village, NV 89450

Cell: 1 (415) 646 5413

E-mail: kathiejulian@gmail.com

## Judy Weber

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**From:** Dan Kikkert <dan.kikkert@edcgov.us>  
**Sent:** Tuesday, February 02, 2021 1:11 PM  
**To:** Judy Weber  
**Cc:** Donaldo Palaroan  
**Subject:** Re: 2021 Draft FTIP Comment

Hi Judy,

Please see the updated table below for FY 2022.

| 21/22 | Draft       | Draft       |
|-------|-------------|-------------|
|       | Current     | Update      |
| AQ    | \$65,000.00 | \$0.00      |
| WQ    | \$0.00      | \$65,000.00 |

Thanks,  
Dan  
**Daniel Kikkert, P.E.**  
Senior Civil Engineer

- I am teleworking during the COVID-19 outbreak

### County of El Dorado

Department of Transportation - Tahoe Engineering  
924 B Emerald Bay Road  
South Lake Tahoe, CA 96150  
(530) 573-7914 / FAX (530) 541-7049  
[dan.kikkert@edcgov.us](mailto:dan.kikkert@edcgov.us)



On Fri, Jan 22, 2021 at 11:54 AM Dan Kikkert <[dan.kikkert@edcgov.us](mailto:dan.kikkert@edcgov.us)> wrote:

Judy,

A formal request to add Water Quality Mitigation as an additional funding source for the Apache Avenue Pedestrian Safety and Connectivity Project. Amounts should be updated as follows:

| 21/22 | Draft       | Draft       |
|-------|-------------|-------------|
|       | Current     | Update      |
| AQ    | \$65,000.00 | \$29,000.00 |

|    |        |             |
|----|--------|-------------|
| WQ | \$0.00 | \$36,000.00 |
|----|--------|-------------|

The project proposes to provide for both Air Quality and Water Quality benefits.

Thank you,  
Dan

**Daniel Kikkert, P.E.**  
Senior Civil Engineer

- I am teleworking during the COVID-19 outbreak

**County of El Dorado**

Department of Transportation - Tahoe Engineering  
924 B Emerald Bay Road  
South Lake Tahoe, CA 96150  
(530) 573-7914 / FAX (530) 541-7049  
[dan.kikkert@edcgov.us](mailto:dan.kikkert@edcgov.us)



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## Judy Weber

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**From:** Gavin Feiger <gavin@keptahoeblue.org>  
**Sent:** Thursday, January 21, 2021 12:47 PM  
**To:** Michelle Glickert; Judy Weber  
**Cc:** Kira Smith  
**Subject:** RE: Public Comment Period Notice - 2021 Federal Transportation Improvement Program

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Judy,

No problem. I was going to check back in today so this is good timing. I'm also free tomorrow afternoon, or we could do sometime next week or just over email.

It should be brief – most of my few questions are around plan alignment and timing with the RTP. And then a few specific questions. I'll list them here to help make an efficient meeting when we meet or if you just want to respond via email:

- FTIP discusses what the RTP is but does not say how FTIP will help achieve goals or aligns with priorities like the bi-state priorities outlined in the RTP. For example, how will transit projects get us to the bi-state goal?
- Also doesn't say how works with TTD's short and long range plans.
- Everything references the 2017 RTP – is this going to be amended to reference 2020 RTP? Are all of the projects listed also in the 2020 RTP?
- Specifics about projects:
  - Includes Greenway over Truckee, but not Herbert to Ski Run
  - Transit operations: TTD almost \$7 million in 20/21 then about \$5 million rest of years; TART \$5 million all years (almost exact equal split with TTD in last 3 years). Is this a change? It seems like TTD used to get more.
  - Incline mobility hub is in there for the old elementary school site
  - Fanny Bridge completion is in there – even though claims 2019 success.
- The funding sources does not seem to include a regional revenue sources, probably because not expected before 2024?
- Regional grant program refers to 2017 RTP – again, timing issue?

### Gavin Feiger

Senior Land Use Policy Analyst, League to Save Lake Tahoe  
2608 Lake Tahoe Boulevard, South Lake Tahoe, CA 96150 | 530.541.5388 | [keptahoeblue.org](http://keptahoeblue.org)



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**From:** Michelle Glickert <mglickert@trpa.org>  
**Sent:** Thursday, January 21, 2021 12:40 PM  
**To:** Judy Weber <jweber@trpa.org>; Gavin Feiger <gavin@keptahoeblue.org>  
**Cc:** Kira Smith <ksmith@trpa.org>  
**Subject:** RE: Public Comment Period Notice - 2021 Federal Transportation Improvement Program

I would like to join – it's been awhile so happy to connect on this. I unfortunately am busy all day today and tomorrow. Judy are able to set something up; if you can make it next that is – if not, I can fill you in.

Michelle

---

**From:** Judy Weber <[jweber@trpa.org](mailto:jweber@trpa.org)>  
**Sent:** Thursday, January 21, 2021 12:32 PM  
**To:** Gavin Feiger <[gavin@keptahoeblue.org](mailto:gavin@keptahoeblue.org)>  
**Cc:** Michelle Glickert <[mglickert@trpa.org](mailto:mglickert@trpa.org)>; Kira Smith <[ksmith@trpa.org](mailto:ksmith@trpa.org)>  
**Subject:** RE: Public Comment Period Notice - 2021 Federal Transportation Improvement Program

Hello Gavin,

I want to apologize for not getting back to you sooner. Your email was lost in the shuffle since I did not respond immediately. I'm available tomorrow after 1pm if that would work for you. I've cc'd Michelle and Kira here just in case they would like to join, as they are most knowledgeable on the RTP, TMP and SRTP.

Please let me know what works best for you.

Thank you,

---

**From:** Gavin Feiger <[gavin@keptahoeblue.org](mailto:gavin@keptahoeblue.org)>  
**Sent:** Wednesday, January 13, 2021 12:38 PM  
**To:** Judy Weber <[jweber@trpa.org](mailto:jweber@trpa.org)>  
**Subject:** RE: Public Comment Period Notice - 2021 Federal Transportation Improvement Program

Hi Judy,

I was just looking over the FTIP and have a few questions. Instead of going back and forth with comment letters, I was wondering if you time for a half hour Zoom/Teams/call sometime either this Friday or next Week (any time Wednesday or Thursday after Noon). My main questions are around plan alignment (RTP and TTD's TMP and SRTP), project prioritization and funding, and the regional grant program.

Thank you in advance.

**Gavin Feiger**  
Senior Land Use Policy Analyst, League to Save Lake Tahoe  
2608 Lake Tahoe Boulevard, South Lake Tahoe, CA 96150 | 530.541.5388 | [keptahoeblue.org](http://keptahoeblue.org)



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**From:** Judy Weber <[jweber@trpa.org](mailto:jweber@trpa.org)>  
**Sent:** Monday, December 28, 2020 1:55 PM  
**To:** Gavin Feiger <[gavin@keptahoeblue.org](mailto:gavin@keptahoeblue.org)>  
**Subject:** (RISK OF SPAM/PHISHING)Public Comment Period Notice - 2021 Federal Transportation Improvement Program

[View this email in your browser](#)



## **Notice of 30-Day Public Comment Period Draft 2021 Federal Transportation Improvement Program**

The Tahoe Regional Planning Agency, in its role as the Tahoe Metropolitan Planning Organization, is pleased to announce a 30-day public comment period for the Draft 2021 Federal Transportation Improvement Program (FTIP). The public comment period commences on December 28, 2020 and closes on January 28, 2021. There will be an opportunity for public comment January 22, 2021 at the scheduled Tahoe Transportation Commission Board meeting.

The Draft 2021 FTIP document is available upon request or can be viewed [online here](#).

**Submit comments to:**

**Judy Weber, Associate Transportation Planner**

**Tahoe Regional Planning Agency**

**P.O. Box 5310**

**Stateline, NV 89449**

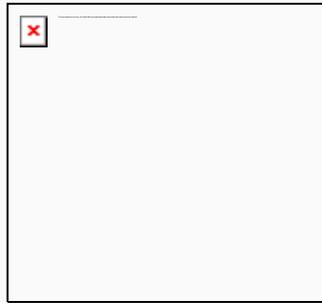
**Or email: [jweber@trpa.org](mailto:jweber@trpa.org)**

The FTIP is a four-year program of surface transportation projects for the Tahoe Region that is consistent with the Regional Transportation Plan and related local, state, and federal planning processes. This document complies with the federal transportation bill - Fixing America's Surface Transportation (FAST) Act requirements and is being circulated as required by the United States Department of Transportation's metropolitan planning regulations 23 Code of Federal Regulations Part 450. Please direct any questions regarding this notice to Judy Weber at [jweber@trpa.org](mailto:jweber@trpa.org).



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## *Transportation is Transformation*



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Thank you for your interest in TRPA and Lake Tahoe.

**Our mailing address is:**

Tahoe Regional Planning Agency

Po Box 5310

128 Market Street

Stateline, Nv 89449

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## Judy Weber

---

**From:** Gerald Hagy <usc5458@gmail.com>  
**Sent:** Friday, January 22, 2021 9:09 AM  
**To:** Judy Weber  
**Subject:** Bus location

I would like to know how many committee members have actually visited the site!  
Not just seen pictures. If they have seen it personally they would vote for his location. There is a sidewalk used by families right in front and across the street a dense complex of apartments.  
The street is not wide enough for buses to use, not like Hwy 28!  
Hope this is read by committee members.  
JoAn Hagy

## Judy Weber

---

**From:** Will Garner <WGarner@placer.ca.gov>  
**Sent:** Monday, January 25, 2021 5:09 PM  
**To:** Judy Weber  
**Cc:** Jaime Wright  
**Subject:** RE: Draft 2021 Federal Transportation Improvement Program for review  
**Attachments:** 2327\_001.pdf; Copy of 2021 Grouped\_TransitOperating.BackupList.xls; Copy of Grouped\_TransitOperating.BackupList as of 10.20.2020.xls

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Judy – here are the updates. I left the FTA funds the same until we know what the actual allocations will be. I also inserted CARES Act \$. Thanks for checking back with me on this. I CC'd Jaime Wright who will be getting more into this as we go along.

