

**TAHOE TRANSPORTATION DISTRICT (TTD)
TAHOE TRANSPORTATION COMMISSION (TTC)**

Notice of Agenda and Agenda

**Tahoe Regional Planning Agency
128 Market Street
Stateline, NV 89449**

**September 4, 2024
3:00 p.m.**

The Tahoe Transportation District Board and Commission meeting will be physically open to the public at Tahoe Regional Planning Agency, Stateline, NV 89449 and in accordance with California and Nevada law, Board members may be teleconferencing into the meeting via GoToWebinar.

This meeting will be held in accordance with requirements under Government Code section 54953(f).

To attend the TTD/TTC Board Meeting remotely, use the following link:
<https://attendee.gotowebinar.com/register/3922179419572281431>

The following locations will also be available for participation by teleconference:

California Department of
Transportation
703 B Street
Marysville, CA 95901

229 W Loop 121
Belton, Texas 76513

969 Tahoe Blvd.
Incline Village, NV 89451

Members of the public may observe the meeting and submit comments in person at the above locations or via GoToWebinar. Members of the public may also provide public comment by sending comments to the Clerk to the Board by email at jallen@tahoetransportation.org. Please note which agenda item the comment pertains to. Comments will be distributed at the Board meeting and attached to the minutes of the meeting. Comments for each agenda item should be submitted prior to the close of that agenda item.

Any member of the public who needs accommodations should email or call Judi Allen who will use her best efforts to provide reasonable accommodations to provide as much accessibility as possible, while also maintaining public safety in accordance with TTD's procedure for resolving reasonable accommodation requests. All reasonable accommodations offered will be listed on the TTD website at tahoetransportation.org.

All items on this agenda are action items unless otherwise noted. Items on the agenda may be taken out of order. The Board may combine two or more items for consideration. The Board may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

I. CALL TO ORDER AND GENERAL MATTERS

- A. Roll Call and Determination of Quorum of TTD/TTC
- B. *For Possible Action:* Approval of Agenda for September 4, 2024
- C. *For Possible Action:* Approval of Board Minutes of August 7, 2024

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II. PUBLIC INTEREST COMMENTS

At this time, members of the public shall have the opportunity to directly address the Board. All comments are to be limited to no more than three minutes per person. The Board is prohibited by law from taking immediate action on or discussing issues raised by the public that are not listed on this agenda. In addition, members of the public shall have the

opportunity to directly address the Board after each item on which action may be taken is discussed by the public body, but before the public body takes action on the item.

III. CLOSED SESSION

CONFERENCE WITH LABOR NEGOTIATORS

California Government Code 54957.6; NRS 288.220(4)

Agency designated representatives: District Manager, CFO, Transportation Services Director, Clerk to the Board

Employee organization: Teamsters Local Union 533

IV. RESUME OPEN SESSION AND REPORT FROM CLOSED SESSION

V. ADJOURN AS TTD AND RECONVENE AS TTC

VI. TAHOE TRANSPORTATION COMMISSION (TTC) BUSINESS ITEMS

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- A. *For Possible Action:* Recommend Approval of the Final 2025 Federal Transportation Improvement Program to the Tahoe Metropolitan Planning Organization Governing Board

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VII. ADJOURN AS TTC AND RECONVENE AS TTD

VIII. TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS

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- A. *For Possible Action:* Report on Final Meeting of the Nevada Legislative Committee for the Review and Oversight of the Tahoe Regional Planning Agency and the Marlette Lake Water System and Approved Committee Actions
- B. *For Possible Action:* Presentation of the Draft Short-Range Transit Plan for Fiscal Years 2024 through 2029 and Begin Public Comment Period
- C. *For Possible Action:* Presentation and Discussion of Recruitment and Selection Process for District Manager Replacement
- D. *Informational Only:* Update on the Formation of the South Tahoe Transit Joint Powers Authority for Transit Operations
- E. *For Possible Action:* Conditional Approval of Operating Agreement with the South Shore Transportation Management Association for Third Party Subcontracted Micro-Transit and Van Pool Services

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IX. FOR INFORMATION: DISTRICT MANAGER REPORT

X. BOARD MEMBER REQUESTS AND COMMENTS

XI. 2024 TENTATIVE AGENDA CALENDAR (*informational only*)

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XII. PUBLIC INTEREST COMMENTS

XIII. ADJOURNMENT

COMPLIANCE WITH PUBLIC NOTICE REQUIREMENTS

This notice and agenda has been posted at the TTD office and at the Stateline, Nevada post office. The notice and agenda has also been posted at the North Tahoe Conference Center in Kings Beach, the Incline Village GID office and the North Tahoe Chamber of Commerce and on the TTD website: www.tahoetransportation.org.

For those individuals with a disability who require a modification or accommodation in order to participate in the public meeting, please contact Judi Allen at (775) 589-5502 or jallen@tahoetransportation.org.

Nevada Open Meeting Law Compliance

Written notice of this meeting has been given at least three working days before the meeting by posting a copy of this agenda at the principal office of the Board and at three other separate, prominent places within the jurisdiction of the Board not later than 9 a.m. of the third working day before the meeting.

Written notice of this meeting has been given by providing a copy of this agenda to any person who has requested notice of the meetings of the Board. Such notice was delivered to the postal service used by the Board not later than 9 a.m. of the third working day before the meeting for transmittal to the requester by regular mail, or if feasible for the Board and the requester has agreed to receive the public notice by electronic mail, transmitted to the requester by electronic mail sent not later than 9 a.m. of the third working day before the meeting.

Supporting materials were provided to any person requesting such materials and were made available to the requester at the time the material was provided to the members of the Board or, if provided to the members of the Board at the meeting, were made available to the requester at the meeting and are available on the TTD website: www.tahoetransportation.org. Please send requests for copies of supporting materials to Judi Allen at (775) 589-5502 or jallen@tahoetransportation.org.

**TAHOE TRANSPORTATION DISTRICT
TAHOE TRANSPORTATION COMMISSION
BOARD MEETING MINUTES
August 7, 2024**

TTD/TTC Board Members in Attendance:

Alexis Hill, Washoe County, Chair
Lori Bagwell, Carson City
Cody Bass, City of South Lake Tahoe Alternate
Scott Bensing, Nevada Governor Appointee (attended remotely)
Stephanie Holloway, Placer County Alternate
Brooke Laine, El Dorado County
Julie Regan, Tahoe Regional Planning Agency Appointee
Wesley Rice, Douglas County
Nick Speal, California Governor Appointee (attended remotely)
Raymond Suarez, SS-TMA
Rebecca Kapuler, NDOT
Kevin Young, Caltrans (attended remotely)

TTD/TTC Board Members Absent:

Brian Bigley, Member at Large, Vice-Chair
Andy Chapman, TNT-TMA

Others in Attendance:

Carl Hasty, Tahoe Transportation District
Jim Marino, Tahoe Transportation District
Judy Weber, Tahoe Regional Planning Agency
Judi Allen, Tahoe Transportation District
Mary Wagner, Legal Counsel

I. TAHOE TRANSPORTATION DISTRICT AND COMMISSION CALL TO ORDER AND ROLL

A. Roll Call and Determination of Quorum

The meeting of the Tahoe Transportation District and Commission was called to order by Chair Hill at 3:01 p.m., at the Tahoe Regional Planning Agency and via GoToWebinar. Roll call was taken, and it was determined a quorum was in attendance for TTD/TTC.

B. Approval of TTD/TTC Agenda of August 7, 2024

Motion/second by Ms. Bagwell/Ms. Laine to approve the TTD/TTC agenda for today's meeting. The motion passed unanimously.

C. Approval of TTD Meeting Minutes for July 3, 2024

Motion/Second by Ms. Bagwell/Mr. Rice to approve the minutes, as amended by Ms. Laine. The motion passed unanimously.

II. PUBLIC INTEREST COMMENTS

Ms. Wagner noted the TRPA had an item on their July 17 agenda regarding the Nevada Attorney General's opinion in response to complaints by TRPA of NV's Open Meeting Law; and the opinion indicated that with respect to TTD, the Compact does not appear to impose the same Open Meeting Law requirements on TTD. Ms. Wagner added she is working on a policy and procedure for the Board to consider related to compliance with Open Meeting Laws and suggested it be submitted to California and Nevada Attorney General's offices upon approval.

III. FOR INFORMATION: PROGRAM IMPLEMENTATION COMMITTEE REPORT OF AUGUST 7, 2024 MEETING

Mr. Rice reported the Committee heard updates regarding the Capital Improvement Program of Projects, fleet service, and Short Range Transit Plan updates.

IV. FOR INFORMATION: BUDGET FINANCE AND PERSONNEL COMMITTEE REPORT OF AUGUST 7, 2024 MEETING

Ms. Bagwell reported the Committee reviewed and recommended approval of the items on the Consent Calendar.

V. FOR INFORMATION: CALIFORNIA COUNCIL OF GOVERNMENTS REPRESENTATIVE UPDATE

Steve Teshara reported he has been attending a series of programs regarding the application of Vehicle Miles Traveled being conducted by CalCOG and will prepare a report at the end of the series.

Mr. Bass arrived at 3:10 p.m.

VI. FOR INFORMATION: DISTRICT MANAGER REPORT

Mr. Hasty distributed a handout of TTD's submission to the Nevada Oversight Committee regarding parking enforcement and announced his decision to retire at the end of the calendar year. Chair Hill stated there will be an opportunity set up to celebrate you and your good work and dedication to the District. Ms. Laine stated she has learned a ton from Mr. Hasty and feels like she has a better grasp of transportation because of Mr. Hasty and thanked him for his passion for transportation. Ms. Regan stated congratulations and she has worked with Mr. Hasty for twenty years and appreciates working with him all these years. Mr. Rice stated been a pleasure working with Mr. Hasty, as well as to sit and chat with him on non-work related items. Mr. Suarez stated Mr. Hasty is always very professional and willing to contribute; that his job is very demanding and very rewarding; that he is excited for Mr. Hasty; and thanked him for everything he has done for the District. Mr. Bass stated Mr. Hasty served Tahoe in a great way. Ms. Holloway stated Mr. Hasty is always warm and welcoming, ready to dig in on complex problems and find solutions.

VII. ADJOURN AS TTD AND RECONVENE AS TTC

VIII. TAHOE TRANSPORTATION COMMISSION (TTC) BUSINESS ITEMS

- A. Conduct a Public Hearing for the Draft 2025 Federal Transportation Improvement Program
Ms. Weber reviewed this item and gave a presentation. The public hearing was conducted.

Action Requested: Conduct Public Hearing

IX. ADJOURN AS TTC AND RECONVENE AS TTD

**X. TAHOE TRANSPORTATION DISTRICT (TTD) CONSENT ITEMS
(All items are for possible action)**

- A. Review and Acceptance of the District's Financial Statement of Operations for the First Eleven Months of Fiscal Year 2024 Through May 31, 2024
B. Acceptance of Fiscal Year 2025 Budget Amendment 1 for the Parking Systems Fund
C. Approve the Tahoe Transportation District's Title VI Plan of the Civil Rights Act of 1964 for the Federal Transit Administration as Required as a Subrecipient of the Nevada Department of Transportation
D. Informational Update on the Renewal of the Fiscal Year 2025 Nevada and California Workers' Compensation Insurance Policies

Mr. Bass moved to approve the consent calendar. Mr. Rice seconded the motion. The motion passed unanimously.

XI. TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS

- A. Presentation and Discussion on the August Tahoe Summit, "Connecting Tahoe: Investing in Transit, Trails and Technology for the Future," Transportation Action Plan, and Talking Points
Mr. Hasty passed out the talking points, reviewed this item and noted Secretary Buttigieg will attend the Summit as the keynote speaker. Ms. Regan added what an accomplishment it is to continue having these Tahoe Summits over the years. Mr. Bass asked about getting a discussion for high-speed rail for Tahoe. Mr. Hasty replied that is under the purview of the Departments of Transportation. Ms. Regan added there could be opportunity during the milling about period of the Summit.

Action Requested: For Possible Action

No action was taken.

- B. Conduct Fifth Workshop on the Linking Tahoe Transit Connectivity Initiative – A Focused Regional Capital and Operations Delivery Strategy, Presentation and Discussion on Themes and Next Steps from Consultant Interviews with Board Members
Mr. Hasty and Mr. McGee reviewed this item. Mr. McGee explained from the interviews with Board members that six themes arose. Discussion regarding

the succession theme included Mr. Bass stating a transition period normally isn't that long and there will be lots of transformation changes. Ms. Laine noted that a Deputy District Manager was hired with the possibility of being successor and suggested making the Deputy District Manager the interim Director; that there needs to be at least a three month transition time, as both are needed for the development of the JPA; and recruitment should start after that. Ms. Holloway stated there is a need to have strategic planning discussions. Ms. Bagwell noted is it important to know what the Board wants and should take the next few months to develop a sound plan, then have solid interviews. Ms. Bagwell welcomes the time frame to envision and design what Board wants. Mr. Suarez suggested appointing an interim and there is no need to sever the relationship. Chair Hill is very appreciative of Mr. Hasty giving the extended notice; that the national recruitment process takes time; and proposed to have Mr. Marino be the interim District Manager and have Mr. Hasty work on special projects. Ms. Regan agrees with Chair Hill and noted there are holidays coming up and to leave flexibility. Mr. Rice noted how unique this Board is with all going in different directions and the need to have someone to bring all together as cohesive group. Mr. Bensing stated Mr. Hasty showed TTD and the Board a lot of respect giving this much notice and thinks the time will be needed. Mr. Speal agreed with Mr. Bensing and other comments, noted the transition will take time and important new leadership comes on with good strategic plan, and is supportive of Mr. Marino's leadership growing in that time. Ms. Wagner reminded the Board this discussion wasn't agendaized. Mr. Hasty stated it will be agendaized at the September Board meeting.

Discussion regarding expanded communication among the Board included Mr. Bass suggesting having a tour of the region similar to what TRPA did. Ms. Regan suggested a joint tour with TRPA and TTD of SR 28 corridor.

Discussion regarding the focus on funding for transit operations included Mr. Suarez stating they are working on a transportation plan for the JPA; it will check off most of the boxes of what is needed, including financial and operating plans, as well as a schedule, and expects draft by October 15. Chair Hill noted that for Nevada, work will be done this session pushing bills for consistent transportation funding. Ms. Laine asked about start-up rolling stock. Mr. Suarez noted it would need to be determined what stock is available to the JPA, with the expectation that the JPA would start operations in 2026. Mr. Bass stated the transit positions that exist under TTD will still be available on the South Shore. Ms. Laine stated they want to grow the service under the JPA. Mr. Hasty reminded the Board the District is looking to fill the gaps and regional connectivity. Ms. Regan noted the second year of the Nevada operational support of \$340,000 will be brought to the TRPA Governing Board next month.

