

9.0 AIR QUALITY CONFORMITY ANALYSIS

The 2013 FTIP's air quality analysis is based on the air quality conformity analysis conducted for the 2012 RTP. The 2013 FTIP does not add any non-exempt projects in comparison to the previous FTIP. In air quality non-attainment and maintenance areas, all projects must be in conformance with the California and Nevada State Implementation Plans (SIP) for air quality standards before they can be included in the FTIP. The TMPO is responsible for conducting conformity determinations for both California and Nevada portions of the Basin where conformity requirements apply. EPA requires two 10 year CO maintenance plans. In California, EPA has approved the Lake Tahoe Air Basin (LTAB) second 10 year maintenance plan which ends in 2018. In Nevada, the first 10 year maintenance plan ends in 2014. (Refer to Appendix H for 2012 Air Quality Conformity Analysis.)

10.0 FINANCIAL SUMMARY

The financial summary identifies the transportation funding revenues that are programmed in this document. 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 in the California Transportation Improvement Program Systems program. Both California and Nevada projects are tracked within this database. (Refer to Appendix A for Financial Summary.)

11.0 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. 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, form the backbone of the region's transportation system. Typical projects include pavement maintenance, water quality treatment and operational improvements of these roadways. Caltrans utilizes, primarily, the State Highway Operation and Protection Program (SHOPP), while NDOT utilizes state funding 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 in the Lake Tahoe Region. The transit operators utilize federal (FTA 5311) and state (LTF and STA) transit funds as well as local/private (farebox and private contributions) funds to maintain the transit operations in the Lake Tahoe Region.

The expenditures for O&M in the FTIP are consistent with the expenditures listed in the RTP accessed at http://www.trpa.org/documents/docdownlds/rtp_final.pdf. Estimates for expenditures represent Caltrans, Nevada DOT, and local jurisdiction figures. With the recent reduction of funding from the state of California for local governments, roadway O&M expenditures have been reduced dramatically

state of California for local governments, roadway O&M expenditures have been reduced dramatically for local governments in the California portion of the Lake Tahoe Basin.

The TRPA tracks miles of roadway treated for stormwater runoff, however neither the TRPA nor the TMPO formally report on other road maintenance indicators. Individual jurisdictions have a variety of methods for monitoring maintenance needs over time. Road maintenance is an important component in how well the transportation system functions. Many jurisdictions have developed a performance measure for road maintenance. These measures use varying factors, including the amount of money spent on maintenance (as a percent of budget, an absolute amount, or a cost per capita); or the percentage of road miles needing rehabilitation.