Will Garner  
Placer County Department of Public Works  
3091 County Center Drive, Suite 220  
Auburn, CA 95603  
(530)745-7582

---

**From:** Judy Weber <jweber@trpa.org>  
**Sent:** Friday, January 22, 2021 1:51 PM  
**To:** Will Garner <WGarner@placer.ca.gov>  
**Subject:** [EXTERNAL] Draft 2021 Federal Transportation Improvement Program for review

Hi Will,

Hope this finds you well. The draft 2021 FTIP was released for public review on 12/28/20 and closes on January 28, 2021. I ask that you review TART's projects for accuracy since I did not hear from you on project updates for the new 4-year cycle prior to releasing the draft TIP. I don't want you to miss this opportunity to request changes needed. The Draft 2021 FTIP document can be viewed [online here](#). There are two Placer projects: Placer County TART Transit Operations project (page 71) TART Transit Capital (page 85). Thanks,

NOTICE OF 30-DAY PUBLIC COMMENT PERIOD  
DRAFT 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

The Tahoe Regional Planning Agency (TRPA), in its role as the Tahoe Metropolitan Planning Organization, is pleased to announce a 30-day public comment period for the Draft 2021 Federal Transportation Improvement Program (FTIP). The

public comment period commences on December 28, 2020 and closes on January 28, 2021. There will be an opportunity for public comment January 22, 2021 at the scheduled Tahoe Transportation Commission Board meeting.

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**Submit comments to:**  
**Judy Weber, Associate Transportation Planner**  
**Tahoe Regional Planning Agency**  
**P.O. Box 5310**  
**Stateline, NV 89449**  
**Or email: [jweber@trpa.org](mailto:jweber@trpa.org)**

The FTIP is a four-year program of surface transportation projects for the Tahoe Region that is consistent with the Regional Transportation Plan and related local, state, and federal planning processes. This document complies with the federal transportation bill - Fixing America's Surface Transportation (FAST) Act requirements and is being circulated as required by the United States Department of Transportation's metropolitan planning regulations 23 Code of Federal Regulations Part 450. Please direct any questions regarding this notice to Judy Weber at [jweber@trpa.org](mailto:jweber@trpa.org).

Judy Weber  
Associate Transportation Planner  
Office (775) 589-5203 Cell (530) 318-8461



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**TAHOE METROPOLITAN PLANNING ORGANIZATION**  
**2021 Federal Transportation Improvement Program**  
**Detailed Backup Listing for Grouped Projects for Operating Assistance to Transit Agencies**

| CTIPS ID                                                                                                                                                                 | 220-0000-0098                            | MPO ID | TRANS02 | COUNTY                 | Placer      | RTP Appendix B-2 | Date         |              |                    |                    |                     |                    |                     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|--------|---------|------------------------|-------------|------------------|--------------|--------------|--------------------|--------------------|---------------------|--------------------|---------------------|
| <b>Project Title</b>                                                                                                                                                     |                                          |        |         | <b>Fund Source</b>     |             | <b>Phase</b>     | <b>Prior</b> | <b>20/21</b> | <b>21/22</b>       | <b>22/23</b>       | <b>23/24</b>        | <b>Total</b>       |                     |
| Placer County TART Transit Operations                                                                                                                                    |                                          |        |         | FTA 5307               |             | CON              |              | \$877,000    | \$877,000          | \$877,000          | \$877,000           | \$3,508,000        |                     |
|                                                                                                                                                                          |                                          |        |         | FTA 5311 - NV          |             | CON              |              | \$0          | \$0                |                    |                     | \$0                |                     |
|                                                                                                                                                                          |                                          |        |         | FTA 5311 - CA          |             |                  |              | \$0          | \$0                |                    |                     | \$0                |                     |
|                                                                                                                                                                          |                                          |        |         |                        |             |                  |              | \$1,030,000  | \$730,000          | \$0                | \$0                 | \$0                |                     |
| <b>Project Description</b>                                                                                                                                               |                                          |        |         | Local Funds            |             | CON              |              | \$2,800,000  | \$3,000,000        | \$3,900,000        | \$4,100,000         | \$13,800,000       |                     |
| Tahoe Truckee Area Region Transit (TART) operations. The project will provide operational assistance to Placer County within the California portion of the Tahoe Region. |                                          |        |         | LCTOP                  |             | CON              |              | \$0          | \$0                | \$0                | \$0                 | \$0                |                     |
|                                                                                                                                                                          |                                          |        |         | TDA                    |             | CON              |              | \$900,000    | \$1,500,000        | \$1,700,000        | \$1,700,000         | \$5,800,000        |                     |
|                                                                                                                                                                          |                                          |        |         |                        |             |                  |              | <b>\$0</b>   | <b>\$5,607,000</b> | <b>\$6,107,000</b> | <b>\$6,477,000</b>  | <b>\$6,677,000</b> | <b>\$23,108,000</b> |
| <b>Agency</b>                                                                                                                                                            | Placer County Department of Public Works |        |         | <b>Project Manager</b> | Will Garner |                  | <b>Phone</b> | 530-525-9137 |                    | <b>Tracker #</b>   |                     |                    |                     |
| <b>Comments</b>                                                                                                                                                          |                                          |        |         |                        |             |                  |              |              |                    |                    |                     |                    |                     |
| <b>TOTAL COST</b>                                                                                                                                                        |                                          |        |         |                        |             |                  |              |              |                    |                    | <b>\$23,108,000</b> |                    |                     |

## Judy Weber

---

**From:** cbwillb@charter.net  
**Sent:** Thursday, January 28, 2021 1:40 PM  
**To:** Judy Weber; Michelle Glickert  
**Subject:** TRPA 2020/2021 FTIP Public Comment, comment period through January 28, 2021  
**Attachments:** Public Comment TTD re Federal Program 1.21.2021.pdf; Public Comment TTD Incline Village Hub Planning TTD BOD 1.22.2021.pdf; Charts re data to develop proposals from 2017 TRPA RTP for inclusion in current RTP and FTIP.pdf; TTD BOD Comment and Addendum 11.13.2020.pdf; Public Comment Washoe County BOC 12.15.2020 Agenda #3. TTD Proposal.Sub-Group.pdf; Copy of email re FTIP draft CB to MGlickert TRPA and reply.pdf

**Follow Up Flag:** Follow up

**Flag Status:** Flagged

This email and attached documents encompass Public Comment submitted by me to TRPA regarding the TRPA 2020/2021 FTIP draft document with comment period open through January 28, 2021. I also understand that email exchange between me and Michelle Glickert on this topic in late Dec/early Jan has been submitted by her as additional feedback (copy also attached here for reference). I am a resident of Incline Village and appreciate the opportunity to provide comment.

Priority Draft FTIP feedback focus areas include:

- 1) Concern that timing/content of FTIP with respect to the TRPA RTP's is incorrect: It has been explained by TRPA staff that the FTIP is a Federal requirement with pre-determined schedule. Thus re reference in draft FTIP to not yet finalized 2020 TRPA RTP: status should be clarified in the current draft FTIP.
- 2) In addition, though it has been represented that all projects listed were present in the prior 2017 RTP, I believe that this is not completely correct and explanation for this conclusion is presented in the attached documents: Public Comment: Draft 2021 Federal Transportation Improvement Plan (Federal Fiscal years 2021-2024) which was submitted to the TTD/TTC meeting January 21, 2021 re Agenda Item VIII A and in my email to Ms Glickert. The FTIP description should be modified to indicate that there has been a modification of the previously described project as well as a change in project title. In addition, the listed project title and description should be corrected to reflect planning and public outreach for potential Transportation/Transit/Parking, etc. Initiatives related to Incline Village itself (particularly Town Center and Recreation/Tourist areas) and Rte 28 Recreational Corridor areas utilizing available funding. If there is felt to be a need to reflect potential property acquisition, then recommend representing this as a potential consideration without specified site.
- 3) The discussions regarding an Incline Mobility Hub have not until very recently recognized significant ad hoc negative community input nor have formal feedback venues been provided though some meetings have just been scheduled for next month. In addition, broader implications for the community overall including comprehensive traffic, parking, transit, evacuation, public safety, overall occupancy capacity have not been reviewed, considered nor a comprehensive plan developed or incorporated.

Further, additional concerns with respect to the document content related to Incline Village, NV are also included in the same attached document referenced above along with priority recommendations including: i. revise FTIP to use available funds for planning of a comprehensive assessment and program plan including full community assessment of traffic, parking, transit, transport, occupancy of Town Center and Recreation/Tourist Areas areas with complementary comprehensive region-wide assessment and planning for mitigation re Rre 28 corridor recreation demand; ii. enhanced data collection and analysis to truly support comprehensive project/proposal development, execution and results

tracking; iii. recognition that any Incline site for a comprehensive "Mobility Hub" may not be a feasible component of a sustainable "solution package" and that some/substantial interventions outside of the village will be required and should be prioritized.

