

2021
FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM Federal Fiscal
Years 2021 - 2024

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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 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.

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 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.

In order 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.

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.

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) – SR28 Central Corridor Improvements – relocation of roadside parking and bike trail connections
- 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:
<http://www.trpa.org/transportation/outreach>

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 in order 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.

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 the 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.org/document/title-vi-program/.

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. 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 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: Tahoe Region Map

Appendix G: FTIP Checklist and Development Guidance

Appendix A: Regional Grant Program

Appendix B: Financial Summary

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