Chair Hill noted regarding opportunities for shared responsibilities with TRPA and its Transportation Committee that John Hester from TRPA would put some thoughts together on what that could look like; she also thanked Ms. Regan for her leadership and support for transportation. Mr. Speal noted the

Regional Transportation Plan is being updated and could leverage the planning process of what the future of transportation looks like.

Regarding acknowledging funding success for SR 28 projects, Mr. Bass asked about a plan for funding the remaining dollars needed to complete the project. Mr. Hasty noted staff is always on the lookout for additional funding and plans to use value engineering for savings.

Action Requested: For Possible Action

No action was taken.

XII. BOARD MEMBER REQUESTS AND COMMENTS

There were no requests or comments.

XIII. 2024 TENTATIVE AGENDA CALENDAR

XIV. PUBLIC INTEREST COMMENTS

Peter Kraatz gave his congratulations to Mr. Hasty.

XV. ADJOURNMENT

The meeting adjourned at 4:46 p.m.

Respectfully Submitted:

*Judi Allen
Executive Assistant
Clerk to the Board
Tahoe Transportation District*

(The above meeting was recorded in its entirety, anyone wishing to listen to the aforementioned tapes, please contact Judi Allen, Clerk to the Board, (775) 589-5502.)



Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

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

MEMORANDUM

Date: August 28, 2024

To: Tahoe Transportation Commission

From: TRPA Staff

Subject: Recommend Approval of the Final 2025 Federal Transportation Improvement Program to the Tahoe Metropolitan Planning Organization Governing Board

Action Requested:

It is requested that the Tahoe Transportation Commission (TTC) recommend approval of the Final 2025 Federal Transportation Improvement Program (FTIP) to the Tahoe Metropolitan Planning Organization (TMPO) Governing Board.

Background:

Tahoe Regional Planning Agency (TRPA), in its role as the Tahoe Metropolitan Planning Organization, prepares and adopts the Federal Transportation Improvement Program every two years as a core product, in accordance with federal metropolitan transportation planning and programming regulations (Title 23 US Code of Federal Regulations, Part 450). A Transportation improvement Program (TIP) is to be updated at least every four years by a designated Metropolitan Planning Organization, cover a programming period of not less than four years, be financially constrained, and contain a list of projects grouped by year. Federal regulations require all transportation projects that receive federal funds, are regionally significant, or require a federal action be listed in the TIP. The TIP provides an overall accounting that illustrates current and pending uses of federal and state transportation funds in a MPO region and is required for the programming and use of federal and certain state transportation funds to support implementation of the Regional Transportation Plan.

The 2025 FTIP four-year program covers federal fiscal years 2025 through 2028, and consists of transportation projects for highway, corridor, transit, and active transportation projects that have received federal funding and are consistent with the current Regional Transportation Plan and related local, state, and federal planning processes. TMPO develops and adopts the FTIP every two years in collaboration with California Department of Transportation, Nevada Department of Transportation, Federal Highway Administration, Federal Transit Administration, and local agencies.

Discussion:

On July 18, 2024, TMPO released the Draft 2025 Federal Transportation Improvement Program for a 30-day public comment period. A public hearing was held on August 07, 2024 at the TTC board meeting and comments were accepted through August 16, 2024. The draft document was publicly noticed and circulated to federal, state and local transportation partners and available on the [TRPA website](http://www.trpa.org).

JW/ja

AGENDA ITEM: VI.A.

Staff received a total of seven comments that have been addressed in the Final FTIP. Comments included project updates, funding revisions, and general comments on the FTIP. A table of all the public comments received is included in Attachment A. The majority of edits to the final document were made in the following sections:

- Narrative: Glossary: Acronyms and Definitions, editing term and definition
- Appendix A: Financial Summary, revising fund amounts and years
- Appendix B: CTIPS Project Reports and Grouped Projects Backup Listings, editing funding amounts and years, adding three projects and removing one project

The projects programmed in the 2025 FTIP were mostly carried forward from the 2023 FTIP for ongoing implementation. The projects continue to support achievement of Regional Transportation Plan goals to improve safety, increase connectivity, and preserve the environment. The final document includes two new projects; Resilience Improvement Plan and Regional Emergency Communications/Transportation Plan and Grouped Projects for Safety Improvements - State Highway Operation and Protection Program (SHOPP) Minor Program, and updates to the Active Transportation Grouped Projects; removed Apache Avenue Pedestrian Safety and Connectivity Improvement Project and added Tahoe City Mobility – Grove Street Improvement Project. The 2025 FTIP contains 24 individual projects in the following categories:

- Corridor (9)
- Transit (7)
- Highway Safety / Operations & Maintenance (7)
- Active Transportation - Grouped Projects (1)

Total programmed dollars over the four-year cycle is estimated at \$193,000,000, approximately \$103,000,000 in Federal funds, \$75,000,000 in State funding, and \$15,000,000 in Local dollars. The projects programmed are grouped by year and recommended for various stages of development during the program period. The project listings include phase of work, project cost, expected funding sources, and the scheduled year of work. As the projects progress, the FTIP document is periodically amended to reflect updated project schedules and funding as they change.

The 2025 FTIP will be presented for adoption at the September 25, 2024 TMPO Governing Board meeting. Once adopted, the document will be submitted to the California Department of Transportation and Nevada Department of Transportation for inclusion in the Statewide Transportation Improvement Programs (STIP). The final document is scheduled for federal approval by December 16, 2024. At that time, the 2023 FTIP will expire and the 2025 FTIP will become the active regional TIP document.

Additional Information:

For questions regarding this item, please contact Judy Weber at (775) 589-5203 or jweber@trpa.gov.

Attachments:

- A. Final 2025 FTIP
- B. Final 2025 FTIP Project List



2025 - 2028

TAHOE REGIONAL PLANNING AGENCY
**Federal Transportation
Improvement Program**

FINAL September 2024



Acknowledgements

Governing Board

Cindy Gustafson, Chair	Placer County Representative
Hayley Williamson, Vice Chair	Nevada At-Large Member
Shelly Aldean	Carson City Representative
Francisco Aguilar	Nevada Secretary of State
Ashley Conrad-Saydah	Governor of California Appointee
Belinda Faustinos	California Assembly Speaker Appointee
Cody Bass	City of South Lake Tahoe Council Member
Megan Hays	Presidential Appointee
Alexis Hill	Washoe County Commissioner, District 1
Vince Hoenigman	Governor of California Appointee
James Settlemeier	Nevada Department of Conservation and Natural Resources
Brook Laine	El Dorado County Supervisor
Wesley Rice	Douglas County Commissioner
Alexandra Leumer	California Senate Rules Committee Appointee
Eric Walker	USFS LTBMU Forest Supervisor (TMPO Board Member)
Vacant	Nevada Governor Appointee

Tahoe Transportation District/Commission Board Members

Alexis Hill, Chair	Washoe County
Brain Bigley, Vice-Chair	Member at Large
Cindy Gustafson	Placer County
Lori Bagwell	Carson City
Wesley Rice	Douglas County
Raymond Suarez	South Shore Transportation Management Association
John Friedrich	City of South Lake Tahoe
Andy Chapman	Truckee-North Tahoe Transportation Management Association
Julie Regan	Tahoe Regional Planning Agency
Sukhvinder Takhar	Caltrans
Sondra Rosenberg	Nevada Department of Transportation
Scott Bensing	Nevada Governor Appointee
Nick Speal	California Governor Appointee
Michael Gabor	U.S. Forest Service
Serrell Smokey	Washoe Tribe of California and Nevada
Vacant	Tahoe Regional Planning Agency Advisory Planning Commission

TRPA Staff Contributors

Judy Weber	Associate Transportation Planner
Nick Haven	MPO Director
Michelle Glickert	Transportation Planning Program Manager

Statement

Metropolitan Planning Organization Profile

The Tahoe Regional Planning Agency (TRPA) is the federally recognized Metropolitan Planning Organization (MPO) for the Lake Tahoe Region which coordinates 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 the Tahoe 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), is required to prepare and adopt a Transportation Improvement Program (TIP) at least every four years, bi-annually it prepares both a California TIP (includes all projects) and Nevada TIP (includes only projects in the state of Nevada). 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 (RTP).

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 prior to being programmed in the TIP.

The TIP is a comprehensive four-year program that complies with federal transportation planning requirements (23 USC 134) 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 Infrastructure Investment and Jobs Act (IIJA) signed into law on November 15, 2021, includes requirements that mandate 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 IIJA, TRPA threshold and Regional Plan performance measures, and various state metrics of performance. More information can be found at www.laketahoeinfo.org.

TRPA has developed and will continue to refine performance measures and targets for the regional transportation planning process that require safety, pavement, bridge, system performance, freight and applicable congestion mitigation and air quality measures. This performance-based planning approach informs the 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 2025 FTIP programs transportation projects over the next four federal fiscal years 2025 through 2028. The projects are recommended for various stages of development during the program cycle. 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
CRP	Carbon Reduction Program
CMAQ	Congestion Mitigation and Air Quality
CTC	California Transportation Commission
EJ	Environmental Justice
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
IIJA	Infrastructure Investment and Jobs Act
ITIP	Interregional Transportation Improvement Program
MPO	Metropolitan Planning Organization
NDOT	Nevada Department of Transportation
O&M	Operations and Maintenance
POP	Program of Projects
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
SSTMA	South Shore Transportation Management Association
STBGP	Surface Transportation Block Grant Program
STIP	State Transportation Improvement Program
TAMP	Transit Asset Management Program
TAP	Transportation Alternatives Program
TART	Tahoe Truckee Area Regional Transit
TDA	Transportation Development Act
TIP	Transportation Improvement Program
TMPO	Tahoe Metropolitan Planning Organization
TNT/TMA	Truckee North-Tahoe Transportation Management Association
TRPA	Tahoe Regional Planning Agency
TTC	Tahoe Transportation Commission
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 55,000 residents¹ and attracts million visitors annually. Town centers and recreation destinations are dispersed around the lake, connected by state and federal highways, local roads, and shared use paths.

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 Basin 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 Tahoe 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 communities in California and Nevada, from Sacramento and San Francisco to Reno and Carson City, that together make up the Northern California Megaregion. 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.

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 corridors connect community centers around Lake Tahoe to each other and serve as the principal links to outside regions in both states.

Public transit and microtransit is provided on the North shore by Tahoe Truckee Area Regional Transit (TART), which is operated by Placer County Department of Public Works. Public transit on the South shore is provided and operated by the Tahoe Transportation District (TTD). The South Shore Transportation Management Association (SSTMA) contracts with Downtowner to provide free on-demand microtransit service within South Lake Tahoe, CA and Stateline, NV. The transit systems have incorporated a variety of public and private services, including fixed route and demand response transit services, 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

¹ US Census Bureau 2020

connections to and from Lake Tahoe, major airports, and population centers outside of the region. Greyhound provides connections to Truckee, north of the Tahoe Region. El Dorado Transit provides daily bus service between South Lake Tahoe and Sacramento.

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. TMPO adopts the program every two years in conjunction with California Department of Transportation (Caltrans), Nevada Department of Transportation (NDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and local agencies.

The FTIP is consistent with the Regional Transportation Plan and the TRPA Regional 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.

Regionally significant project means a transportation project which serves regional transportation needs, connectivity to and from Tahoe and outside the region, major activity centers in the region, high demand recreation facilities or transportation hubs that would normally be included in the modeling of the region's transportation network and have an impact. At a minimum this includes all major improvements on principal arterial highways.

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 must 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.

The 2025 FTIP covers federal fiscal years 2025 through 2028. The FTIP provides an overall snapshot to the federal government illustrating current and pending uses of federal and state transportation funds. Projects programmed in the FTIP have received federal funds, are regionally significant, or require a federal action, and are listed in 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 federal funds to be authorized and those planned projects to begin work. TMPO's 2025 FTIP

provides a four-year program of projects and project segments to be implemented over the next four federal 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 FTIP to the Nevada [Electronic Statewide Transportation Improvement Program](#) (e-STIP).

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 STIP 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 (TRPA) 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. Authorized by federal law, TRPA is the Metropolitan Planning Organization which provides the authority to direct federal transportation funding via the FTIP and requires maintaining a Long-Range Transportation Plan.

Tahoe Regional Planning Agency

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), gave TRPA authority to adopt environmental quality standards, called thresholds, and to enforce ordinances designed to achieve the thresholds. 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 the [TRPA Governing Board](#), the [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 Tahoe Metropolitan Planning Organization 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 transportation planning, funding, and technical assistance that advances 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 policy 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. The TMPO's mission is to provide policy decisions on transportation plans and programs that support regional goals.

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 Transportation Commission

The [Tahoe Transportation Commission](#) (TTC) is an advisory body to the TMPO board and provides 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 California and Nevada, the Tahoe Transportation District, TRPA Advisory Planning Commission, City of South Lake Tahoe, Washoe Tribe of California and Nevada, Members at Large, South Shore Transportation Management Association, Truckee-North Tahoe Transportation Management, and U.S. Forest Service.

Planning Framework

The following are key planning documents that combine to create the context within which the 2025 FTIP was developed:

Lake 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/Sustainable Communities Strategy

The [Regional Transportation Plan/ Sustainable Communities Strategy](#) (RTP/SCS) 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/SCS identifies planned transportation projects and programs that will shape the region's transportation system over the next 25 years and lays out the funding plan necessary to implement that system. The plan focuses on transformational investments in Transit, Towns, Safety, Trails, Technology, and enhancing and sustaining the transportation system at Lake Tahoe. The [2025 RTP/SCS update](#) is currently in progress and is scheduled for adoption Summer of 2025.

Active Transportation Plan

The [2024 Active Transportation Plan](#) is a guide for planning, designing, constructing, and maintaining a regional active transportation network that includes international best practice infrastructure recommendation, support facilities, and awareness programs.

The plan outlines goals, policies, and actions that support implementation of high priority projects and guides long-term policies and planning that will transform Tahoe's transportation system. It seeks to connect the resident and visitor to their destinations by providing a framework for a comprehensive multi-modal transportation system.

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 2024 Public Participation Plan link can be found at: <https://www.trpa.gov/rtp/#participation>

Vision Zero Safety Strategy

The newly adopted [Vision Zero Safety Strategy](#) aims to reduce traffic fatalities and serious injuries, while increasing safe, healthy, and mobility for all. Vision Zero is a systemic approach to safety with shared responsibility. It used a data driven method, collaborated with local agencies, engaged the public, and updated policies and procedures to produce a comprehensive list of projects and strategies for implementation to address crashes. TRPA has established a goal of achieving zero fatalities and serious injuries on roadways in the Tahoe Basin by 2050.