4) In addition, concerns regarding data which had been used to support both the 2020 Draft RTP and this FTIP proposal were included in the Public Comment submitted for the TTD Board Meeting on January 21, 2021 agenda item # VI A, copy also attached. Further, even recognizing the limitations of existing data, several graphs and/or charts seen in previous reports would be helpful to clarify some elements if updated and added to the draft 2020 RTP and referenced in the FTIP – Examples are included in the so-labelled attached document. Please note that I very much appreciate TRPA staff assistance in answering my data-related questions

I have also submitted Public Comment to the TTD Board at their November 2020 meeting and prepared/submitted public comment for Washoe County for a December 2020 BOC meeting agenda item regarding the draft RTP (I believe that this item was later removed from that WC agenda). This latter submission included size estimate for possible IV "Hub" from the 4/2019 TTD Transportation Management Plan (which is huge compared with prior small interim operation) and discussed proposed "Hub" property purchase (which is premature pending further community discussion now being scheduled). Copies of these documents are also attached. Finally, comprehensive Public Comment re 2020 RTP draft was previously submitted by me to that process on 10/25/2020.

Many thanks for your review of these materials and inclusion of recommendations as appropriate.

Carole Black

**Public Comment: Draft 2021 Federal Transportation Improvement Program (Federal Fiscal Years 2021-2024), TTD/TTC Meeting January 22, 2021 Item VIII A**

**Submitted by Carole Black, Incline Village Resident**

**As you know I have submitted several comments at recent TTD/TRPA Board meetings regarding the ill-advised proposed "Mobility Hub" being considered for the OSE site in Incline Village. You have received many objections from other concerned residents. I thus on record again object to this proposal/related FTIP content from process and content perspectives.**

**PROCESS: I hope you fully understand serious violations of public trust and procedures that have occurred to date. Recent TTD Board meetings and documents are helpful:**

**- Avoidance of public disclosure to Incline residents by TTD (Hasty) for which he was criticized with BOD instruction to remedy as well as failure to comply with resident requests for public documents**

**- When residents discovered the initiative & provided objections, they were dismissed**

**Also, representations in proposed & prior FTIP were incorrect, e.g.,:**

**- 2017 listing re an upgrade to an existing Transit Facility cannot occur as no such facility ever existed – only a temporary interim arrangement; a transit hub was never permitted.**

**- Current plan is 5 X the size of prior temporary arrangement, quite the "upgrade!" And prior school bus use offered as a rationale that proposed use is not new is totally inapplicable – school buses were supervised/law enforcement monitored with no added incoming vehicles**

**- 2020/21 RTP update is not approved and 2017 RTP includes errors in that public input was not recorded re any Incline transit hub concept. Minutes of a single general overview at 2016 IVCB CAB did not mention this item.**

**CONTENT: Proposal is too narrowly focused and risks worsening, not improving, the current adverse traffic, parking, transportation, evacuation/safety issues in Incline which have increased dramatically in recent years with added occupancy from STRs and visitors to the new ELTT with its inadequate parking plan. By bringing added visitor vehicles to/through the village to address the trail and adjacent impacts, Incline's challenges will magnify. The proposal does not consider the full spectrum of related issues which must be addressed to develop an effective, sustainable plan.**

**In addition, proposal is based on insufficient data which does not represent recent STR growth and does not clarify user sources or destinations sufficiently to allow for accurate planning. Examples of data issues include:**

**- Incline is within Rte 28 corridor; Incline resident trips for errands are mixed within other data categories**

**- Overnight visitor volume includes trips by visitors staying in Incline and those staying anywhere in the Basin**

**- 2019 STR occupancy growth (~20% increase vs 2018) is not considered; nor is 2020 growth (despite Covid)**

**WHAT IS NEEDED?**

**1) Revise FTIP to indicate use of available funds for planning of a comprehensive assessment and program plan to include:**

**- the equivalent of a TRPA “Community Revitalization” or “Main Street Management” Plan to address traffic, transport, parking, evacuation/safety for the Incline Village Town Center and Recreation/Tourist Areas in concert with other community enhancement as envisioned in Tahoe Area Plan,**

**AND**

**- complementary plan development to address the ELTT, Sand Harbor traffic/parking/ safe corridor capacity issues, with sustainable interventions pre-arrival in Incline**

**2) Enhanced data collection and analysis:**

**- plan development supported by robust current data and transparent analysis to accurately clarify traffic/parking origins, destinations, volumes, etc**

**- solutions proposed with clarifying charts and data detail added to proposals and RTP to support conclusions**

**3) Recognize that the currently proposed site and/or any Incline site for a Mobility Hub may not be a feasible component of an eventual sustainable “solution package” and that interventions outside of the IVCB geography will be required and should be prioritized including the “Hubs”/“Intercept Lots” at Spooner Summit, Kings Beach and Carson/Reno shown in various RTP diagrams**

**This small community has been decimated by the poorly anticipated ELTT impacts along with the mushrooming of STR volumes. The current RTP/TTD proposal as represented in this FTIP will likely exacerbate these impacts and must be re-designed.**

**Thank you.**

## **Public Comment: TTD BOD Meeting 1/22/2021: Agenda Item # VI A: Public Process and Schedule Property Acquisition and Possible Transit Mobility Center**

Submitted by Carole Black Incline Village resident

It is with great interest that I observe this item agendized for this meeting. My comments/concerns follow:

### **PROCESS:**

1. I am glad to hear that some progress is being made toward informing the community and receiving feedback
2. Too little too late: The most recent round of direction to involve the IVCB community was given by the TTD BOD in November. It is now late January. Thus what will ensue is a mid-winter heavy snow season, unnecessarily rushed undertaking likely during a massive pandemic case spike. Please ... This is at best disrespectful to the community.
3. Also, there was a community request to add a resident to the TTD working group – has this occurred?

### **CONTENT:**

1. It is also positive to see that there is a plan to actively consider alternative sites
2. However, though there is much appropriate opposition to the proposed site, there is also opposition to the fact that there is need for an overall, comprehensive, effective plan for sustainable positive impact which this hub proposal is not
3. Rather than obfuscating the many voiced concern > staff should listen carefully, seek to understand, catalog/investigate the cited issues and develop/present/incorporate effective mitigation
4. Currently sufficient and current data for effective planning is lacking:
  - Prior documents (2014 data in 2017 RTP) have broken down trips as follows:
    - a. Resident worker 22% (**Q:** Where are resident trips around town for errands, etc. counted? **A:** In this category)
    - b. At home worker 18 %
    - c. Inbound/Outbound commuters 5%
    - d. Short-term day visitors 4%
    - e. Long-term overnight visitors 51% (**Q:** This relates to hotels, etc and STRs? **A:** Yes, but includes visitor trips from hotels, etc by visitors staying in Incline & also from anywhere else in the Basin)

Note the confusing metrics which would not support effective planning. If this distribution holds with more recent data, even if a reasonable "hub" site could miraculously be found in Incline, how does it address already existing traffic congestion problems along Southwood and at Rte 28 intersections?

- The distribution above, though available, was not even included in recent documents and several other potentially helpful charts and graphs were also omitted (examples sent to TRPA Staff)
- Current planning is based on data through 2018. Yet there is readily available data to show that volumes increased dramatically in 2019 (likely related both to the use ELTT and the meteoric increase in STRs). And, after a spring dip, 2020 STR volumes have appeared strong despite Covid. These trends need to be quantified and considered.

Bottom Line: in addition to not permitting the prior temporary use, there has not been effective due diligence for what is projected to be an \$8.5M project and which, as proposed, will be detrimental to the community. This

plan would likely makes the overall traffic congestion situation worse by collecting ever more vehicles in the already crowded Incline Village area in service to decreasing parking along Rte 28 when there are other options outside of Incline. W have seen a prior ill-conceived approach re ELTT create massive traffic/parking/safety problems while spending millions. Failing to take a broader planning approach dooms this project to failure - an extension of the already disastrous ELTT planning failures.

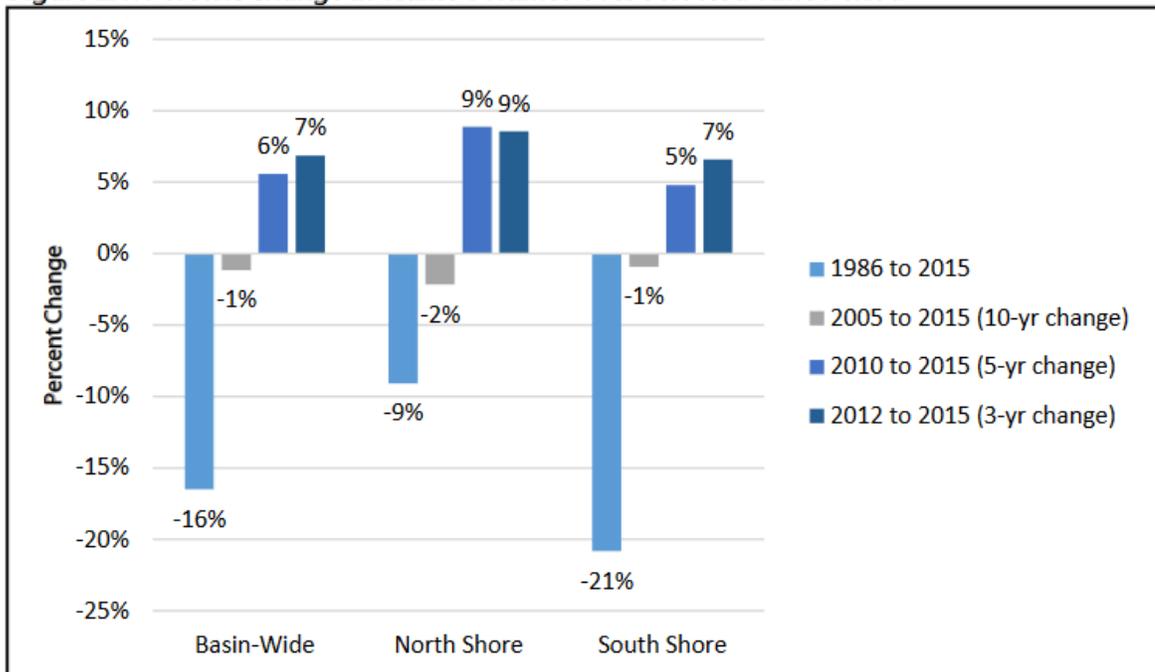
Charts from 2017 TRPA RTP - ?possible to expand/add recent data and consider including for 2020 RTP and as applicable in the current FTIP document:

Table 1.2: Trips made within the corridor<sup>3</sup> (winter vs summer during high visitation periods)

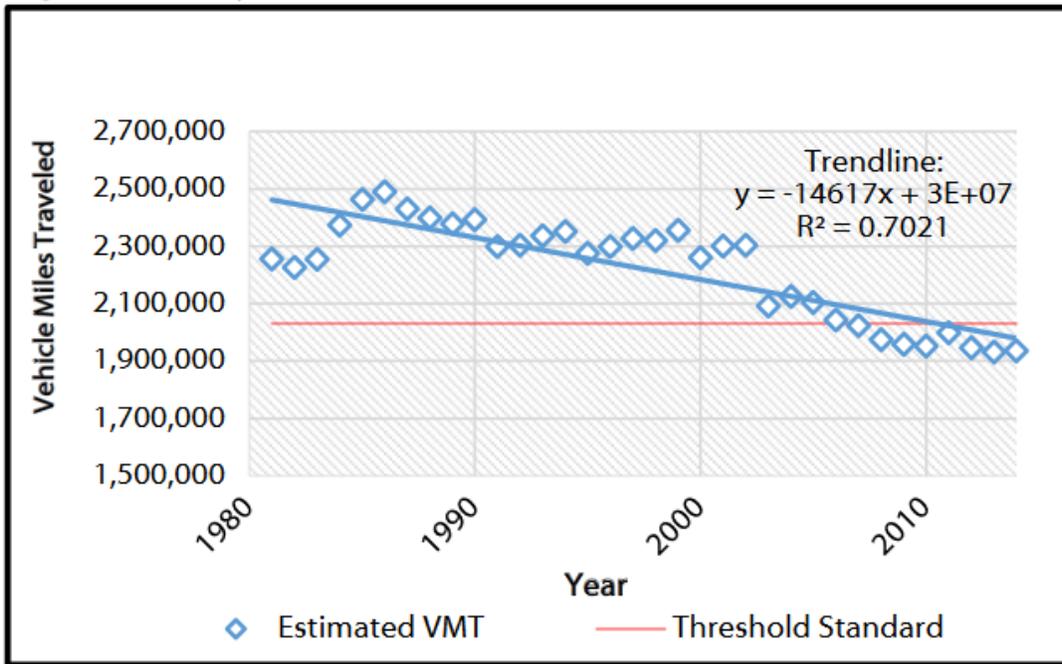
| User Group                    | February, 2014   |                    |                       | July, 2014       |                    |                       | TART Daily Transit Trips (2015-16)                                                |
|-------------------------------|------------------|--------------------|-----------------------|------------------|--------------------|-----------------------|-----------------------------------------------------------------------------------|
|                               | Daily Trip Count | Monthly Trip Count | User Group % of Total | Daily Trip Count | Monthly Trip Count | User Group % of Total |                                                                                   |
| Resident Worker               | 10,303           | 144,955            | 29%                   | 13,608           | 214,464            | 22%                   | 92 (0.2% of daily trips made in Feb)<br>W/TTD ESE X (X% daily trips made in July) |
| Home Based Worker             | 9,509            | 133,066            | 27%                   | 11,329           | 178,167            | 18%                   |                                                                                   |
| Inbound – Outbound Commuters  | 2,209            | 31,357             | 6%                    | 3,202            | 51,104             | 5%                    |                                                                                   |
| Short Term (day-use) Visitor  | 1,017            | 13,269             | 3%                    | 2,658            | 38,960             | 4%                    |                                                                                   |
| Long Term (overnight) Visitor | 12,757           | 169,006            | 34%                   | 34,376           | 510,526            | 51%                   |                                                                                   |
| <b>TOTAL</b>                  | <b>35,795</b>    | <b>491,653</b>     | <b>100.0%</b>         | <b>65,173</b>    | <b>993,257</b>     | <b>100.0%</b>         |                                                                                   |

<sup>3</sup> Map and analysis by Stantec Consulting

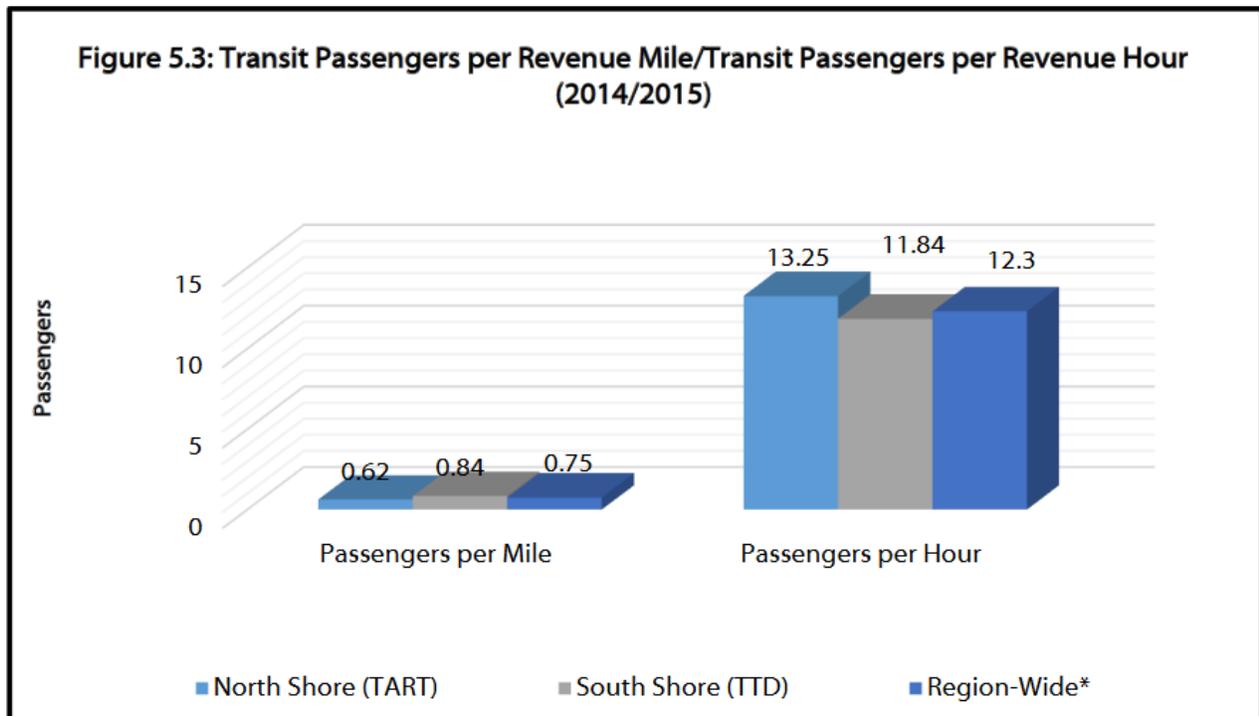
Figure 2.1: Percent Change in Traffic Volumes over Selected Time Period



**Figure 5.2: Daily Vehicle Miles Traveled (1981- 2014)**



**Figure 5.3: Transit Passengers per Revenue Mile/Transit Passengers per Revenue Hour (2014/2015)**



## **Public Comment TTD Board Meeting 11.13.2020 Agenda Item VIII A**

*Submitted by Carole Black, IV resident*

**My comments address the Incline Village Mobility Hub item - I oppose this proposal** because:

- Site is inappropriate for proposed application located on a small, congested side street without direct access to Rte. 28; adjacent to dense, residential area with many kids; evidence of earthquake damage and apparently significant hazardous material contamination requiring expensive clean-up at public expense; & not large enough for significant hub.
- Proposal is general - an actual plan has not been developed/finalized. How can this public expenditure occur without clarity that there will be a feasible, effective proposal developed?
- Proposal has not fully considered other site options and/or whether the approach will positively address the congestion and safety issues in IV and related to the Rte 28 corridor tourist influx.

Specifically, **I believe that there is significant planning gap: Multiple interwoven elements impact transportation planning and associated environmental threat mitigation including: Total Area Occupancy (Residents, Visitors, Vehicles) and Safe Area Capacity; Visitor types, usage & travel routes; Parking/Traffic/Transport options; Evacuation capability. And planning, including Mobility Hubs, must address impacts, interactions and interfaces among these elements to deliver a sustainable, effective program.** Unfortunately, the approach mimics an arcade game “whack-a-mole” > when one mole is “whacked,” another pops up. So a transport plan is developed but how/where best to manage related parking is not fully considered, e.g., the ELTT! The result is predictable > vehicles simply “pop up” in new, unacceptable, often dangerous spots > last summer illegally along Rte 28 & clogging IV neighborhoods; in 2019 with the shuttle running, also jamming Raley’s/other shopping lots!