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.

Lake Tahoe Environmental Improvement Program

The [Lake Tahoe Environmental Improvement Program](#) (EIP) is an unparalleled partnership working to achieve the environmental goals of the region. Local, state, and federal government agencies, private entities, scientists, and the Washoe Tribe of Nevada and California have collaborated for more than 20 years to restore the environmental health of Lake Tahoe. 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.

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. TMPO recently approved the [2024 Regional Transportation Plan/Sustainable Communities Strategy Analysis and Recommendations Report](#) which contains a summary of transportation metrics and recommendations to inform the strategies, financial element and the projects of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). This report is part of the adaptive management process that folds in federal performance measures as well to support the reduction of the annual average daily VMT per capita. Federal transportation legislation requires Transportation Performance Management be incorporated into 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 specified dates. The most recent federal transportation legislative package, Infrastructure Investment and Jobs Act of 2021 (IIJA) carries forward these performance-based planning requirements. Beginning in 2018, federal rules required that state departments of transportation and MPOs implement federally

defined transportation system performance measures. In response, Federal Highway Administration and Federal Transit Administration worked with state, regional, and transit agencies to identify performance measures that meet the requirements.

In California and Nevada, each Department of Transportation (DOT) is 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 the regional transportation plan and FTIP.

FHWA Performance Measures

The federal performance measures under the Federal Highway Administration (FHWA) are categorized into three performance management (PM) focused areas. Each focus area includes an associated set of metrics for which statewide and regional targets must be set. Some of the metrics are not applicable to the Tahoe MPO region given there is no interstate system or locally maintained NHS Bridges and only the largest MPOs must report on the Congestion Mitigation and Air Quality (CMAQ) program.

PM 1: Transportation Safety

Motor Vehicle Collisions

- 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

Non-Motorized Fatalities and Serious Injuries

- Number of non-motorized fatalities and serious injuries

PM 2: National Highway System (NHS) Pavement and Bridge Condition

- 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

NHS Bridge Condition

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

PM 3: NHS Performance, Interstate System Freight Movement, and Congestion Mitigation and Air Quality (CMAQ) Program Performance

NHS Performance

- Percent of Interstate System mileage reporting reliable person-mile travel times

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

Interstate Freight Movement

- Percent of Interstate system mileage reporting reliable truck travel times

CMAQ Program Performance

- Annual hours of Peak-Hour Excessive Delay Per Capita
- Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)
- Percent of Non-Single Occupancy Vehicle travel

FTA Performance Measures

In addition to the three PM focus areas defined by FHWA, the Federal Transit Administration (FTA) 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 safety performance monitoring is focused on assessment of the number of transit incidents resulting in fatalities or serious injuries and transit system reliability.

FTA issued the TAM Final Rule (49 CFR §625 et seq.), effective October 1, 2016, to implement MAP-21 transit asset management provisions. This final rule mandates a National TAM System, defines ‘State of Good Repair’, 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.

- Percent of non-single occupancy vehicle (SOV) travel

The FTA PM focus areas and associated metrics are as follows:

Transit Asset Management

- 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) scale

Transit Safety

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

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 was July 19, 2019, and the compliance date was set for 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 Regional Transportation Plan (RTP). The first RTP or FTIP update or amendment to be approved on or after July 20, 2021, is required to include the MPO's transit safety targets.

The final rule specifically requires transit agencies receiving 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: number of fatalities, number of 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 (Appendix D) and workbook (Appendix E) on PMs that each MPO in the state is asked to utilize.

The projects contained within the 2025 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 2025 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 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 - Annual % Change	Nevada - Reduction
Number of Fatalities	-2.48%	-3.8%
Rate of Fatalities (per 100M VMT)	-4.61%	-1.40%
Number of Serious Injuries	-3.69%	-2.6%
Rate of Serious Injuries (per 100M VMT)	-3.69%	-2.1%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	-2.85%/-3.69%	-1.8%/-1.7%

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.

- SR28 Central Corridor (NV) –Parking, Transit, Trail, and Safety Improvements – relocation of roadside parking, transit pullouts, pedestrian signalized crosswalk, transit hub, and bike trail connections
- Kings Beach Western Approach (CA) - multi-benefit project improving mobility & walkability



Kings Beach Western Approach

- Highway Safety Improvement Program (HSIP) U.S. Highway 50/Pioneer Trail Roundabout Safety Improvement Project – convert signalized intersection into a three-leg modern roundabout, intersection improvements, 11 channelizations, and 0.8 miles pedestrian and bicycle facilities

NHS 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	4-Year NHS Targets	
	California Good/Poor	Nevada Good/Poor
Pavement on NHS		
- Interstate	N/A	N/A
- Non-Interstate	.20% / 9.4%	67% / .5%
Bridges on the NHS	N/A	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 roadway projects below with rehabilitation of pavement and bridges, upgrades to ADA standards, and signage as well as a safety component.

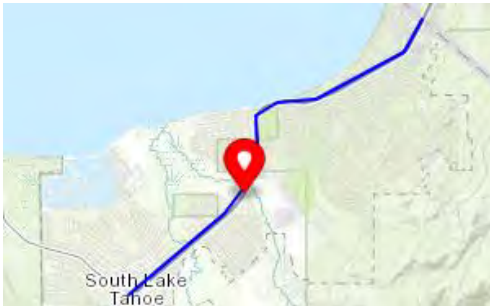
- Meeks Creek Bridge – replacement of bridge, including bicycle and pedestrian improvements



- SR89/Fanny Bridge Community Revitalization Project (CA) – replacement of bridge with new single span bridge (*note only prior funds are in the 2025 FTIP for this project*)



- SHOPP Roadway Preservation (CA) – US50 in South Lake Tahoe, from east of Blue Lake Avenue to CA/NV State Line. Rehabilitation pavement, upgrade ADA standards replace TMS elements



NHS PERFORMANCE, SYSTEM RELIABILITY, FREIGHT MOVEMENT, AND CONGESTION MITIGATION AND AIR QUALITY PROGRAM (PM3)

TRPA opted to support the adopted California Department of Transportation and Nevada Department of Transportation Highway System Performance Measure Targets below. While the Tahoe region does not contain interstate miles, the states targets are listed below.

Traffic Congestion	4-Year NHS Targets	
	California	Nevada
Percent of reliable person-miles traveled on the Non-Interstate	84.7% (+1% above 2022 Baseline)	87.4%

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 time and non-auto travel options.

- US 50 South Shore Community Revitalization Project (CA/NV) – improving US 50 Stateline corridor area with multi-use paths, sidewalks, bicycle and pedestrian amenities, parking, and a roundabout at US50 and Lake Parkway intersection
- Pioneer Trail Pedestrian Project Phase II (CA) – CMAQ funded. Continuation of connecting sidewalks, improved lighting, and transit stops along a highly populated local street



Transit Asset Management

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).

The table below provides a summary of the performance measures designated for Transit Asset Management (TAM).

Asset Category	Performance Measure	2022 (TART)	2022 (TTD)	Regional Target
ROLLING STOCK				
Bus (BU)	Percentage of buses that exceed ULB of 12 years	7%	60%	42%
Cutaway bus (CU)	Percentage of cutaway buses that exceed ULB of 7 years	0%	100%	100%
Small Cutaway/Van (VN)	Percentage of small cutaway buses and vans that exceed ULB of 5 years	N/A	100%	80%
EQUIPMENT				
Automobile (AO)	Percentage of automobiles that exceed ULB of 8 years	0%	33%	50%
Other rubber tire vehicles	Percentage of other rubber tire vehicles that exceed ULB of 10 years	0%	N/A	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%	0%	30%

1. For more information on the Lake Tahoe TAM targets see [TTD Transit-Asset-Management-Plan-2022](#) and [Placer County and TART Transit-Asset-Management-Plan 2022](#).

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

- Transit Operations, TTD and TART (CA/NV) – transit service with critical regional connections for employment and trips in and out of the region
- New Fleet Facility for TTD – preventive maintenance; fleet and facilities improvements; safety and security enhancements to both the fleet and facilities



Public Transit Agency Safety Plans

The transit operators for the Tahoe Basin, TTD and TART, both completed a Safety Plan in 2022. The adopted 2022 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. These targets are specific numerical targets set by the transit operator and must be based on the safety performance measures established by FTA in the National Public Transportation Safety Plan.

TTD’s plan can be view at <https://www.tahoetransportation.org/wp-content/uploads/2022/04/2022-TTD-Public-Transit-Agency-Safety-Plan-Update-adopted.pdf>.

TART’s adopted plan is available at <https://www.trpa.gov/wp-content/uploads/PTASP-Fully-Executed-with-Resolution-December-Update-2022-23-2.pdf>.

TTD

Mode of Transit Service	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate per 10M VRM)	Safety Events (Total)	Safety Events (Rate per 10M VRM)	System Reliability (miles)
Motor Bus (MB)	0	0	5	116.19	2	46.47	10,000
Commuter Bus (CB)	0	0	1	751.37	1	1502.74	10,000
Demand Response (DR)	0	0	0	0	0	0	0

TART

Mode of Transit Service	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate per 10M VRM)	Safety Events (Total)	Safety Events (Rate per 10M VRM)	System Reliability (miles)
Motor Bus (MB)	0	0	6	44.13	62	456.04	24,095
Commuter Bus (CB)	0	0	3	44.13	3	322.80	21,202
Demand Response (DR)	0	0	0	0	0	0	0

State and Federal Programming

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 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 administers the State Highway Operation and Protection Program (SHOPP) that funds roadway repairs and preservation, emergency repairs, and highway operational improvements that are designed to maintain the safety and integrity of the State Highway System. These may include water quality improvements, pavement and bridge rehabilitation projects, traffic operational improvements, and seismic safety projects. The [2024 SHOPP](#) cycle includes various projects for the Tahoe Region.

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, Carbon Reduction Program, and Congestion Mitigation and Air Quality Program that are suballocated and distributed to Regions based on populations.

Nevada Programming

In Nevada, all state projects are programmed through the [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 is the recipient of federal transportation funds, such as, Surface Transportation Block Grant, Carbon Reduction Program, and Transportation Alternatives Program 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 authorization of funds. TRPA receives a variety of federal funding sources, such as, Federal Transit Administration Programs, Surface Transportation Block Grant Program, Carbon Reduction Program, Congestion Mitigation and Air Quality Program, Transportation Alternatives Program and discretionary grants that are awarded on a competitive basis. Federal funding sources have eligibility criteria that a project must meet to be considered for the fund source.

2025 Federal Transportation Improvement Program

The FTIP development and approval process typically spans a total of nine months from beginning to end with a December approval. The following dates outline significant milestones in the document development:

2025 FEDERAL TRANSPORTATION IMPROVEMENT	
DATE	MILESTONE
February 2024	Caltrans 2025 FTIP Development Workshop
March - June 2024	Development of the draft 2025 FTIP
July 18, 2024	Start 30-day Public Comment Period
August 07, 2024	Public Hearing - TTC Board Meeting
August 16, 2024	End 30-day Public Comment Period
September 04, 2024	TTC Board Recommendation
September 25, 2024	TMPO Governing Board Adoption
September 30, 2024	2025 FTIP Submittal to Caltrans and NDOT
December 16, 2024	2025 FSTIP/FTIP Federal 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 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 2023 FTIP projects will advance to the 2025 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 listed in the current Regional Transportation Plan. Projects are reviewed and selected to minimize or eliminate impacts to disadvantaged communities. 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. Project selection is done through the published RGP scoring criteria.

Regional Grant Program

TMPO combines various funding sources into one selection and distribution process known as the [Regional Grant Program](#) (RGP) that ensures alignment with regional transportation goals. The Regional Grant Program was created by TRPA to support the implementation of the Regional Transportation Plan goals, policies, and priority projects by enhancing the transportation system to provide safe, multi-modal, social, and environmental improvements through a competitive process. The program seeks to

bundle funding sources and leverage grant funds, when possible, to increase success and effectiveness of project implementation. The RGP may include the following funding sources; Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality Program, Carbon Reduction Program, and Nevada Transportation Alternative Program.

The next call for projects for the RGP is anticipated in Summer/Fall 2025, soliciting projects for annual apportionments for, but not limited to the funding sources named above. The RGP evaluation criteria, the performance assessment, and the project selection process 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 Federal Statewide 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 2025 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, Carbon Reduction 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 the NDOT 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 2025 FTIP have been selected using the approved project selection procedures.

Public Participation

Public participation is an important foundation for transportation planning and programming. The draft FTIP is circulated for a 30-day public review and comment period that is consistent with the procedures identified in TRPA's [Public Participation Plan](#). The draft FTIP document is made available online, thru post mail, and announced through email. Prior to the close of public comment period TMPO will hold a public hearing at the Tahoe Transportation Commission Board meeting. 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 process.

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 TRPA Transportation, 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 Info Transportation Tracker. These can be found at <https://www.laketahoeinfo.org>.

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 following:

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 2025 FTIP transportation funding is provided through many different avenues. Local funds include a variety of sources such as, but not limited to, county or city funds, mitigation funds, transit occupancy 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 2025 FTIP for federal fiscal years 2025 through 2028 (Appendix A). 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 Detailed Listings (Appendix B). Both California and Nevada projects are tracked within this database.

FTIP Funding Sources

The following are examples of key funding programs in the 2025 FTIP:

Federal Highway Administration Programs

- Carbon Reduction Program
- Congestion Mitigation and Air Quality Program
- Surface Transportation Block Grant Program
- Transportation Alternatives Program

Federal Transit Administration Programs

- 5307 Urbanized Area Formula Program
- 5310 Enhanced Mobility of Seniors and Individuals with Disabilities
- 5311 Formula Grants for Rural Areas (Nevada only)
- 5339 Bus and Bus Facilities

State Programs

- Transportation Development Act
- State Transportation Improvement Program
- Safety Highway Operation and Protection Program

- Nevada State Gas Tax

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
- Transient Occupancy Tax /Tourism Business Improvement District
- Other Measures

Amending the Federal Transportation Improvement Program

Since the TRPA is a bi-state MPO, complexities exist for amending the FTIP that do not occur for other MPOs solely located in California or Nevada (Appendix C). 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 for California or Nevada projects.