**Specific recommendations include:**

- 1. Develop integrated parking, traffic, transport plan for IV with community input to the proposal.**
- 2. Address total Area Occupancy including STR volume/use increases & Rte 28 Corridor impacts with vehicle limitations during busy seasons to ensure community safety.**
- 3. Actively coordinate Area Occupancy control & Evacuation Planning:** in a major wildfire urgent evacuation, is public safety protected – can we evacuate safely?

Incline Village has inadequate parking with resident/business vehicles clogging streets, creating visibility, cross-walk, snow clearance challenges. And no clear plan for RVs, campers, boats, trailers, business vehicles which need restrictions from streets/other unsafe parking locations. Planning must address before adding visitor vehicles. **I propose:**

- **Use OES for overflow IV resident/business/limited overnight guest vehicles** not accommodated on properties **along with other property uses the community prefers.**
- **Create a small transfer hub at a different IV site (options along Rte 28) for commuters and/or locals visiting ELTT or Sand Harbor.** Since there is not sufficient IV space to safely accommodate IV/CB residents/overnight tourists plus arriving Rte 28 corridor overflow, reservation requirements and additional intercept lots outside of IV along Rtes 431, 50, and 28 (both directions) with buses, shuttles, ?ferry will also be required to accommodate (or re-direct) most, perhaps all, corridor visitors, possibly also some overnight (STR) guests. See functioning program example in addendum.
- **Improve community collaboration/compliance.** Despite promises, TTD has failed to process planning in community with reported gaps in the management of prior, temporary site use, some potentially dangerous.

Thank you.

*Addendum: Note attached file with: a. data showing significant growth in the WC Tahoe Area occupancy related to growth in Short Term Rental volumes over the time period from approximately 2012 – 19 and 2020 ytd which has not been fully considered; b. example of a comprehensive plan for a similar mountain/lake/tourist destination town Hallstatt, Austria including added concepts that could be extremely helpful if applied in Incline Village and possibly elsewhere at Tahoe*

**Addendum to Public Comment submitted to TTD Board 11.13.2020 meeting, Agenda item VIII A by Carole Black, IV Resident**

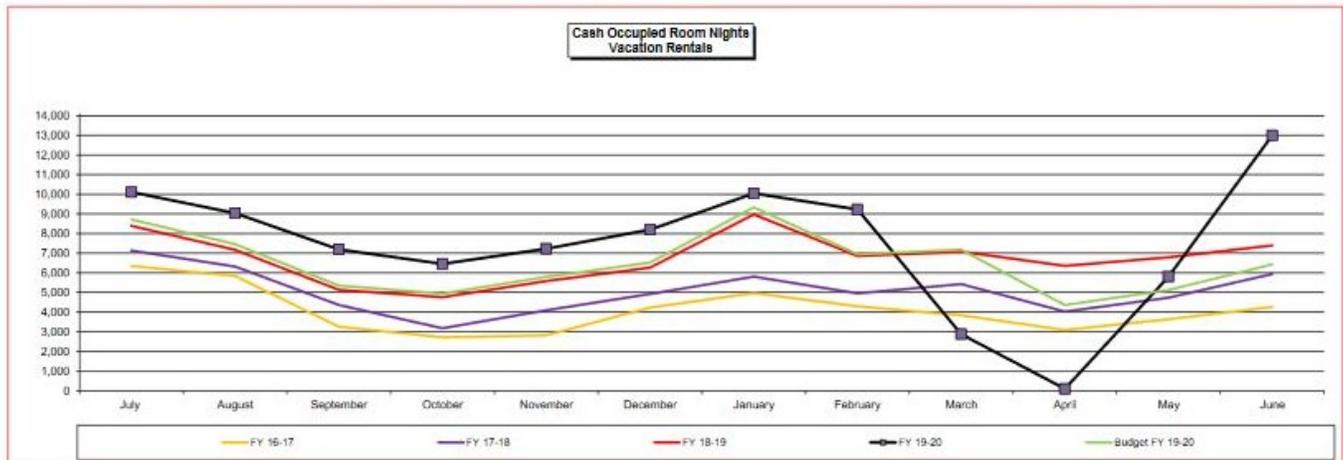
**Addendum a: Examples of available occupancy data which apparently hasn't been comprehensively reflected in proposal:**

**1a. Recent Washoe County RSCVA Vacation Rental Data (from RSCVA website):**

90% of Washoe county volume is Incline Village/Crystal Bay; see steady increase year over year and dramatic increases 2018 > 2019 and even 2019 >2020 (despite Covid impact) which is not apparently included.

**Reno-Sparks Convention and Visitors Authority  
Cash Occupied Rooms-Vacation Rentals  
Trend**

| Month     | Actual   |          |          |          |          |          |          | Budget<br>FY 19-20 | Variance from Budget |        | Variance from FY 18-19 |        |
|-----------|----------|----------|----------|----------|----------|----------|----------|--------------------|----------------------|--------|------------------------|--------|
|           | FY 13-14 | FY 14-15 | FY 15-16 | FY 16-17 | FY 17-18 | FY 18-19 | FY 19-20 |                    | Amount               | %      | Amount                 | %      |
| July      | 4,787    | 4,261    | 3,999    | 6,351    | 7,135    | 8,383    | 10,105   | 8,718              | 1,387                | 15.9%  | 1,722                  | 20.5%  |
| August    | 4,338    | 4,322    | 4,024    | 5,844    | 6,325    | 7,174    | 9,037    | 7,461              | 1,576                | 21.1%  | 1,863                  | 26.0%  |
| September | 1,311    | 992      | 1,418    | 3,257    | 4,365    | 5,141    | 7,197    | 5,347              | 1,850                | 34.6%  | 2,056                  | 40.0%  |
| October   | 427      | 467      | 530      | 2,720    | 3,181    | 4,761    | 6,455    | 4,951              | 1,504                | 30.4%  | 1,694                  | 35.6%  |
| November  | 406      | 401      | 613      | 2,824    | 4,053    | 5,578    | 7,227    | 5,801              | 1,428                | 24.8%  | 1,649                  | 29.6%  |
| December  | 1,643    | 1,770    | 1,885    | 4,236    | 4,929    | 6,266    | 8,202    | 6,517              | 1,685                | 25.9%  | 1,936                  | 30.9%  |
| January   | 1,113    | 1,301    | 1,522    | 4,969    | 5,803    | 8,972    | 10,040   | 9,331              | 709                  | 7.6%   | 1,068                  | 11.9%  |
| February  | 935      | 1,100    | 1,812    | 4,304    | 4,960    | 6,861    | 9,223    | 6,946              | 2,277                | 32.8%  | 2,362                  | 34.4%  |
| March     | 512      | 465      | 2,632    | 3,839    | 5,431    | 7,086    | 2,881    | 7,187              | (4,306)              | -59.9% | (4,205)                | -59.3% |
| April     | 351      | 506      | 2,201    | 3,094    | 4,031    | 6,352    | 101      | 4,360              | (4,259)              | -97.7% | (6,251)                | -98.4% |
| May       | 625      | 498      | 3,288    | 3,641    | 4,734    | 6,795    | 5,803    | 5,120              | 883                  | 13.3%  | (992)                  | -14.6% |
| June      | 1,332    | 1,429    | 4,477    | 4,268    | 5,944    | 7,396    | 12,996   | 6,429              | 6,567                | 102.1% | 5,600                  | 75.7%  |
| Totals    | 17,780   | 17,512   | 28,401   | 49,347   | 60,931   | 80,765   | 69,267   | 78,168             | 11,099               | 14.2%  | 8,502                  | 10.5%  |



**1b. And Prior Incline Village STR Impact Estimates using RSCVA and IVGID data (note: slides are from presentations prepared by C Black for Washoe County and/or TRPA meetings – data sources and estimate approaches are listed):**

2012 – 2018 data:

Add in some early 2019 info:

**In IV, ~12% Rent Their Homes >>>  
Increased Area Occupancy: Avg 9%, Peak 17%**

**RSCVA Occupied Room Nights for Vacation Rentals (VRs) Increased 61% over the 5yrs ending in FY 18-19\*; Approx. 90% of VR days are in IV/CB\*\***

- In FY 18-19 there were 179,589 VR occupied room nights, approximately 90% in IV/CB = 161,630 compared with 99,579 5 years earlier
- Average rental occupancy of 4.5, implies 279,230 added people days/year or increased average daily census by 745 people/day or about 9% average increase, more during peak periods:
- January 2014 vs 2019: the average daily occupancy increase was 1500 people/day or ~ 17%.

Sources: \*RSCVA Statistics Trend FY 10-11 through 2019; 2010 US Census; \*\*WC staff representations about % of VRs in IV/CB vs WC total

**ZONING COLLATERAL DAMAGE: STR Area Occupancy Increase is a Major Risk & Requires a Long-Term Strategy**

STRs had already generated **Added Area Occupancy** in WC Tahoe Area:

- 750 People avg/day; 1500 People/peak day (4yrs)\***
- 188-300 Vehicles avg/day; 375-600 Vehicles/peak day\*\***
- > 200 Vehicle Trips/day almost every day; ~ 1200 Vehicle Trips/peak day^**
- 116 Beach Visits/day; 94% Increase in July/Aug (3yrs)^**

Summer 2019 vs 2018 brought **Further Massive Occupancy Increase:**

- 27,000 added Airbnb arrivals**
- 23% additional increase RSCVA Vacation Rental Days**

With new Ordinance/Zoning Changes STR numbers/density will likely continue to grow >

**Recommendations:**

1. Add STR Density and Intensity Restrictions - needed now!
2. Urgent comprehensive STR impact assessment/plan with EIS is necessary
3. Emergency services capacity and capability must be managed to match risk & area occupancy

Notes: Estimates derived from RSCVA & Census data, IVGID surveys & reports, WC staff; Airbnb press release; \* 2018 vs 2014; \*\* avg. 2.5 occupants/vehicle winter; 4/vehicle summer; ^ assumes 2 trips/vehicle/day; ^^ 2019 vs 2016

**Addendum b: Hallstatt Austria Example:**

Hallstatt, Austria is a small, hilly town, popular tourist destination on the shore of a lake with adjacent mountains (so somewhat similar to Incline Village) which has developed a comprehensive traffic, parking, transport approach. The area has put in place significant traffic, transportation and tourism management interventions to manage tourist volume and impacts. Some of the interventions are similar to those proposed for Tahoe. However, some of the apparently more successful interventions used there are more comprehensive and utilize more intensive intervention coordinating parking, traffic and transportation approaches.

Some key components per websites include:

- No visitor vehicles or parking in the central area of town, only residents; and no traffic during daytime hours in some areas. Visitor parking/vehicle restrictions include overnight visitors (e.g., hotels/STRs) except for a few, very limited parking spots at certain hotels. Visitors park in lots on the outskirts with van shuttles for people and luggage. [Note: Comparable section of Incline Village could be the currently designated Town Center and Tourist areas plus the entire Northwood/Southwood loop area, plus the congested sections between Rte 28 and the lake from the Rte 431 intersection to the southern edge of town.]
- Direct across the lake water shuttle to the town with timing linked to train arrivals from adjacent cities (Salzburg, Vienna) and parking at the water shuttle terminal across the lake
- Limited tourist shuttle/bus arrival parking slots and carefully staggered arrival times with booking, ticketing requirement
- It appears that RV type parking is limited to one camping area. No info re boats/boat trailers

Web site sources:

<https://www.hallstatt.net/about-hallstatt/?source=nav>

<https://www.hallstatt.net/parking-in-hallstatt/?source=nav>

**TTD Parking Management Plan & Proposed OES Property Purchase for “Incline Village Transportation Hub”:** Public Comment Washoe County BOC 12.15.2020 Agenda Item 3

*Submitted by Carole Black, Incline resident; Cc Commissioners, Eric Brown; TTD/TRPA BOD leads*

Last week TTD’s BOD asked for further review/public input prior to proceeding with OES property purchase & established an oversight sub-group. Despite some recent statements, the envisioned development is large (see proposed in attachment below). And, in addition to many community concerns, vehicle impacts, traffic, parking & evacuation implications have not been fully considered.

Per the TTD Parking Management Plan (PMP) 8/2019, TTD’s proposed “North Corridor Park and Ride” appears positioned at the OES site of the temporary East Shore Express (ESE), an apparently de facto assumption without comprehensive study of traffic, parking, safety, community impacts re either prior ESE use and/or ability of this small community to safely absorb collateral impacts of this proposed huge - 5X larger – facility targeted for 350 vehicles plus added bus traffic on an already overly congested side street.

Per attached table, overall PMP goal appears to be creating capacity for ~700 to 1000 added vehicles searching/parking along Rte 28 Corridor’s highway section daily during busy seasons (per various TTD statements/reports). These demand estimates pre-date actual 2019 increases and 2020 Covid impacts and do not consider ever increasing local Incline Village resident/overnight visitor vehicle, traffic and parking needs.

The limited available information suggests that before any service expansion the previous ESE use of the site was sub-optimal, with traffic safety risk. With the proposed plan, it is unthinkable adverse. Further, a single site in Incline Village to safely, successfully and sustainably address Rte 28 Corridor overflow via TTD’s proposed service expansion is unlikely to be found.

For Rte 28 Corridor traffic, comprehensive study is needed & will likely lead to a multi-site solution with intercept lots located outside of Incline Village and delivering day visitors to their destinations without stopping in the village. This would need to be complemented by additional, but limited, capability/capacity within the village to allow Incline occupants to visit Rte 28 Corridor sites & for Incline arrivals - commuters, IV residents/overnight visitors and IV day visitors - to visit the village.

Though Rte 28 Corridor issues are important, most can and should be solved with interventions fully or partially located elsewhere. Local village issues (traffic/parking related to occupancy growth/STRs require local solution and must also be prioritized and addressed for public safety. To ensure that resident perspective is understood & considered, please add an Incline resident familiar with the local challenges to the TTD sub-group addressing this item. Thank you.

Attachment - TTD Parking Management Plan excerpt\*:

Figure 14. Existing and Planned Off-Highway Parking



Figure 15. Existing and Planned Off-Highway Parking Inventory

| LOT                                | CURRENT INVENTORY | PLANNED INVENTORY (2018 - 2022) | TOTAL INVENTORY (2022) |
|------------------------------------|-------------------|---------------------------------|------------------------|
| <b>Corridor Parking Facilities</b> |                   |                                 |                        |
| North Corridor Park N Ride         | 68                | 282                             | 350                    |
| Tunnel Creek/Pondarosa             | 0                 | 135                             | 135                    |
| Hidden Beach                       | 0                 | 6                               | 6                      |
| Chimney Beach                      | 21                | 82                              | 103                    |
| Secret Harbor                      | 31                | 54                              | 85                     |
| Sikunk Harbor                      | 0                 | 23                              | 23                     |
| South Corridor Park N Ride         | 50                | 200                             | 250                    |
| <b>Subtotal</b>                    | <b>170</b>        | <b>782</b>                      | <b>952</b>             |
| <b>Vista Facilities</b>            |                   |                                 |                        |
| Rocky Point Vista                  | 4                 | 0                               | 4                      |
| Skinny Dipper Vista                | 4                 | 0                               | 4                      |
| Sand Harbor Vista                  | 0                 | 8                               | 8                      |
| Thunderbird Vista 1                | 4                 | 0                               | 4                      |
| Thunderbird Vista 2                | 4                 | 0                               | 4                      |
| Secret Harbor Vista                | 0                 | 10                              | 10                     |
| Bliss Pond Vista                   | 4                 | 0                               | 4                      |
| Sikunk Harbor Pray Meadow Vista    | 0                 | 6                               | 6                      |
| Spooner Meadow Vista 1             | 0                 | 2                               | 2                      |
| Spooner Meadow Vista 2             | 0                 | 2                               | 2                      |
| <b>Subtotal</b>                    | <b>20</b>         | <b>28</b>                       | <b>48</b>              |
| <b>Public Facility Parking</b>     |                   |                                 |                        |
| Sand Harbor                        | 530               | 0                               | 530                    |
| Sand Harbor Boat Launch            | 75                | 0                               | 75                     |
| Memorial Point                     | 10                | 0                               | 10                     |
| Memorial Point Vista               | 17                | 0                               | 17                     |
| Spooner Lake State Park            | 95                | 0                               | 95                     |
| <b>Subtotal</b>                    | <b>727</b>        | <b>0</b>                        | <b>727</b>             |
| <b>Private Partnerships</b>        |                   |                                 |                        |
| Local Business Districts           | 68                | 0                               | 68                     |
| <b>Subtotal</b>                    | <b>68</b>         | <b>0</b>                        | <b>68</b>              |
| <b>TOTAL</b>                       | <b>985</b>        | <b>810</b>                      | <b>1,795</b>           |

Tahoe Transportation District, 2018; Framework, 2018

\* Source:

<https://www.tahoetransportation.org/wp-content/uploads/2020/05/2019-Mar-SR-28-Corridor-Parking-Mgt-Plan-Adopted-4-2019.pdf>

Copy of Dec 30, 2020 email/reply from Carole Black to Michelle Glickert TRPA re FTIP draft

RE: Public Comment Period Notice - 2021 Federal Transportation Improvement Program  
Wed, Dec 30 2020 3:41 PM  
From: cbwillb@charter.net  
To: jweber@trpa.org , mglickert@trpa.org , jmarchetta@trpa.org , jwytrpa@gmail.com ,  
mbrucetrpa@gmail.com  
Priority: Normal

To: Judy Weber, Michelle Glickert TRPA Transportation  
Cc: Bill Yeates, Mark Bruce, Joanne Marchetta  
Cc: Alexis Hill (Kindly forward to new Washoe County Commissioner Hill via her TPRA official email)

Ms Weber, Thank you for forwarding the draft Federal Transportation Improvement Program. I include some initial thought below and will send further formal public comment within the allotted timeframe.

Ms Glickert, As noted, I much appreciate receiving this draft. However, I am perplexed as follows:  
1) To the best of my knowledge, the draft TRPA RTP has not been finalized or approved. Yet this additional draft plan, presumably created for submission/documentation at the Federal level, references draft RTP content as established.  
2) The only item that I saw related to the extensive traffic, parking, congestion challenges threatening day-to-day safety and evacuation capability in Incline Village is described on page 81 of the pdf: "Multi-Use Center (In Washoe County, located on SR28 and Southwood Blvd in Incline Village. Plan, design and construct a Mobility Hub. (Prior project title: East Shore Transit Service Facility Upgrades))"

This raises multiple issues including:

- a) To start, this description misrepresents the historic situation in that there has never been an "East Shore Transit Service Facility" in Incline Village and thus there is no applicable facility for "upgrades." There was a temporary operation on a school property which was never permitted by Washoe County and which never went through the required Special Use Permit Process as required by the zoning of the site for use as a "Transit Service Facility." So we are concerned re this apparently misleading representation as foundation for this plan.
- b) You have heard many extensive community concerns about the Mobility Hub idea including:
  - absence of comprehensive planning to understand the whole picture of traffic, parking, safety, evacuation, etc issues in the village in order to ensure success vs worsening of an already difficult situation as occurred with the ELTT;
  - proposed "hub" size/scope is unacceptable in Incline Village's small footprint & already overcrowded roads;
  - much specific detail of reasons that the listed site is specifically unsuitable and unsafe for this use.
- c) Previously community input was actively avoided by TTD and now, despite community input re extensive concerns to TRPA and prior to public hearing to finalize RTP, this downstream program plan represents the draft RTP proposal as moving forward unmodified.
- d) At recent TTD Board discussion, clear direction was provided to staff to obtain formal community input before proceeding, and because of past failures by the responsible person at TTD in this regard, a TTD ad hoc Committee of the Board was set up to assure full and fair local public comment was obtained. Outspoken TTD Board members who were concerned about the lack of transparency and public outreach included several TRPA Governing Board members. As of now no public outreach meetings with the Incline Village community have been scheduled or noticed to the community.