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

An amendment requires redemonstration of financial constraint, a 7-day public comment period, a public hearing, and Governing Board approval. 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
- Minor changes to a project lead, phase, or fund source
- No limit on adding funding to a Grouped Project listing

The TRPA Executive Director has delegated authority from Caltrans for approving administrative modifications to the Federal Statewide Transportation Improvement Program. Amendments and administrative modifications are posted 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 [LT 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 Equity

TRPA/TMPO, as a federal grant recipient, is required by the Federal Highway Administration 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 Title VI requirements. For more information see [TRPA Title VI Program](#).

Investments made in the TIP must be consistent with Title VI. The projects identified in this FTIP comply with Title VI and were reviewed and selected to minimize or eliminate impacts to disadvantaged communities. An equal opportunity is provided for all populations to provide input into the transportation planning process.

The recent [2023 Transportation Equity Study](#) assesses transportation equity by identifying the needs, concerns, and vulnerabilities of all those living, working, and visiting the Tahoe Region. The Equity Study utilized data from the 2020 Regional Transportation Plan and direct input from vulnerable communities to develop an equity index and a resiliency index. Each index will evaluate existing and proposed transportation infrastructure, projects, and programs relative to burdens and benefits to residents, workers, and visitors, and for climate implications.

Annual Listing of Federally Obligated Projects

Annually the TRPA, in cooperation with California and Nevada State Department of Transportation and the transit operators in the Tahoe 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.

2023 FTIP Accomplishments

The previous FTIP was successful in moving projects forward. The increased federal funding to the region through the new Infrastructure Investment and Jobs Act (IIJA) provided a catalyst to increase

funding from private and local sources to contribute critical matching funds and leverage the increase in federal funding. Rising inflation and construction costs have had an impact on project delivery timing and proved challenging for the Tahoe Region. During the 2023 FTIP Cycle, three amendments and six administrative modifications were processed and accomplishments of fully funded and completed projects. Numerous ongoing projects were carried forward to the 2025 FTIP.

The following table shows the 2023 FTIP notable achievements.

2023 FTIP ACHIEVEMENTS			
PROJECT	LOCATION	ACCOMPLISHMENT	LEAD AGENCY
Apache Avenue Pedestrian Safety and Connectivity Project	El Dorado County	FULLY FUNDED	El Dorado County
US50/Pioneer Trail Roundabout	El Dorado County	FULLY FUNDED	El Dorado County
Lake Tahoe Boulevard Class I Bike Trail	El Dorado County	COMPLETED	City South Lake Tahoe
Class I Bike Path: East San Bernardino – West San Bernardino	El Dorado County	COMPLETED	El Dorado County
Pioneer Trail Pedestrian Improvement Project Phase II	El Dorado County	FULLY FUNDED	City South Lake Tahoe
Round Hill Pines Resort Highway Intersection	Douglas County	COMPLETED	Central Federal Lands

System Preservation, Operation and Maintenance Costs of the Existing System

The Operation 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 located in the basin due to the extreme weather and significant use. TRPA, Caltrans, NDOT, and the region's local governments 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 leverage funds by including pavement maintenance, along with water quality treatment, and operational improvements of these roadways. The O&M of the existing active transportation network is also a priority to continue to provide viable travel options in the Region.

Caltrans primarily utilizes the State Highway Operation and Protection Program (SHOPP) to implement projects, the 2024 SHOPP has two projects programmed in this FTIP totaling \$57,647,000; Roadway Preservation \$32,577,000 and Sustainability and Miscellaneous \$25,070,000. Caltrans also implements the SHOPP Minor Construction program. This FTIP includes three 2024-25 SHOPP Minor projects; one Minor A and two Minor B projects totaling \$2,048,000. The SHOPP helps fund and maintain the federal-aid system in the basin. NDOT utilizes state funds and federal highway funding for its maintenance activities. There are two NDOT roadway preservation projects programmed totaling \$23,500,000.

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 fixed-route transit systems are operated and maintained by the two transit operators, TTD and TART, in the Lake Tahoe Region. Microtransit services are also provided in areas of South Lake Tahoe contracted by Mountaineer through the South Shore transit Management Association (SSTMA) and in North Lake Tahoe by Placer County. Fixed-route services currently services average about 60-minute headways with limited services to recreation sites. The future vision is for 15-minute service between town centers and recreation destinations, 30-minute service between neighborhoods and town centers, and interregional service for commuters and visitors from neighboring regions. 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.

To achieve the future transit vision over the next 20 years there is an estimated minimum need of \$358 million to fill funding gaps. This multi-million dollar funding gap includes the general Operations and Maintenance need estimated at \$20 million over the next 20 years. TRPA is continually collaborating with federal, state, and local/private partners to attain funding for high priority, regionally significant transportation projects in the region. This new funding will leverage the various sectors and provide critical local matching funds alongside new federal and state funding.

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 jurisdictions.

Appendices

Appendix A: Financial Summary

Appendix B: CTIPS Project Reports and Grouped Projects Detailed Backup Listings

Appendix C: Amending the Federal Transportation Improvement Program

Appendix D: California Performance Measures and Targets Support Summary

Appendix E: California FTIP Performance Measures Reporting Workbook

Appendix F: Tahoe Region Map

Appendix G: 2025 FTIP Checklist and Development Guidance

Appendix H: 2025 FTIP Public Notice and Public Comments

Appendix I: Governing Board Resolution

Appendix A: Financial Summary

TABLE 1: REVENUE

Tahoe MPO
2025 FTIP
(\$'s in 1,000)

Funding Source/Program		N O T E S	4 YEAR (FTIP Period)					
			FY 2025	FY 2026	FY 2027	FY 2028	TOTAL	
LOCAL	Sales Tax							
	City							
	County							
	Gas Tax							
	Gas Tax (Subventions to Cities)							
	Gas Tax (Subventions to Counties)							
	Other Local Funds		\$982	\$500				\$1,482
	County General Funds		\$982	\$500				\$1,482
	City General Funds							
	Street Taxes and Developer Fees							
	RSTP Exchange funds							
	Transit							
Transit Fares								
Other (See Appendix 1)		\$3,835	\$3,105	\$3,102	\$3,180		\$13,222	
Local Total		\$4,817	\$3,605	\$3,102	\$3,180		\$14,704	
REGIONAL	Tolls							
	Bridge							
	Corridor							
	Regional Sales Tax							
Other (See Appendix 2)								
Regional Total								
STATE	State Highway Operation and Protection Program (SHOPP) ¹		\$6,378	\$47,487				\$53,865
	SHOPP		\$3,330	\$47,237				\$50,567
	SHOPP Prior							
	State Minor Program		\$3,048	\$250				\$3,298
	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		\$490					\$490
	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)								
Local Transportation Climate Adaptation Program (LTCAP) ¹								
Other (See Appendix 3)		\$5,723	\$7,088	\$3,888	\$5,053		\$21,752	
State Total		\$12,591	\$54,575	\$3,888	\$5,053		\$76,107	
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants	2	\$3,902	\$3,902	\$3,902	\$3,902		\$15,608
	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		\$67	\$67	\$67	\$67		\$268
	5311 - Formula Grants for Rural Areas							
	5311f - Intercity Bus							
	5337 - State of Good Repair Grants							
	5339 - Bus and Bus Facilities Formula Grants		\$356	\$356	\$356	\$356		\$1,424
	FTA Transfer from Prior FTIP							
Other (See Appendix 4)		\$4,062	\$2,062	\$2,062	\$2,062		\$10,248	
Federal Transit Total		\$8,387	\$6,387	\$6,387	\$6,387		\$27,548	
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$1,595	\$1,627	\$1,659	\$1,692		\$6,573
	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)		\$3,450					\$3,450
	National Highway Freight Program (NHFPP)							
	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)		\$2,270	\$2,323	\$2,372	\$2,422		\$9,387
	Tribal Transportation Program							
Carbon Reduction Program (CRP)		\$275	\$275				\$550	
Promoting Resilient Operations for Transformative (PROTECT)		\$1,750					\$1,750	
Other (see Appendix 5)		\$11,829	\$6,796	\$25,439	\$23,574		\$67,638	
Federal Highway Total		\$21,169	\$11,021	\$29,470	\$27,688		\$89,348	
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)							
	Federal Railroad Administration Total							
Federal Total		\$29,556	\$17,408	\$35,857	\$34,075		\$116,896	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)							
	Other (See Appendix 7)							
Innovative Financing Total								
REVENUE TOTAL			\$46,964	\$75,588	\$42,847	\$42,308		\$207,707

Financial Summary Notes:
¹ State Programs that include both state and federal funds.
² includes CA and NV apportionments

TABLE 1: REVENUE - APPENDICES

Tahoe MPO
2025 FTIP
(\$'s in 1,000)

Appendix 1 - Local Other

Local Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
Private funds	\$61				\$61
Washoe County	\$326				\$326
Douglas County	\$479	\$78			\$557
Local Transit Funds	\$2,953	\$3,027	\$3,102	\$3,180	\$12,262
TTD General Fund	\$16				\$16
Local Other Total	\$3,835	\$3,105	\$3,102	\$3,180	\$13,222

Appendix 2 - Regional Other

Regional Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
Regional Other Total					

Appendix 3 - State Other

State Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
TDA	\$3,501	\$3,501	\$3,501	\$3,501	\$14,004
Nevada Tahoe Bond	\$709				\$709
Nevada State	\$1,096			\$1,165	\$2,261
Nevada State Gas Tax	\$30				\$30
CA Tahoe Conservancy State Cash		\$1,200			\$1,200
NV State Parks	\$85	\$85	\$85	\$85	\$340
Low Carbon Transit Operations Program (LCTOP)	\$302	\$302	\$302	\$302	\$1,208
Conserve Nevada Program		\$2,000			\$2,000
State Other Total	\$5,723	\$7,088	\$3,888	\$5,053	\$21,752

Appendix 4 - Federal Transit Other

Federal Transit Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
NV - FTA 5311	\$2,062	\$2,062	\$2,062	\$2,062	\$8,248
NV - FTA Congressional Directed Spending (CDS)/CPF	\$2,000				\$2,000
Federal Transit Other Total	\$4,062	\$2,062	\$2,062	\$2,062	\$10,248

Appendix 5 - Federal Highway Other

Federal Highway Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
NV - Surface Transportation Block Grant (STBG)	\$1,788	\$1,488	\$1,320	\$1,320	\$5,916
NV - Carbon Reduction Program (CRP)	\$175	\$175			\$350
NV - Transportation Alternatives Program (TAP)	\$947	\$133	\$119	\$119	\$1,318
NV - Congressional Directed Spending (CDS)/CPF	\$3,365				\$3,365
Southern Nevada Public Land Mgt Act (SNPLMA)	\$585				\$585
NV - National Highway Performance Program (NHPP)				\$17,433	\$17,433
U.S. Fish and Wildlife	\$2,267				\$2,267
NDOT - STBG Statewide	\$2,509			\$4,702	\$7,211
NV - Highway Infrastructure Program (HIP)	\$173	\$5,000			\$5,173
RAISE			\$24,000		\$24,000
Federal Highway Other Total	\$11,829	\$6,796	\$25,439	\$23,574	\$67,638

Appendix 6 - Federal Railroad Administration Other

Federal Railroad Administration Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
Federal Railroad Administration Other Total					

Appendix 7 - Innovative Other

Innovative Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2025	FY 2026	FY 2027	FY 2028	
Innovative Other Total					

TABLE 2: PROGRAMMED

Tahoe MPO
2025 FTIP
(\$'s in 1,000)

Funding Source/Program		N O T E S	4 YEAR (FTIP Period)				
			FY 2025	FY 2026	FY 2027	FY 2028	TOTAL
LOCAL	Local Total		\$4,817	\$3,605	\$3,102	\$3,180	\$14,704
REGIONAL	Tolls						
	Bridge Corridor Regional Sales Tax Other (See Appendix A)						
	Regional Total						
STATE	State Highway Operation and Protection Program (SHOPP) ¹		\$6,378	\$47,487			\$53,865
	SHOPP		\$3,330	\$47,237			\$50,567
	SHOPP Prior						
	State Minor Program		\$3,048	\$250			\$3,298
	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		\$490				\$490
	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)							
Local Transportation Climate Adaptation Program (LTCAP) ¹							
Other (See Appendix B)		\$5,533	\$6,973	\$3,646	\$4,787	\$20,939	
	State Total		\$12,401	\$54,460	\$3,646	\$4,787	\$75,294
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$3,868	\$3,868	\$3,868	\$3,868	\$15,472
	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		\$64	\$62	\$29	\$32	\$187
	5311 - Formula Grants for Rural Areas						
	5311f - Intercity Bus						
	5337 - State of Good Repair Grants						
	5339 - Bus and Bus Facilities Formula Grants		\$337	\$337	\$337	\$337	\$1,348
	FTA Transfer from Prior FTIP						
Other (See Appendix C)		\$4,062	\$2,062	\$2,062	\$2,062	\$10,248	
	Federal Transit Total		\$8,331	\$6,329	\$6,296	\$6,299	\$27,255
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$582	\$1,613			\$2,195
	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)		\$3,450				\$3,450
	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)		\$1,074	\$2,323			\$3,397
	Tribal Transportation Program						
Carbon Reduction Program (CRP)		\$275	\$275			\$550	
Promoting Resilient Operations for Transformative (PROTECT)		\$1,750				\$1,750	
Other (see Appendix D)		\$11,829	\$6,796	\$24,000	\$22,135	\$64,760	
	Federal Highway Total		\$18,960	\$11,007	\$24,000	\$22,135	\$76,102
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)						
	Federal Railroad Administration Total						
	Federal Total		\$27,291	\$17,336	\$30,296	\$28,434	\$103,357
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix F)						
	Innovative Financing Total						
PROGRAMMED TOTAL			\$44,509	\$75,401	\$37,044	\$36,401	\$193,355

Financial Summary Notes:
¹ State Programs that include both state and federal funds.

TABLE 2: PROGRAMMED - APPENDICES

Tahoe MPO
2025 FTIP
(\$'s in 1,000)

Appendix A - Regional Other
Table with 6 columns: Regional Other, FY 2025, FY 2026, FY 2027, FY 2028, CURRENT TOTAL

Appendix B - State Other
Table with 6 columns: State Other, FY 2025, FY 2026, FY 2027, FY 2028, CURRENT TOTAL. Includes items like TDA, Nevada Tahoe Bond, Nevada State, etc.

Appendix C - Federal Transit Other
Table with 6 columns: Federal Transit Other, FY 2025, FY 2026, FY 2027, FY 2028, CURRENT TOTAL. Includes items like NV - FTA 5311, NV - FTA Congressional Directed Spending (CDS)/CPF

Appendix D - Federal Highway Other
Table with 6 columns: Federal Highway Other, FY 2025, FY 2026, FY 2027, FY 2028, CURRENT TOTAL. Includes items like NV - Surface Transportation Block Grant (STBG), NV - Carbon Reduction Program (CRP), etc.