All in all, I thus find myself asking – How can this be? The ELTT which has been represented by TRPA as a resounding success, while beautiful, has in fact been an implementation disaster in Incline Village and along the Rte 28 corridor - a classic example of incomplete/inadequate planning which has created completely avoidable adverse safety issues, not to mention massive inconvenience and nuisance items. Sadly this proposal threatens a repeat superimposed on and worsening the current situation.

I therefore respectfully suggest that at a minimum finalizing and processing this draft Program Plan be deferred until the RTP is fully reviewed so that approved content can then be considered for this Federal plan as applicable. In addition, in the event that this does not occur and in order to prepare a more substantive response to this draft, might I speak again with the "data guru" that you kindly facilitated my speaking with previously? I have a couple of detailed questions about the data presented in the RTP draft and want to be sure that I am correctly understanding what is being represented in the summary graphics.

Many thanks, Carole Black (xxx-xxx-xxxx)

Copy of Ms Glickert's reply:

RE: Public Comment Period Notice - 2021 Federal Transportation Improvement Program

Mon, Jan 4 2021 7:36 PM

From: "Michelle Glickert" <mglickert@trpa.org>

To: cbwillb@charter.net

Cc: jweber@trpa.org , jMarchetta@trpa.org , jwytrpa@gmail.com , mbrucetrpa@gmail.com , lawrence@dcnr.nv.gov , nhaven@trpa.org

Evening Carole, I greatly appreciate your review of the 2021 Draft FTIP that was just released. I will address your initial comments here but happy to follow up with a call if needed.

1. The FTIP is an accounting document to monitor and track awarded federal and state transportation funding. It is required for the programming and use of federal and certain state transportation funds. The update cycle is dictated by the state DOTs (In this case Caltrans) in order to sync up with additional State funding actions. It is an administrative and near term (4-year) tracking document, not long term (20+ year) like the Regional Transportation Plan. The FTIP must be updated every two years to ensure that projects receiving federal funds can continue being developed and constructed. This time frame does not always sync up with the Regional Transportation Plan updates which are every four years. The connection between the two is that all projects in the FTIP must be consistent with the Regional Transportation Plan. The projects in the FTIP essentially are implementing the long range transportation vision of the RTP. We understand the timing is not ideal for this FTIP update cycle and we are clear in referencing our Draft RTP and the currently approved 2017 RTP. All of the projects listed in the Draft FTIP are in the approved 2017 RTP and Draft 2020 RTP.
2. As for projects that can alleviate congestion issues in Incline, it is important to understand that the FTIP is not a full list of transportation projects, again just those that are active with awarded funds, that implement the RTP. As the MPO we must "program" and track these funds. We appreciate your comments and will work to improve how we can communicate the FTIP and its purpose.
3. a. We will consider changes to the description of hub to ensure it is accurate with the past use and operation  
b. - d. The funds being programmed are for community outreach and alternative analysis, not acquisition– I discussed this with you some time ago during our RTP conversations. This action is to

just get the first phase started and engage the community. The additional awarded federal funds from NDOT are not currently being programmed until the first phase of outreach is complete. We can work on the description where possible to help make this more clear however the FTIP is a more technical programming document so our ability can be somewhat limited.

Just a reminder on the schedule as we look forward to receiving your formal comments.

1/22/21 - Public hearing at monthly Tahoe Transportation District (TTD)/ Tahoe Transportation Commission (TTC) meeting

1/28/21 - Final comments are due

2/12/21 – Back to TTD where they will convene as the Tahoe Transportation Commission, seeking their recommendation of approval to the TRPA Governing Board

2/24/21 - item will be presented for approval by the TRPA Governing Board.

As for our RTP data guru, we do have a few but I believe it was Dan Segan you spoke with – [dsegan@trpa.org](mailto:dsegan@trpa.org) (775) 589-5233.

Please feel free to reach out if you have any more questions, happy to assist and will work on these edits as noted for the final Draft FTIP.

**Michelle Glickert**

**Principal Transportation Planner**

**(775) 589.5204**

## Judy Weber

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**From:** Shaun Orgill <shaun.orgill@gmail.com>  
**Sent:** Friday, January 29, 2021 6:51 PM  
**To:** Judy Weber  
**Subject:** Incline transit center comments

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hello,

Found out about this a little late but would like to submit a comment on the incline transit center proposal.

First I am very against this as the noise from the buses and the additional traffic will be a lot as it is already a busy corner. Our condo complex is right against the proposed area and is forced to deal with all traffic and noise on Southwood. Already with covid crowds here we have seen an increase in both.

Second, I recognize this is likely a formality so in the case that this is approved there are additional items the transit plan should consider.

- 1) to leave our condominium complex there are NO sidewalks in either direction. So it will be dangerous with more traffic to cross the street to the sidewalk. I strongly suggest a sidewalk improvement if this goes forward.
- 2 ) there is limited street parking so how will the transit center ensure that there is not a lot of overflow taking up resident street parking and/or parking in illegally in a complex. This is an issue already prior to the transit center.
- 3) will there be any noise barriers installed to prevent overflow noise from the lot
- 4) this project will likely decrease the value of all surrounding properties. So if it goes forward I suggest adding something that adds value to both surrounding properties and town residence as well, like a park or a fenced in dog park which doesn't exist in town currently.

I am strongly against this but if it goes forward there are many pieces that need to be considered to make sure it does not disrupt and make things dangerous for locals. Thanks for your considerations

-Shaun

Sent from my iPhone

## Judy Weber

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**From:** George Fink <gfink@tahoetransportation.org>

**Sent:** Monday, February 01, 2021 5:07 PM

**To:** Judy Weber <jweber@trpa.org>

**Cc:** Carl Hasty <chasty@tahoetransportation.org>; Judi Allen <jallen@tahoetransportation.org>; Danielle Hughes <dhughes@tahoetransportation.org>; Nick Haven <nhaven@trpa.org>; Michelle Glickert <mglickert@trpa.org>

**Subject:** Re: Draft FTIP items

Hi Judy,

The current description reads, "Multi-Use Center (In Washoe County, located on SR28 and Southwood Blvd in Incline Village. Plan, design and construct a Mobility Hub. (Prior project title: East Shore Transit Service Facility Upgrades))." This is a workable description, but if an update is still possible, perhaps it could read, "Mobility hub located within the Incline Village area of Washoe County. Purchase, plan, design, and construct Mobility Hub. ( Prior project title: East Shore Transit Service Facility Upgrades)." Of course, adding in the NDOT 5339 for the Incline Village Mobility Hub: Purchase (FFY21 5339 @ \$1,956,000 with \$300,000 of WC-1 and \$189,000 of TDA for Local Match) and Demolition (FFY21 5339 @ \$1,200,000 with \$300,000 of TDA for Local Match) is also a top priority for TTD. Thanks!

George Fink, Transit System Program Manager  
Tahoe Transportation District  
128 Market Street, Suite 3F | Stateline, NV 89449  
PO Box 499 | Zephyr Cove, NV 89448  
775-589-5325 Direct | 775-588-0917 Fax

## Judy Weber

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**Subject:** RE: An update for project Round Hill Pines Resort Highway Intersection Improvements was submitted to LT Info Projects

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**From:** Sohn, Thomas (FHWA) <thomas.sohn@dot.gov>

**Sent:** Wednesday, February 03, 2021 12:53 PM

**To:** Judy Weber <jweber@trpa.org>

**Subject:** RE: An update for project Round Hill Pines Resort Highway Intersection Improvements was submitted to LT Info Projects

Hi Judy,

I understand that I missed deadline for draft FTIP, but would like to request changes based on the project updates that I just submitted.

Thank you,

Tom

Thomas Sohn, PE  
Project Manager  
Central Federal Lands Highway Division  
Federal Highway Administration  
12300 W. Dakota Avenue, Lakewood, CO 80228  
Office: (720) 963-3637 Cell: (202) 557-9059  
[Thomas.sohn@dot.gov](mailto:Thomas.sohn@dot.gov)

## Judy Weber

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**From:** Love, Jason <llove@dot.nv.gov>

**Sent:** Wednesday, February 03, 2021 2:21 PM

**To:** Judy Weber <jweber@trpa.org>

**Cc:** Hassanein, Emel <ehassanein@dot.nv.gov>; Emery, Jillian <jemery@dot.nv.gov>

**Subject:** RE: NV STIP projects

Hi Judy,

I wanted to give you more clarification on the requirement for the projects to be in the FTIP. Only State-funded projects that are deemed regionally significant by TMPO are required to be a part of the TIP. The project below has federal funds so, this would have to be included in your FTIP.

**DO20190007**

US 50 Preservation in the Tahoe Basin

State Funds (FFY 19 (PE)) & NHPP (CON) FFY22 (32.5 MM)

Total: \$32,800,000

Please let me know if you have additional questions.

Jason

## Judy Weber

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**From:** Bagde, Abhijit J@DOT <abhijit.bagde@dot.ca.gov>  
**Sent:** Wednesday, February 17, 2021 11:49 AM  
**To:** Michelle Glickert <mglickert@trpa.org>  
**Cc:** Judy Weber <jweber@trpa.org>  
**Subject:** FW: TRPA's PM template

Hello Michelle,

Please see comment below on the PM template. Let me know of any questions. Thank you.

\*\*\*\*\*

Abhijit J. Bagde, P.E.  
Senior Transportation Engineer  
Division of Financial Programming  
Office of Federal Programming and Data Management  
(916) 654-3638  
FAX: (916) 654-2738  
Website <https://dot.ca.gov/programs/financial-programming/office-of-federal-programming-data-management-ofpdm>

---

**From:** Kahrs, Jacqueline J@DOT <jacqueline.kahrs@dot.ca.gov>  
**Sent:** Wednesday, February 17, 2021 11:46 AM  
**To:** Bagde, Abhijit J@DOT <abhijit.bagde@dot.ca.gov>  
**Subject:** RE: TRPA's PM template

Hello Abhijit,

I just noticed an error with TRPA's PM reporting template. In the final column "\$ total" on the PM 3 tab, they report a %, however, we will need dollar amounts. Can you please ask them to correct?

| Category                   | # of projects | \$ in 4 years | \$ Total |
|----------------------------|---------------|---------------|----------|
| Non-Interstate             | 8             | \$11,519,100  | 9%       |
| Interstate                 | 0             | \$0           | -        |
| Truck Travel Time Projects | N/A           | N/A           | N/A      |
| CMAQ Projects              |               | \$3,977,000   | 3%       |
| <b>PM 3 Total</b>          | 8             | \$11,519,100  | 9%       |

Thank you,

Jacqueline Kahrs  
Office of Federal Programming and Data Management  
Division of Financial Programming  
California Department of Transportation

(916) 653-7140

[Jacqueline.kahrs@dot.ca.gov](mailto:Jacqueline.kahrs@dot.ca.gov)

**Public Comment TRPA Operations and Governance 2.24.21 Agenda Item 4  
and TRPA Governing Board/TMPO 2.24.21 Agenda Item: VI. Consent Calendar #1  
Re: 2021 Federal Transportation Improvement Program Approval**

*Submitted by Carole Black Incline Village Resident*

My comments relate to two project items:

- pg 242 of packet/ 276 of download: Multi-Use Center (Planning and Design of a mobility hub located within the Incline Village area of Washoe County.) ~\$213,000 budgeted for planning 2020-21
- pg 253 of packet/ 287 of download: SR 28 Central Corridor - Sand Harbor to Spooner-Parking and Safety Improvements (Relocation of on-highway parking, trailhead improvements, parking lot expansions and transit stops along the corridor) ~\$1.51M budgeted 2020-21 NDOT

**First, I want to briefly present my sense of community feedback to date re proposed Mobility Hub at the OES site (and, if significant size/traffic, anywhere) in Incline:**

- *TTD, TRPA Governing Board has received much opposing public comment in meetings over the last several months and in solicited feedback both for RTP and FTIP*
- *2 of 4 Town Halls have occurred to date with operational challenges, modest participation (some related to operational issues) and many questions, some answered, many pending*
- *46 of 61 public comments received in response to the FTIP draft related to IV Hub proposal: one was in favor; one was from TTD staff; 44 were opposed or strongly opposed with responses focused on concerns with site; concern with use of Incline Village small area for overflow Rte 28 corridor parking/a "destination parking lot" > move closer to where people want to go/alternative site outside of IV/park, public land/elsewhere on Rte 28.50; need comprehensive parking/ traffic/transit/evacuation plan with transient inflow traffic captured outside of Incline Village*
- *Quoting from one detailed resident feedback letter: "[Require] ... disclosure to the federal government of the widespread opposition of the Incline Village community to the use of the School Site as a transportation hub, and a disclosure that this site has not been implemented at all and has been put on hold by the Governing Board of the TTD pending public outreach in Incline Village and investigation of other potential sites. THE 2021 DRAFT FTIP NEEDS TO BE REVISED TO FULLY AND ACCURATELY SET FORTH THE CURRENT STATE OF AFFAIRS TO THE FEDERAL GOVERNMENT AND TO THE PUBLIC, SO AS TO ASSURE GENUINE PUBLIC OUTREACH TO INCLINE VILLAGE AND TO NOT TO UNFAIRLY PREJUDICE THE INCLINE VILLAGE COMMUNITY ..."*
- *Further " ... materially incorrect statements have been made by Mr. Hasty and his consultant, Karen Mullin, to other governmental entities to get funding." One specifically related to "statements allegedly made by Indra Winquest, TRPA and definitively denied by him".*
- *Additional concerns regarding failures to obtain appropriate permits and apparent misrepresentations were submitted to TRPA Governing Board for today's meeting*
- *An on line petition opposing the proposal has resulted in an overwhelming community response*

**Next > Recommendations:**

- 1) Revise the Incline Village project statement as follows to more accurately reflect the current situation as has been represented to the community: Planning and Design of a sustainable Traffic, Parking and Transit Program for Incline Village locale and for effective Management of northern Rte 28 Corridor visitors
- 2) Review the NDOT project for additional parking options along Rte 28 to address the Rte 28 Corridor visitor volume/parking
- 3) Review historic events and develop a Federal disclosure as appropriate

## Judy Weber

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**From:** Michelle Glickert  
**Sent:** Wednesday, February 24, 2021 9:41 AM  
**To:** Shelly Aldean; Alexis Hill  
**Cc:** Carl Hasty; GF; Nick Haven; Judy Weber; Joanne Marchetta; Marja Ambler  
**Subject:** 2021 FTIP Modification

Good morning, wanted to share the amendment to the staff report for the Multi-Use Center project as recommended today in Operations and Governance Committee.

**Final: Multi-Use Center** (Planning and Design of a mobility hub located within the Tahoe Area Plan within Washoe County)

~~**Strikethrough/**~~**Addition: Multi-Use Center** (Planning and Design of a mobility hub located within the Incline Village area of the Tahoe Area Plan within Washoe County)

Staff will make the necessary changes in the final FTIP to be submitted on March 1, 2021 to Caltrans and NDOT.

**Michelle Glickert, Principal Transportation Planner**



Appendix J: Governing Board Resolution

TAHOE METROPOLITAN PLANNING ORGANIZATION  
TMPO RESOLUTION NO. 2021 - 01

ADOPTION OF THE 2021-2024 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM  
FOR THE TAHOE REGION

WHEREAS, the Tahoe Metropolitan Planning Organization (TMPO) is the designated metropolitan planning organization for the Tahoe Region as defined by the Transportation Equity Act for the 21st Century; and

WHEREAS, the 2021 TMPO Federal Transportation Improvement Program (FTIP) has been developed in accordance with the Fixing America's Surface Transportation Act (FAST Act); and

WHEREAS, the Federal Clean Air Act amendments require that no department, agency, or instrumentality of the Federal Government shall engage in, support in any way, or provide financial assistance for, license or permit, or approve an activity which does not conform to an implementation plan approved or promulgated under Section 110; and

WHEREAS, no metropolitan planning organization designated under Title 23 of the U.S. Code shall give its approval to any project, program or plan which does not conform to an implementation plan approved or promulgated under Section 110; and

WHEREAS, the 2021 FTIP meets all applicable transportation planning requirements per Title 23 CFR Part 450: and

WHEREAS, the Regional Transportation Plan (RTP) for the Tahoe Region describes a transportation system envisioned for the horizon years and is a financially constrained plan; and

WHEREAS, the 2021 FTIP is consistent with the transportation system and financial plan described in the RTP; and

WHEREAS, the 2021 FTIP is financially constrained by year and includes a financial plan that demonstrates which projects can be implemented using committed funds; and

WHEREAS, the 2021 FTIP includes all regionally significant transportation projects to be funded from local, state, or federal resources; and

WHEREAS, the 2021 FTIP has been developed under TMPO policies for community input and in accordance with the TMPO Public Participation Plan; and

WHEREAS, on February 12, 2021 the Tahoe Transportation Commission recommended the TMPO Governing Board adopt the 2021 Federal Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED, that the Governing Board of the Tahoe Metropolitan Planning Organization adopts this resolution approving the 2021 Federal Transportation Improvement Program for the Tahoe Region.

BE IT FURTHER RESOLVED, that TMPO staff is hereby directed and authorized to work with Caltrans, the Nevada Department of Transportation, the Federal Highway Administration, and the Federal Transit

Administration to make whatever technical changes or corrections are needed to the format and organization of the document to obtain its approval by these agencies.

BE IT FURTHER RESOLVED, that the TMPO Board authorizes staff to administratively amend the 2021 FTIP as outlined in the Public Input and Project Selection Procedures in the 2021 FTIP.

PASSED AND ADOPTED by the Governing Board of the Tahoe Metropolitan Planning Organization this Wednesday, February 24, 2021 by the following vote:

Ayes: Ms. Aldean, Mr. Beyer, Mr. Bruce, Mrs. Cegavske, Ms. Faustinos, Ms. Gustafson, Ms. Hill, Mr. Lawrence, Ms. Novasel, Mr. Rice, Mr. Yeates

Abstained: Mr. Friedrich

Absent: Ms. Williamson



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Mark Bruce, Chair  
Tahoe Metropolitan Planning Organization  
Governing Board