Appendix E - Federal Railroad Administration Other
Table with 6 columns: Federal Railroad Administration Other, FY 2025, FY 2026, FY 2027, FY 2028, CURRENT TOTAL

Appendix F - Innovative Finance Other
Table with 6 columns: Innovative Other, FY 2025, FY 2026, FY 2027, FY 2028, CURRENT TOTAL

TABLE 3: REVENUE-PROGRAMMED

Tahoe MPO
2025 FTIP
(\$'s in 1,000)

Funding Source/Program		4 YEAR (FTIP Period)				
		FY 2025	FY 2026	FY 2027	FY 2028	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)						
Local Transportation Climate Adaptation Program (LTCAP) ¹						
Other	\$190	\$115	\$242	\$266	\$813	
State Total	\$190	\$115	\$242	\$266	\$813	
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants	\$34	\$34	\$34	\$34	\$136
	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	\$3	\$5	\$38	\$35	\$81
	5311 - Formula Grants for Rural Areas					
	5311f - Intercity Bus					
	5337 - State of Good Repair Grants					
	5339 - Bus and Bus Facilities Formula Grants	\$19	\$19	\$19	\$19	\$76
	FTA Transfer from Prior FTIP					
	Other					
Federal Transit Total	\$56	\$58	\$91	\$88	\$293	
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$1,013	\$14	\$1,659	\$1,692	\$4,378
	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)	\$1,196		\$2,372	\$2,422	\$5,990
	Tribal Transportation Program					
	Carbon Reduction Program (CRP)					
Promoting Resilient Operations for Transformative (PROTECT)						
Other			\$1,439	\$1,439	\$2,878	
Federal Highway Total	\$2,209	\$14	\$5,470	\$5,553	\$13,246	
FEDERAL RAIL	Other Federal Railroad Administration					
	Federal Railroad Administration Total					
	Federal Total	\$2,265	\$72	\$5,561	\$5,641	\$13,539
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)					
	Other					
	Innovative Financing Total					
REVENUE - PROGRAMMED TOTAL		\$2,455	\$187	\$5,803	\$5,907	\$14,352

Template Updated: 3/5/24

Appendix B: CTIPS Project Reports and Grouped Projects Detailed Backup Listings

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

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0174	TITLE (DESCRIPTION): Corridor Coordination (Program will support corridor implementation across multiple jurisdictions, land management agencies, and stakeholders for corridor-based projects located on SR28, SR89, and US Hwy 50.)	MPO Aprv:
CT PROJECT ID:		MPO ID.: TTD24	State Aprv:		
COUNTY: Various Counties	ROUTE:	PM:	Federal Aprv:		
				EPA TABLE II or III EXEMPT CATEGORY Null	

IMPLEMENTING AGENCY: Tahoe Transportation District
PROJECT MANAGER: Jim Marino

PHONE: (775) 557-4901

EMAIL: jmarino@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	08/05/2024	JWEBER	Adoption - Carry Over	0	316,000		

* RSTP -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: STP Local	CON		300,000							300,000
* Funding Agency: Nevada DOT	Total:		300,000							300,000

* Local Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: County Funds	CON		16,000							16,000
* Funding Agency:	Total:		16,000							16,000

Project Total:		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
	PE									
	RW									
	CON		316,000							316,000
	Total:		316,000							316,000

Comments:

***** DFTIP Version 1 - 04/09/2024*****

2022 Carry Over. Move funds from FFY24 to FFY25

***** Version 1 - 01/23/2024 *****

New TTD project: Corridor Coordination. \$300,000 NV STBG, \$16,000 Local Funds/TTD general funds in FFY 24. Short-term funding will go towards implementing the SR28 Central Corridor projects. Total project cost \$600,000. Completion 2029. 2020 RTP Appendix B-3.

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

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

IMPLEMENTING AGENCY: Douglas County
PROJECT MANAGER: John Erb

PHONE: (775) 782-6233

EMAIL: jerb@douglasnv.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	06/13/2024	JWEBER	Adoption - Carry Over	0	2,914,000	4,000	402,000

* Local Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 1 of 6	PE	75,000	25,000							100,000
	RW									
* Fund Type: Private Funds	CON	250,000								250,000
* Funding Agency:	Total:	325,000	25,000							350,000

* Federal Disc. -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 2 of 6	PE	65,000								65,000
	RW									
* Fund Type: US Forest Service	CON									
* Funding Agency:	Total:	65,000								65,000

* Local Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 3 of 6	PE	127,000								127,000
	RW									
* Fund Type: TRPA Air Quality Mitigation	CON									
* Funding Agency:	Total:	127,000								127,000

* Nevada State -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 4 of 6	PE	31,000	9,000							40,000
	RW									
* Fund Type: Nevada Tahoe Bond	CON		700,000							700,000
* Funding Agency:	Total:	31,000	709,000							740,000

* Federal Disc. -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 5 of 6	PE		2,000							2,000
	RW		4,000							4,000
* Fund Type: Community Project Funding/Congressionally Directed	CON		1,379,000							1,379,000
* Funding Agency: Nevada DOT	Total:		1,385,000							1,385,000

* Nevada State -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 6 of 6	PE	68,000								68,000
	RW									
* Fund Type: Southern Nevada Public Lands Management Act	CON		585,000							585,000
* Funding Agency:	Total:	68,000	585,000							653,000

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

Project Total:	<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE	366,000	36,000							402,000
RW		4,000							4,000
CON	250,000	2,664,000							2,914,000
Total:	616,000	2,704,000							3,320,000

Comments:

***** DFTIP Version 1 - 06/12/2024*****
 2022 Carry over. TPC increase \$4.1M
 ***** Version 4 - 03/01/2023 *****
 Update Implementing Agency from NTCDD to Douglas County. Adding additional funding sources \$2.5M to fully funded project. TPC \$3,631M
 ***** DFTIP Version 1 - 05/19/2022*****
 2020 Carry over project. TPC \$3,496,339. Completion 2024. 2020 RTP Appendix B.
 ***** 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)
State Highway System**

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0141	TITLE (DESCRIPTION): Kings Beach Western Approach (The project will convert the intersection at SR 267/SR 28 to a roundabout to improve mobility, safety and efficiency, and intersection level of service (LOS) compared to existing signalized intersection.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: PL001		EPA TABLE II or III EXEMPT CATEGORY Null
COUNTY: Placer County Placer County	ROUTE: 267 28		PM:		

IMPLEMENTING AGENCY: Placer County
PROJECT MANAGER: Andy Deiken
PHONE: (530) 581-6235
EMAIL: adeinken@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	06/29/2024	JWEBER	Adoption - Carry Over	0	2,120,000	1,923,000	2,730,000

		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* RSTP -										
* Fund Source 1 of 5	PE	1,830,000								1,830,000
* Fund Type: STP Local	RW	1,643,000								1,643,000
* Funding Agency: Caltrans	CON									
	Total:	3,473,000								3,473,000

		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Local Funds -										
* Fund Source 2 of 5	PE	900,000								900,000
* Fund Type: County Funds	RW	20,000								20,000
* Funding Agency:	CON		380,000							380,000
	Total:	920,000	380,000							1,300,000

		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Other Fed -										
* Fund Source 3 of 5	PE									
* Fund Type: Active Transportation Program (ATP)	RW	260,000								260,000
* Funding Agency:	CON		76,000							76,000
	Total:	260,000	76,000							336,000

		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Other State -										
* Fund Source 4 of 5	PE									
* Fund Type: Active Transportation Program - SHA	RW									
* Funding Agency:	CON		414,000							414,000
	Total:		414,000							414,000

		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* CT Minor Pgm. -										
* Fund Source 5 of 5	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
* Funding Agency:	CON		1,000,000	250,000						1,250,000
	Total:		1,000,000	250,000						1,250,000

Project Total:		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
	PE	2,730,000								2,730,000
	RW	1,923,000								1,923,000
	CON		1,870,000	250,000						2,120,000
	Total:	4,653,000	1,870,000	250,000						6,773,000

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

Comments:

***** DFTIP Version 1 - 06/11/2024*****

2022 Carry over. Add SHOPP funds \$1,250,000 to CON

FFY25 \$1.5M STBG advanced to FFY24. TPC \$14,222,000. Completion Year 2027

***** Version 8 - 07/26/2023 *****

Add STBG \$1.5M to ROW in 24/25. TCs for match. Move FFY 24 funds to FFY 25 - updated project schedule.

***** DFTIP Version 1 - 05/19/2022*****

2020 Carry over project. TPC 10,803,000. Completion Year 2025. 2020 RTP Appendix B

***** Version 6 - 02/22/2022 *****

Remove STBG \$648k CON in 21/22. Add \$505k to PE and \$143k to RW in 21/22. Add Placer Cty funds \$170k in 21/22 and \$250k in 23/24.

***** Version 5 - 08/11/2021 *****

Add ATP MPO funds: SHA \$260,000 ROW 22/23 & \$155,000 CON 23/24 and Fed \$335,000 CON 23/24

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

2018 Carry Over.

Tracker # 01.01.01.0168. Completion 2023. TCP \$8,329,000.

2017 RTP Appendix B-1 and included in 2020 RTP

***** Version 3 - 08/01/2019 *****

Add RGP funds \$1,323,000 STBG-CA and local funds \$200,000 CON 21/22. Remove State Cash Funding.

***** DFTIP Version 1 - 05/14/2018*****

2017 Carry Over. Add \$100,000 TOT in 18/19

Previous Title: Mobility Improvements at SR 267/ SR 28 Intersection. Add ROW \$800,000 18/19.

2017 RTP Appendix B-1.

***** Version 1 - 06/27/2016 *****

New project. RTP 1

Total cost \$5M

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

DIST: 03	PPNO: 3473	EA: 4J090	CTIPS ID: 220-0000-0173	TITLE (DESCRIPTION): Meeks Creek Bridge - SHOPP (Near Meeks Bay, at Meeks Creek Bridge No. 25-0019. Replace Meeks Creek Bridge, restore creek to address bridge scour and fish passage, and add bicycle and pedestrian improvements.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: SHOPP6		EPA TABLE II or III EXEMPT CATEGORY Null
COUNTY: El Dorado County	ROUTE: 89		PM: 24.400 / 25.300		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: Berhane Tesfagabr PHONE: (916) 869-7335 EMAIL: berhane.tesfagabr@dot.ca.dot

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	<i>(Dollars in whole)</i>				PE
						Prog Con	Prog RW			
1	Active	05/16/2024	JWEBER	Adoption - Carry Over	0	18,190,000	1,890,000			4,990,000

* SHOPP - Sustainability and Miscellaneous -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 1 of 1	PE	2,000,000	2,990,000							4,990,000
* Fund Type: SHOPP Advance Construction (AC)	RW		340,000	1,550,000						1,890,000
	CON			18,190,000						18,190,000
* Funding Agency:	Total:	2,000,000	3,330,000	19,740,000						25,070,000

Comments:

***** DFTIP Version 1 - 04/09/2024*****

2022 Carry over

***** Version 1 - 09/18/2023 *****

New 2022 SHOPP Project. Total Cost \$25,070,000. Complete 2028. 2020 RTP Appendix B.

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

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0171	TITLE (DESCRIPTION): Microtransit EV Charging Base Station (City of South Lake Tahoe D Street facility, install infrastructure for four level 2 chargers under solar canopy supported by battery.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: CSLT06		EPA TABLE II or III EXEMPT CATEGORY Null
COUNTY: El Dorado County	ROUTE:		PM:		

IMPLEMENTING AGENCY: South Lake Tahoe, City of
PROJECT MANAGER: Sara Letton

PHONE: (530) 542-6175

EMAIL: sletton@cityofslt.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	06/18/2024	JWEBER	Adoption - Carry Over	0	306,000		

* Other Fed -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: Carbon Reduction Program (CRP)	CON	275,000								275,000
* Funding Agency:	Total:	275,000								275,000

* Local Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: City Funds	CON	31,000								31,000
* Funding Agency:	Total:	31,000								31,000

Project Total:		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
	PE									
	RW									
	CON	306,000								306,000
	Total:	306,000								306,000

Comments:

***** DFTIP Version 1 - 06/18/2024*****

2022 Carry over

***** Version 1 - 09/06/2023 *****

New Project - Add CRP \$275,000 and Local funds \$31,000 for CON FFY 23/24. Phase 2 cost \$306,000. Total project cost \$1M. 2020 RTP Appendix B

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

DIST: NV	PPNO:	EA:	CTIPS ID: 220-0000-0168	TITLE (DESCRIPTION): Phase 2: US 50 3R Preservation in the Tahoe Basin (In Douglas County on US 50,13.26 miles of ADA Improvements, signage replacement/upgrade, and lighting improvements.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: NV22 02		EPA TABLE II or III EXEMPT CATEGORY Null
COUNTY: Douglas County, Nev	ROUTE: 50	PM:			

IMPLEMENTING AGENCY: Nevada DOT
PROJECT MANAGER: Brian Deal

PHONE: (775) 888-7654

EMAIL: bdeal@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	08/14/2024	JWEBER	Adoption - Carry Over	0	3,500,000		

* Nevada State -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
	RW									
* Fund Type: NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)	CON					3,325,000				3,325,000
* Funding Agency:	Total:					3,325,000				3,325,000

* Nevada State -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
	RW									
* Fund Type: Nevada State	CON					175,000				175,000
* Funding Agency:	Total:					175,000				175,000

Project Total:		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
	PE									
	RW									
	CON					3,500,000				3,500,000
	Total:					3,500,000				3,500,000

Comments:

***** DFTIP Version 1 - 06/12/2024*****

2022 Carry over. Moved CON funds from FFY25 to FFY28. Updated title. Prior title: US 50, ADA improvements, Signage Replacement/Upgrade, and Lighting Improvements, Package 2. NDOT ID DO20220001

***** Version 1 - 05/19/2022 *****

New Nevada project. TPC \$3,250,000. Completion Year 2025. 2020 RTP Appendix B.

**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 Preventive Maintenance, Charging facilities, and replacement fixed route buses and expansion of ADA fleet (estimated 6): Cutaway - Glaval Ford T-350, 23FT, 14 passenger and Conventional Gillig, low floor CNG, 40 Passenger, implementation of fleet electrification, and bus stop improvements.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TRANS03		EPA TABLE II or III EXEMPT CATEGORY Null
COUNTY: Placer County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Placer County Transportation Planning Agency

PROJECT MANAGER: Jaime Wright

PHONE: (530) 745-3530

EMAIL: jaimewright@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	07/02/2024	JWEBER	Adoption - Carry Over	0	6,747,000		

* Local Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 1 of 6	PE									
	RW									
* Fund Type: Local Transportation Funds	CON	505,000	505,000	505,000	505,000	505,000				2,525,000
* Funding Agency:	Total:	505,000	505,000	505,000	505,000	505,000				2,525,000

* FTA Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 2 of 6	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON	408,000	408,000	408,000	408,000	408,000				2,040,000
* Funding Agency:	Total:	408,000	408,000	408,000	408,000	408,000				2,040,000

* FTA Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 3 of 6	PE									
	RW									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	CON	158,000	173,000	173,000	173,000	173,000				850,000
* Funding Agency:	Total:	158,000	173,000	173,000	173,000	173,000				850,000

* FTA Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 4 of 6	PE									
	RW									
* Fund Type: FTA 5310 Elderly & Disabilities	CON	94,000		62,000		32,000				188,000
* Funding Agency:	Total:	94,000		62,000		32,000				188,000

* Other State -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 5 of 6	PE									
	RW									
* Fund Type: Low Carbon Transit Operations Program (LCTOP)	CON		302,000		302,000					604,000
* Funding Agency:	Total:		302,000		302,000					604,000

* Other State -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 6 of 6	PE									
	RW									
* Fund Type: TDA	CON	220,000	80,000	80,000	80,000	80,000				540,000
* Funding Agency:	Total:	220,000	80,000	80,000	80,000	80,000				540,000

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

Project Total:	<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	1,385,000	1,468,000	1,228,000	1,468,000	1,198,000				6,747,000
Total:	1,385,000	1,468,000	1,228,000	1,468,000	1,198,000				6,747,000

Comments:

***** DFTIP Version 1 - 06/24/2024*****
 2022 Carry over. Updated project description and funding amounts.
 ***** Version 13 - 11/29/2023 *****
 Update FTA full year estimates, LCTOP, Final TDA estimates
 ***** DFTIP Version 1 - 05/31/2022*****
 2020 Carry over project. 2020 RTP Appendix B.
 ***** Version 10 - 08/12/2021 *****
 Adjust for FY21 FTA Full-Year apportionment 5307 and 5339. Add FY21 ARA FTA 5307 \$254,000 and 5310 \$9,000. Add FY22 TDA SGR \$81,000
 ***** 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: 220-0000-0175	TITLE (DESCRIPTION): Resilience Improvement Plan and Regional Emergency Communications/Transportation Plan (Resilience Improvement Plan. Accessing the transportation systems vulnerabilities during weather events and other natural hazards and necessary upgrades to communications infrastructure.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:	MPO ID.: TRPA01		EPA TABLE II or III EXEMPT CATEGORY Null
COUNTY: El Dorado County Douglas County, Nev	ROUTE: PM:		

IMPLEMENTING AGENCY: Tahoe Regional Planning Agency
PROJECT MANAGER: Kira Richardson PHONE: (775) 589-5236 EMAIL: krichardson@trpa.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	08/13/2024	JWEBER	Adoption - New Project	0	1,750,000		

* Federal Disc. -	<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE								
* Fund Type: Promoting Resilient Operations for Transformative	RW								
	CON	1,750,000							1,750,000
* Funding Agency:	Total:	1,750,000							1,750,000

Comments:

***** Version 1 - 08/10/2024 *****
New project. Resilience Improvement Plan. TPC \$1,750,000. Completion year 2027. 2020 RTP Appendix B

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

DIST: NV	PPNO:	EA:	CTIPS ID: 220-0000-0170	TITLE (DESCRIPTION): SR 28 East Shore Tahoe - Preservation (Along SR 28, from intersection of US 50/SR 28, 5.22 miles, mill and fill w/OG, stormwater drainage improvements, and ITS trunk line.)	MPO Aprv:
CT PROJECT ID:			MPO ID.: NDOT23		State Aprv:
COUNTY: Douglas County, Nev Washoe County, Nev	ROUTE: 28 28	PM: 0.000 5.220			Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY Null

IMPLEMENTING AGENCY: Nevada DOT
PROJECT MANAGER: Shawn Paterson
PHONE: (775) 888-7655
EMAIL: spaterson@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	08/14/2024	JWEBER	Adoption - Carry Over	0	19,800,000		200,000

	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Nevada State -									
* Fund Source 1 of 4	PE	200,000							200,000
	RW								
* Fund Type: State Gas Tax	CON								
* Funding Agency:	Total:	200,000							200,000
* Nevada State -	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 2 of 4	PE								
	RW								
* Fund Type: NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)	CON				14,108,000				14,108,000
* Funding Agency:	Total:				14,108,000				14,108,000
* Nevada State -	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 3 of 4	PE								
	RW								
* Fund Type: Nevada State	CON				990,000				990,000
* Funding Agency:	Total:				990,000				990,000
* Nevada State -	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 4 of 4	PE								
	RW								
* Fund Type: Surface Transportation Program	CON				4,702,000				4,702,000
* Funding Agency:	Total:				4,702,000				4,702,000
Project Total:	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
	PE	200,000							200,000
	RW								
	CON				19,800,000				19,800,000
	Total:	200,000			19,800,000				20,000,000

Comments:

***** DFTIP Version 1 - 06/12/2024*****
 2022 Carry over. Move CON from FFY25 to FFY28.
 NDOT ID XS20240009
 ***** Version 1 - 03/14/2023 *****
 New Nevada project. Federalized project.
 State Gas Tax \$200,000
 NHPP \$14,107,500
 STBG State-Wide \$4,702,500
 State Match-NV \$990,000
 TPC \$20M, 2020 RTP Appendix B

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

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0166	TITLE (DESCRIPTION): SR 28 North Parking, Sidewalk, and Water Quality Improvements (Located on SR28, Tahoe East Shore Trailhead improvements, 30+ parking spaces, connecting pedestrian path, transit pullout, parking restriction signs, 4-6 spaces at Rocky Point, signage at Sunset Vista pullout and water quality improvements. Limits: At Rocky Point to Country Club Drive distance 1.2miles.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TTD22		EPA TABLE II or III EXEMPT CATEGORY Null
COUNTY: Washoe County, Nev	ROUTE: 28	PM:			

IMPLEMENTING AGENCY: Tahoe Transportation District
PROJECT MANAGER: Peter kraatz

PHONE: (775) 589-5310

EMAIL: pkraatz@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	06/18/2024	JWEBER	Adoption - Carry Over	0	1,965,000		393,000

* Local Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 1 of 6	PE	30,000								30,000
	RW									
* Fund Type: County Funds	CON		326,000							326,000
* Funding Agency:	Total:	30,000	326,000							356,000

* Local Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 2 of 6	PE									
	RW									
* Fund Type: Private Funds	CON		36,000							36,000
* Funding Agency:	Total:		36,000							36,000

* Other Fed -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 3 of 6	PE									
	RW									
* Fund Type: Transportation Alternatives Program (TAP)	CON		691,000							691,000
* Funding Agency: Nevada DOT	Total:		691,000							691,000

* Other Fed -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 4 of 6	PE	363,000								363,000
	RW									
* Fund Type: Transportation Alternatives Program (TAP)	CON		256,000	133,000						389,000
* Funding Agency:	Total:	363,000	256,000	133,000						752,000

* Other Fed -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 5 of 6	PE									
	RW									
* Fund Type: Highway Infrastructure Program (HIP)	CON		173,000							173,000
* Funding Agency: Nevada DOT	Total:		173,000							173,000

* Other Fed -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 6 of 6	PE									
	RW									
* Fund Type: Carbon Reduction Program (CRP)	CON		175,000	175,000						350,000
* Funding Agency: Nevada DOT	Total:		175,000	175,000						350,000

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

Project Total:	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
PE	393,000								393,000
RW									
CON		1,657,000	308,000						1,965,000
Total:	393,000	1,657,000	308,000						2,358,000

Comments:

***** DFTIP Version 1 - 06/11/2024*****
 2022 Carry over. Updated project description and location limits. TPC \$2,361,000. Completion Year 2026.
 ***** Version 3 - 05/28/2024 *****
 Schedule delay - move CON funds from FFY 2024 to 2025. Add CRP \$175,000 to FFYs 2025 & 2026 and NV TAP \$133,000 to FFYs 2025 & 2026, Decrease HIP funds by \$78,000 in FFY 2025.
 ***** DFTIP Version 1 - 05/26/2022*****
 2020 Carry over project. 2020 RTP Appendix B
 ***** Version 1 - 03/11/2022 *****
 New Nevada Project - split from project 220-0000-0163
 County Funds/WC-1. Private Funds/Tahoe Fund
 TPC \$1,819,665. Completion 2024. 2020 RTP Appendix B

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

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0167	TITLE (DESCRIPTION): SR 28 Central Corridor - Sand Harbor to Thunderbird Cove - Trail, Transit, and Safety Improvements (Located along SR 28, design and construction of 1.75 miles of multi-use path between Sand Harbor to Thunderbird Cove, vista pullouts and safety improvements.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID: TTD23		EPA TABLE II or III EXEMPT CATEGORY Null
COUNTY: Washoe County, Nev	ROUTE: 28	PM:			

IMPLEMENTING AGENCY: Tahoe Transportation District
PROJECT MANAGER: Peter Kraatz

PHONE: (775) 589-5310

EMAIL: pkraatz@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	08/13/2024	JWEBER	Adoption - Carry Over	0	24,000,000		3,657,000

		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* RSTP -										
* Fund Source 1 of 6	PE	2,324,000								2,324,000
	RW									
* Fund Type: STP Local	CON									
* Funding Agency: Nevada DOT	Total:	2,324,000								2,324,000

		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Local Funds -										
* Fund Source 2 of 6	PE	656,000								656,000
	RW									
* Fund Type: Private Funds	CON									
* Funding Agency:	Total:	656,000								656,000

		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Nevada State -										
* Fund Source 3 of 6	PE	96,000								96,000
	RW									
* Fund Type: State Gas Tax	CON									
* Funding Agency: Nevada DOT	Total:	96,000								96,000

		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Other Fed -										
* Fund Source 4 of 6	PE	503,000								503,000
	RW									
* Fund Type: Carbon Reduction Program (CRP)	CON									
* Funding Agency: Nevada DOT	Total:	503,000								503,000

		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Other Fed -										
* Fund Source 5 of 6	PE	78,000								78,000
	RW									
* Fund Type: Highway Infrastructure Program (HIP)	CON									
* Funding Agency: Nevada DOT	Total:	78,000								78,000

		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Federal Disc. -										
* Fund Source 6 of 6	PE									
	RW									
* Fund Type: RAISE Discretionary Grants	CON				24,000,000					24,000,000
* Funding Agency:	Total:				24,000,000					24,000,000

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

Project Total:	PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
PE	3,657,000								3,657,000
RW									
CON				24,000,000					24,000,000
Total:	3,657,000			24,000,000					27,657,000

Comments:

***** DFTIP Version 1 - 06/11/2024*****
 2022 carry over. Updated FFY24 funds to final estimated apportionments. Add RAISE \$24M CON 2027
 ***** Version 6 - 05/28/2024 *****
 Add FFY 23/24 CRP \$523,000 and HIP \$78,000. (transferred from Crystal Bay to Incline Village). TPC updated to \$46M. Completion Year 2030
 ***** Version 5 - 11/08/2023 *****
 NDOT schedule delay - move PE funds from 22/23 to 23/24. Reduce STBG by \$300,000 for SR28 Coordinator. Replace HIP \$95,000 with NV Gas Tax.
 ***** Version 4 - 07/27/2023 *****
 Per NDOT request - advance all funds to FFY23. Add Statewide STBG AC. Remove COVID HIP \$309,000. Add HIP Tahoe \$95,000. NDOT ID XS2022009
 ***** Version 3 - 03/14/2023 *****
 Updating title to SR 28 Central Corridor - Sand Harbor to Thunderbird Cove -Trail, Transit, and Safety Improvements.
 Prior title: SR 28 Central Corridor - Sand Harbor to Spooner- Parking, Transit, Trail, and Safety Improvements. Updating project scope & funding. Removing transit mobility hub elements and Skunk Harbor parking. Removing \$2M CDS/Earmark. Updating NV State funds to Private funds/Tahoe Funds \$656,000. TPC \$31M
 ***** DFTIP Version 1 - 05/26/2022*****
 2020 Carry over project. 2020 RTP Appendix B. Add \$2M earmark and match \$500k
 ***** Version 1 - 03/11/2022 *****
 New Nevada Project. Split off from project 220-0000-0163. HIP/COVID funds. TPC \$87,642,000. Completion 2027.
 2020 RTP Appendix B

**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): SR28 Central Corridor - Thunderbird Cove to Secret Harbor- Parking, Transit, Trail, and Safety Improvements (Located on SR 28, includes design and construction of transit, trail and parking improvements at Chimney Beach (130 spaces) and Secret Harbor (120 spaces). Pedestrian signalized crossing on SR 28, .9 miles of trail, prefabricated bridge at Marlette Creek and pullouts along SR28 corridor.)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY Null
CT PROJECT ID:	MPO ID.: TTD21		
COUNTY: Washoe County, Nev	ROUTE: 28	PM:	

IMPLEMENTING AGENCY: Tahoe Transportation District
PROJECT MANAGER: Peter Kraatz

PHONE: (775) 589-5310

EMAIL: pkraatz@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	08/15/2024	JWEBER	Adoption - Carry Over	0	9,400,000		2,604,000

		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* RSTP -										
* Fund Source 1 of 5	PE	2,163,000								2,163,000
	RW									
* Fund Type: STP Local	CON									
* Funding Agency: Nevada DOT	Total:	2,163,000								2,163,000
* Local Funds -										
* Fund Source 2 of 5	PE	249,000								249,000
	RW									
* Fund Type: Private Funds	CON									
* Funding Agency:	Total:	249,000								249,000
* Other Fed -										
* Fund Source 3 of 5	PE	192,000								192,000
	RW									
* Fund Type: Highway Infrastructure Program (HIP)	CON			5,000,000						5,000,000
* Funding Agency: Nevada DOT	Total:	192,000		5,000,000						5,192,000
* Nevada State -										
* Fund Source 4 of 5	PE									
	RW									
* Fund Type: Southern Nevada Public Lands Management Act	CON	2,400,000								2,400,000
* Funding Agency:	Total:	2,400,000								2,400,000
* Nevada State -										
* Fund Source 5 of 5	PE									
	RW									
* Fund Type: Nevada State	CON			2,000,000						2,000,000
* Funding Agency:	Total:			2,000,000						2,000,000
Project Total:										
	PE	2,604,000								2,604,000
	RW									
	CON	2,400,000		7,000,000						9,400,000
	Total:	5,004,000		7,000,000						12,004,000

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

Comments:

***** DFTIP Version 1 - 06/24/2024*****

2022 Carry over. Add NV HIP earmark \$5M and Conserve Nevada Program \$2M to CON in FFY26. TPC \$15.9M

***** Version 6 - 03/22/2023 *****

Adding SNPLMA \$2.4M. Updating title from SR28 Central Corridor - Chimney Beach to Secret Harbor- Parking, Transit, Trail, and Safety Improvements to SR28 Central Corridor - Thunderbird Cove to Secret Harbor- Parking, Transit, Trail, and Safety Improvements. 250 parking spaces

***** DFTIP Version 1 - 05/26/2022*****

2020 Carry over project. 2020 RTP Appendix B

***** Version 4 - 03/09/2022 *****

Project is being separated into three projects.

Updating project title from SR 28 Central Corridor - Sand Harbor to Spooner-Parking and Safety Improvements to SR 28 Central Corridor - Chimney Beach to Secret Harbor- Parking, Transit, Trail, and Safety Improvements, and reducing scope and funding. Completion Year 2026. TPC \$16,864,000

***** Version 3 - 05/24/2021 *****

Add \$6,000 TTD parking revenue to PE in 2021.

Add additional \$123,000 NV TAP/MPO to PE in 2021.

Transfer NV TAP/State \$691,000 from PE to CON 2021.

Transfer Private Funds/ Tahoe Fund \$36,000 from PE to CON and \$250,000 from CON to PE 2021.

STBG-NV stays programmed in PE 2021.

***** Version 2 - 03/31/2021 *****

Add NV State TAP \$691,000 PE 20/21, increase NV TAP (MPO) 62,000 PE 20/21, add Tahoe Fund \$36,000 PE and \$249,000 CON in 20/21, reduce Washoe County Bond to \$30,000 PE 20/21.

Updated TPC \$13,244,000

***** Version 1 - 02/04/2021 *****

New SR28 project phase. TPC\$8,500,000. 2020 RTP

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

DIST: NV	PPNO:	EA:	CTIPS ID: 220-0000-0169	TITLE (DESCRIPTION): SR 28 Spooner Mobility Hub and AIS Inspection Station (Located on SR 28, near the intersection of US Hwy 50 and SR28 construct a transit mobility hub with 250 parking spaces, restrooms, AIS inspection station, and 0.5 miles multi-use path and a pedestrian crossing.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: NDOT22		EPA TABLE II or III EXEMPT CATEGORY Null
COUNTY: Douglas County, Nev	ROUTE: 28	PM:			

IMPLEMENTING AGENCY: Nevada DOT
PROJECT MANAGER: Tyler Woods
PHONE: (775) 888-7552
EMAIL: tkwoods@dot.nv.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	06/25/2024	JWEBER	Adoption - Carry Over	0	7,872,000	30,000	986,000

* Other Fed -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 5	PE									
	RW									
* Fund Type: U. S. Fish and Wildlife	CON		2,267,000							2,267,000
* Funding Agency:	Total:		2,267,000							2,267,000

* Nevada State -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 5	PE									
	RW									
* Fund Type: Nevada State	CON		1,096,000							1,096,000
* Funding Agency:	Total:		1,096,000							1,096,000

* Federal Disc. -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 5	PE									
	RW									
* Fund Type: Community Project Funding/Congressionally Directed	CON		2,000,000							2,000,000
* Funding Agency: Nevada DOT	Total:		2,000,000							2,000,000

* Nevada State -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 5	PE									
	RW									
* Fund Type: Surface Transportation Program	CON		2,509,000							2,509,000
* Funding Agency: Nevada DOT	Total:		2,509,000							2,509,000

* Nevada State -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 5 of 5	PE	986,000								986,000
	RW		30,000							30,000
* Fund Type: State Gas Tax	CON									
* Funding Agency: Nevada DOT	Total:	986,000	30,000							1,016,000

Project Total:		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	986,000								986,000
	RW		30,000							30,000
	CON		7,872,000							7,872,000
	Total:	986,000	7,902,000							8,888,000

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

Comments:

***** DFTIP Version 1 - 06/12/2024*****
2022 Carry over. TPC \$8.8M Completion 2027
***** Version 3 - 11/29/2023 *****
NDOT schedule delay. Move CON funds from FFY24 to FFY25. Increase NV State match to \$1,096,000. Add State Gas Tax \$30,000 to ROW FFY25.
***** Version 2 - 07/25/2023 *****
Per NDOT - move all FFY 23 funds in PE to FFY 24 CON. Add State Gas tax \$986,000 to FFY 23 PE.
Update Contact to Tytler Woods. TPC \$8.1M
NDOT ID DO20230002
***** Version 1 - 02/28/2023 *****
Nevada project.
NDOT STBG Flex \$647,000 & \$1,862M
AIS_USFWS/TRPA \$267,000 & \$2M
NDSL (AIS) \$72,000
FY22 Congressionally Directed Spending/FHWA \$2M
NV State Match \$309,000
TPC \$7.1M, 2020 RTP Appendix B

**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 SR 89, 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:
CT PROJECT ID:			MPO ID.: CFL01		EPA TABLE II or III EXEMPT CATEGORY Null
COUNTY: Placer County	ROUTE: 89		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)

<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	06/11/2024	JWEBER	Adoption - Carry Over	0	16,791,000		

* Other Fed -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 4	PE									
	RW									
* Fund Type: Federal Lands Access Program (FLAP)	CON	9,956,000								9,956,000
* Funding Agency:	Total:	9,956,000								9,956,000

* Local Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 4	PE									
	RW									
* Fund Type: County Funds	CON	3,535,000								3,535,000
* Funding Agency:	Total:	3,535,000								3,535,000

* Local Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 4	PE									
	RW									
* Fund Type: Private Funds	CON	300,000								300,000
* Funding Agency:	Total:	300,000								300,000

* RSTP -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 4 of 4	PE									
	RW									
* Fund Type: STP Local	CON	3,000,000								3,000,000
* Funding Agency:	Total:	3,000,000								3,000,000

Project Total:		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	16,791,000								16,791,000
	Total:	16,791,000								16,791,000

Comments:

***** DFTIP Version 1 - 04/09/2024*****
 2022 Carry over
 ***** DFTIP Version 1 - 05/26/2022*****
 2020 Carry over project. Adding STBG & TOT in 22/23 & 23/24. Moving 21/22 funds to 22/23. Estimated TPC \$20M. 2020 RTP Appendix B
 ***** Version 1 - 12/19/2020 *****
 New project. Tracker #03.02.01.0004. Completion year 2025. Phase 2 \$13.5M. TPC \$48M. 2020 RTP Appendix -B

**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): Tahoe Mobility Hub - Washoe County (Protective acquisition, site alternative analysis, and site selection for a mobility hub within Washoe County Tahoe Area Plan. Potential demolition of existing site buildings.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TTD19		EPA TABLE II or III EXEMPT CATEGORY Null
COUNTY: Washoe 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	06/18/2024	JWEBER	Adoption - Carry Over	0	1,500,000	2,445,000	213,000

* RSTP -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 1 of 4	PE	202,000								202,000
	RW									
* Fund Type: STP Local	CON									
* Funding Agency: Nevada DOT	Total:	202,000								202,000

* Local Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 2 of 4	PE	11,000								11,000
	RW	300,000								300,000
* Fund Type: County Funds	CON									
* Funding Agency:	Total:	311,000								311,000

* FTA Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 3 of 4	PE									
	RW	1,956,000								1,956,000
* Fund Type: Bus and Bus Facilities Program - FTA 5339	CON	1,200,000								1,200,000
* Funding Agency: Nevada DOT	Total:	3,156,000								3,156,000

* Other State -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 4 of 4	PE									
	RW	189,000								189,000
* Fund Type: TDA	CON		300,000							300,000
* Funding Agency:	Total:	189,000	300,000							489,000

Project Total:		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
	PE	213,000								213,000
	RW	2,445,000								2,445,000
	CON	1,200,000	300,000							1,500,000
	Total:	3,858,000	300,000							4,158,000

Comments:

***** DFTIP Version 1 - 06/18/2024*****

2022 Carry Over

***** DFTIP Version 1 - 06/01/2022*****

2020 Carry over project. 2020 RTP Appendix B. TPC \$8,500,000

***** Version 3 - 05/25/2021 *****

Technical correction for CTIPS. Update Washoe County funds to \$300,000 ROW 20/21

***** Version 2 - 03/31/2021 *****

Update Title and Project Description.

Add FTA 5339 \$1,956,000 ROW 20/21 and \$1,200,000 CON 21/22, TDA \$189,000 ROW 20/21 and \$300,000 CON 21/22, Washoe County Bond \$285,000 ROW 20/21.

***** 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. 2017 RTP Appendix B-3 / 2020 RTP

**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. Enhancements to transit services, street furniture replacement and expansion, IT cable and fiber access enhancements, ADA improvements and safety & security enhancements. Purchase/replacement of 24 buses include other fleet vehicles and/or related equipment. Buses will be a mix of battery electric and clean diesel.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TMC0406		EPA TABLE II or III EXEMPT CATEGORY Null
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	07/02/2024	JWEBER	Adoption - Carry Over	0	13,400,000		

* FTA Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 1 of 7	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON	448,000								448,000
* Funding Agency:	Total:	448,000								448,000

* FTA Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 2 of 7	PE									
	RW									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	CON	553,000	187,000	187,000	187,000	187,000				1,301,000
* Funding Agency:	Total:	553,000	187,000	187,000	187,000	187,000				1,301,000

* FTA Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 3 of 7	PE									
	RW									
* Fund Type: FTA 5310 Elderly & Disabilities	CON	35,000	35,000							70,000
* Funding Agency:	Total:	35,000	35,000							70,000

* FTA Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 4 of 7	PE									
	RW									
* Fund Type: Low or No Emission Vehicle Program - 5339(c)	CON	7,875,000								7,875,000
* Funding Agency:	Total:	7,875,000								7,875,000

* Other State -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 5 of 7	PE									
	RW									
* Fund Type: Low Carbon Transit Operations Program (LCTOP)	CON	125,000								125,000
* Funding Agency:	Total:	125,000								125,000

* Other State -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 6 of 7	PE									
	RW									
* Fund Type: TDA	CON	319,000		375,000						694,000
* Funding Agency:	Total:	319,000		375,000						694,000

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

* FTA Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 7	PE									
	RW									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	CON	2,887,000								2,887,000
* Funding Agency: Nevada DOT	Total:	2,887,000								2,887,000

Project Total:		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	12,242,000	222,000	562,000	187,000	187,000				13,400,000
	Total:	12,242,000	222,000	562,000	187,000	187,000				13,400,000

Comments:
 ***** DFTIP Version 1 - 06/24/2024*****
 2022 Carry over
 ***** Version 34 - 05/29/2024 *****
 Add TDA SGR funds \$56,000 to CON FFY24
 ***** Version 33 - 01/09/2024 *****
 Technical Correction for FTA 5339 and 5339(c)
 ***** Version 32 - 11/08/2023 *****
 Updating FTA and TDA final estimates. TCs utilized for FTA match.
 ***** DFTIP Version 1 - 05/31/2022*****
 2020 Carry over project. 2020 RTP Appendix B
 ***** Version 29 - 08/10/2021 *****
 Update FY21 FTA 5307, 5339 and 5310. Add FY21 ARA \$266,000 and FY22 TDA SGR \$87,000
 ***** 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)
Local Highway System**

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0149	TITLE (DESCRIPTION): TTD Transit Maintenance and Administration Facility (Project is for site assessment, acquisition, environmental, design, and construction of an all-weather transit maintenance and administration facility to service approximately 75 buses.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TTD18		EPA TABLE II or III EXEMPT CATEGORY Null
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	08/12/2024	JWEBER	Adoption - Carry Over	0			3,114,000

		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* RSTP -										
* Fund Source 1 of 3	PE	678,000								678,000
	RW									
* Fund Type: STP Local	CON									
* Funding Agency: Nevada DOT	Total:	678,000								678,000

		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Local Funds -										
* Fund Source 2 of 3	PE	36,000	400,000							436,000
	RW									
* Fund Type: County Funds	CON									
* Funding Agency:	Total:	36,000	400,000							436,000

		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* FTA Funds -										
* Fund Source 3 of 3	PE		2,000,000							2,000,000
	RW									
* Fund Type: Community Project Funding/Congressionally Directed	CON									
* Funding Agency:	Total:		2,000,000							2,000,000

Project Total:		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
	PE	714,000	2,400,000							3,114,000
	RW									
	CON									
	Total:	714,000	2,400,000							3,114,000

Comments:

***** DFTIP Version 1 - 06/12/2024*****
 2022 Carry over. Move CDS \$2M to FFY25, add Douglas County \$400,000 FFY25. TCP \$91M
 ***** Version 5 - 03/22/2023 *****
 adding FY23 \$2M CDS/FTA. Use TCs.
 ***** DFTIP Version 1 - 06/01/2022*****
 2020 Carry over project. 2020 RTP Appendix B. TPC \$68M
 ***** 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)
State Highway System**

DIST: 03	PPNO: EA:	CTIPS ID: 220-0000-0047	TITLE (DESCRIPTION): US 50 South Shore Community Revitalization Project (US 50 corridor south Stateline area improvements, add multi-use paths, sidewalks, pedestrian overcrossing, parking, and a roundabout at US50 and Lake Parkway intersection.)	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: Jim Marino PHONE: (775) 589-5500 EMAIL: jmarino@tahoetransportation.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	07/13/2024	JWEBER	Adoption - Carry Over	0		2,080,000	14,046,000

* Nevada State -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 1 of 8	PE	1,020,000								1,020,000
	RW									
* Fund Type: Southern Nevada Public Lands Management Act	CON									
* Funding Agency: USDA Forest Service	Total:	1,020,000								1,020,000

* Federal Disc. -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 2 of 8	PE	2,000,000								2,000,000
	RW									
* Fund Type: FEDERAL LANDS HIGHWAYS PROGRAM	CON									
* Funding Agency: Federal Highway Administration (FHWA)	Total:	2,000,000								2,000,000

* Federal Disc. -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 3 of 8	PE	1,000,000								1,000,000
	RW									
* Fund Type: Public Land Hwys	CON									
* Funding Agency: Federal Highway Administration (FHWA)	Total:	1,000,000								1,000,000

* CMAQ -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 4 of 8	PE	1,041,000								1,041,000
	RW									
* Fund Type: Congestion Mitigation	CON									
* Funding Agency:	Total:	1,041,000								1,041,000

* RSTP -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 5 of 8	PE	6,546,000								6,546,000
	RW									
* Fund Type: STP Local	CON									
* Funding Agency: Caltrans	Total:	6,546,000								6,546,000

* RSTP -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 6 of 8	PE	81,000	1,000,000							1,081,000
	RW		488,000	1,488,000						1,976,000
* Fund Type: STP Local	CON									
* Funding Agency: Nevada DOT	Total:	81,000	1,488,000	1,488,000						3,057,000

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

		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Local Funds -										
* Fund Source 7 of 8	PE	743,000	53,000							796,000
	RW		26,000	78,000						104,000
* Fund Type: County Funds	CON									
* Funding Agency:	Total:	743,000	79,000	78,000						900,000
<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	12,993,000	1,053,000							14,046,000
	RW		514,000	1,566,000						2,080,000
	CON									
	Total:	12,993,000	1,567,000	1,566,000						16,126,000

Comments:

***** DFTIP Version 1 - 06/18/2024*****
 2022 Carry over. TPC \$38.7M. Completion Year 2027.
 ***** Version 20 - 08/22/2023 *****
 Add STBG funds FY25 \$1,488M & FY26 \$1,488M. Douglas Cty 24/25 \$78,000 & 25/26 \$79,000.
 ***** DFTIP Version 1 - 06/01/2022*****
 2020 Carry over project. Transferring of STBG NV FFY22 \$1,272M to CA .Toll credits will be used for match. TPC \$156M.
 2020 RTP Appendix B.
 ***** Version 18 - 05/25/2021 *****
 Transfer Nevada STBG \$1,272,000 to California STBG. Move from ROW to PE for 2022. Intergovernmental transfer. Toll credits will be used for match.
 Remove Douglas County match in 2022.
 ***** 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)
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:
CT PROJECT ID:			MPO ID.: GROUP1		EPA TABLE II or III EXEMPT CATEGORY Null
COUNTY: Various Counties	ROUTE:	PM:			

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER: JUDY WEBER
PHONE: (775) 589-5203
EMAIL: jweber@trpa.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	08/16/2024	JWEBER	Adoption - Carry Over	0	10,308,000	618,000	2,270,000

* CMAQ -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 1 of 9	PE									
	RW	300,000								300,000
* Fund Type: Congestion Mitigation	CON	1,551,000								1,551,000
* Funding Agency:	Total:	1,851,000								1,851,000

* Local Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 2 of 9	PE	96,000								96,000
	RW									
* Fund Type: TRPA Air Quality Mitigation	CON									
* Funding Agency:	Total:	96,000								96,000

* Local Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 3 of 9	PE	55,000								55,000
	RW	53,000								53,000
* Fund Type: City Funds	CON	1,938,000								1,938,000
* Funding Agency:	Total:	2,046,000								2,046,000

* RSTP -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 4 of 9	PE	1,333,000								1,333,000
	RW	54,000	50,000							104,000
* Fund Type: STP Local	CON	900,000	1,024,000	843,000						2,767,000
* Funding Agency: Caltrans	Total:	2,287,000	1,074,000	843,000						4,204,000

* Local Funds -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 5 of 9	PE	450,000								450,000
	RW	50,000								50,000
* Fund Type: County Funds	CON		602,000	500,000						1,102,000
* Funding Agency: Placer County	Total:	500,000	602,000	500,000						1,602,000

* Other Fed -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 6 of 9	PE	336,000								336,000
	RW	111,000								111,000
* Fund Type: Highway Infrastructure Program (HIP)	CON									
* Funding Agency: Caltrans	Total:	447,000								447,000

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

		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Other Fed -										
* Fund Source 7 of 9	PE									
	RW									
* Fund Type: Active Transportation Program (ATP)	CON	1,200,000								1,200,000
* Funding Agency:	Total:	1,200,000								1,200,000
<hr/>										
* Other Fed -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 8 of 9	PE									
	RW									
* Fund Type: Carbon Reduction Program (CRP)	CON		275,000	275,000						550,000
* Funding Agency:	Total:		275,000	275,000						550,000
<hr/>										
* Other State -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 9 of 9	PE									
	RW									
* Fund Type: State Cash	CON			1,200,000						1,200,000
* Funding Agency:	Total:			1,200,000						1,200,000
<hr/>										
Project Total:		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	2,270,000								2,270,000
	RW	568,000	50,000							618,000
	CON	5,589,000	1,901,000	2,818,000						10,308,000
	Total:	8,427,000	1,951,000	2,818,000						13,196,000

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

Comments:

***** DFTIP Version 1 - 06/18/2024*****

2022 Carry over. Updated Grouped Projects Bicycle and Pedestrian Facilities Detailed Backup listing. See listing.

***** Version 41 - 05/31/2024 *****

North Tahoe Shared Use Trail - add State (CTC) \$1.2M FFY 26 and County funds (TOT) \$325,000 in FFY25 & FFY26 for CON. Pioneer Trail Improvements - add City funds \$1,169,000 in FFY24 CON. TCP \$6.2M.

***** Version 40 - 07/26/2023 *****

North Tahoe Trail - add STBG \$1,893M, CRP \$550k, move TOT \$350k from FFY23 to FFY25 \$175k & FFY26 \$175k CON

Apache Ave - add ATP \$1.7M, CRP \$545k, CMAQ \$499k, WQ \$183k CON

Pioneer Trail - add ATP \$1.2M, City funds \$500k, CMAQ \$65k FFY24 CON

***** Version 39 - 05/11/2023 *****

North Tahoe Regional Bike Trail - Remove Prior HIP funds \$300,000 / transfer \$173,000 to 22/23

***** DFTIP Version 1 - 05/31/2022*****

2020 Carry over project. 2020 RTP Appendix B

***** Version 36 - 02/24/2022 *****

Funding updates to four existing projects:

LT BLVD Class I Bike Trail - increase project cost \$5,430,000. add City funds

North Trail Regional Bike Trail-Phase I - add HIP & TOT

Class I Bike Path: East/West San Bernardino - Move AQ to 22/23

South Tahoe Greenway-Upper Truckee Bridge at Johnson Meadow - add STBG & AQ

Reprogram Pioneer Trail Ped project - Phase II to FTIP

***** Version 35 - 08/11/2021 *****

Class 1 Bike Path - East/West San Bernardino - Add CRRSAA \$703,000& Mid-Cycle STIP \$273,000 CON 22/23. Move Prior \$1M to 22/23

***** 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
2025 Federal Transportation Improvement Program
Detailed Backup Listing for Grouped Projects Bicycle and Pedestrian Facilities**

CTIPS ID: 220-0000-0110	MPO ID: GROUP1	COUNTY: Placer	2020 RTP Appendix B					Date 06/24/24					
Project Title			Fund Source	Phase	Prior	24/25	25/26	26/27	27/28	Total			
North Tahoe Shared-Use Trail - Phase 1			HIP	PE	\$ 336,000	\$ -	\$ -	\$ -	\$ -	\$ 336,000			
			STBG	PE	\$ 337,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 337,000		
			CRP	CON	\$ -	\$ 770,000	\$ 843,000	\$ -	\$ -	\$ -	\$ 1,613,000		
			CTC (state)	CON	\$ -	\$ 275,000	\$ 275,000	\$ -	\$ -	\$ -	\$ 550,000		
			Placer TOT	CON	\$ -	\$ -	\$ 1,200,000	\$ -	\$ -	\$ -	\$ 1,200,000		
				PE	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 450,000		
				ROW	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000		
			CON	\$ -	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ 1,000,000				
Project Description			\$ 1,173,000 \$ 1,545,000 \$ 2,818,000 \$ - \$ - \$ 5,536,000										
Phase 1 of project - construction of approximately 1.9 miles of Class I bike trail from the North Tahoe Regional Park to Carnelian Bay Ave. Total project includes 9 miles of trail that will link the Dollar Hill Multi-use Trail with the North Tahoe Regional Park in Tahoe Vista.													
Agency	Placer County	Project Mgr.	Andy Deinken	Phone	530-581-6235	Tracker No.	03.02.02.0003						
Comments 2022 Carry over project. FFY 25 & FFY 26 fund estimate were reduced by \$140,000. Completion Year 2026. TPC \$7,730,000													
CTIPS ID: 220-0000-0110	MPO ID: GROUP1	COUNTY: Placer County	2020 RTP Appendix B					Date 08/16/24					
Project Title			Fund Source	Phase	Prior	24/25	25/26	26/27	27/28	Total			
Tahoe City Mobility – Grove Street Intersection Improvements Project			STBG	PE	\$ 155,000	\$ 254,000	\$ -	\$ -	\$ -	\$ 409,000			
				ROW	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000			
			Placer County	PE	\$ -	\$ 85,000	\$ -	\$ -	\$ -	\$ -	\$ 85,000		
				ROW	\$ -	\$ 17,000	\$ -	\$ -	\$ -	\$ -	\$ 17,000		
			\$ 155,000 \$ 406,000 \$ - \$ - \$ - \$ 561,000										
Project Description													
Intersection improvements to provide for improved pedestrian safety and circulation at SR28 and Grove St. in Tahoe City, including potential signalization and accessibility upgrades.													
Agency	Placer County	Project Mgr.	Kevin Shifflet	Phone	530-581-6238	Tracker No.	03.02.01.0024						
Comments Adding project. Completion Year 2028. TPC \$2,000,000													
CTIPS ID: 220-0000-0110	MPO ID: GROUP1	COUNTY: El Dorado County	2020 RTP Appendix B					Date 06/24/24					
Project Title			Fund Source	Phase	Prior	24/25	25/26	26/27	27/28	Total			
South Tahoe Greenway - Upper Truckee River Bridge at Johnson Meadow			AQ Mitigation	PE	\$ 96,000	\$ -	\$ -	\$ -	\$ -	\$ 96,000			
			STBG	PE	\$ 769,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 769,000		
			\$ 865,000 \$ - \$ - \$ - \$ - \$ 865,000										
Project Description													
Construct 1.2 miles of Class 1 shared use path and replace the Upper Truckee River Bridge at Johnson Meadow connecting to the Dennis T. Machida Memorial Greenway.													
Agency	El Dorado County	Project Mgr.	Donaldo Palaroan	Phone	530-573-7920	Tracker No.	03.02.02.0085						
Comments 2022 Carry over project. Completion Year 2027. TPC \$9,154,000													
CTIPS ID: 220-0000-0110	MPO ID: GROUP1	COUNTY: El Dorado County	2020 RTP Appendix B					Date 06/24/24					
Project Title			Fund Source	Phase	Prior	24/25	25/26	26/27	27/28	Total			
Pioneer Trail Pedestrian Improvement Project Phase II			City Funds	PE	\$ 55,000	\$ -	\$ -	\$ -	\$ -	\$ 55,000			
				R/W	\$ 53,000	\$ -	\$ -	\$ -	\$ -	\$ 53,000			
				CON	\$ 1,938,000	\$ -	\$ -	\$ -	\$ -	\$ 1,938,000			
			CMAQ	R/W	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000			
				CON	\$ 1,551,000	\$ -	\$ -	\$ -	\$ -	\$ 1,551,000			
			HIP	R/W	\$ 111,000	\$ -	\$ -	\$ -	\$ -	\$ 111,000			
			ATP	CON	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000			
			STBG	PE	\$ 420,000	\$ -	\$ -	\$ -	\$ -	\$ 420,000			
				CON	\$ 606,000	\$ -	\$ -	\$ -	\$ -	\$ 606,000			
						\$ 6,234,000 \$ - \$ - \$ - \$ - \$ 6,234,000							
			Project Description										
			Construction of pedestrian sidewalks, lighting, transit stops, and class II bike lanes from the limits of the completed Phase 1 project - Larch Avenue to the western limits of Ski Run Boulevard (+.45 Center line Miles).										
Agency	City of South Lake Tahoe	Project Mgr.	Steve Anderjack	Phone	530-542-6033	Tracker No.	03.02.02.0078						
Comments 2022 Carry over project. Completion Year 2025. TPC \$6,200,000													
GROUPED PROJECT TOTAL					\$ 8,427,000	\$ 1,951,000	\$ 2,818,000	\$ -	\$ -	\$ 13,196,000			

	Prior	24/25	25/26	26/27	27/28	Totals
AQ Mitigation	\$ 96,000	\$ -	\$ -	\$ -	\$ -	\$ 96,000
City Funds	\$ 2,046,000	\$ -	\$ -	\$ -	\$ -	\$ 2,046,000
CTC	\$ -	\$ -	\$ 1,200,000	\$ -	\$ -	\$ 1,200,000
Placer TOT	\$ 500,000	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ 1,500,000
Placer County	\$ -	\$ 102,000	\$ -	\$ -	\$ -	\$ 102,000
CMAQ	\$ 1,851,000	\$ -	\$ -	\$ -	\$ -	\$ 1,851,000
STBG	\$ 2,287,000	\$ 1,074,000	\$ 843,000	\$ -	\$ -	\$ 4,204,000
HIP	\$ 447,000	\$ -	\$ -	\$ -	\$ -	\$ 447,000
ATP	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ 1,200,000
CRP	\$ -	\$ 275,000	\$ 275,000	\$ -	\$ -	\$ 550,000
Totals	\$ 8,427,000	\$ 1,951,000	\$ 2,818,000	\$ -	\$ -	\$ 13,196,000

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
Local 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:
CT PROJECT ID:			MPO ID.: HSIP1		EPA TABLE II or III EXEMPT CATEGORY Null
COUNTY: El Dorado County	ROUTE:		PM:		

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER: Judy Weber
PHONE: (775) 589-5203
EMAIL: jweber@trpa.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	06/14/2024	JWEBER	Adoption - Carry Over	0	10,250,000		

* Other Fed -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
* Fund Source 1 of 5	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>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
* Fund Source 2 of 5	RW									
* Fund Type: County Funds	CON		70,000							70,000
* Funding Agency:	Total:		70,000							70,000

* CMAQ -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
* Fund Source 3 of 5	RW									
* Fund Type: Congestion Mitigation	CON		582,000	1,613,000						2,195,000
* Funding Agency:	Total:		582,000	1,613,000						2,195,000

* RSTP -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
* Fund Source 4 of 5	RW									
* Fund Type: STP Local	CON			1,480,000						1,480,000
* Funding Agency:	Total:			1,480,000						1,480,000

* State SB1 -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
* Fund Source 5 of 5	RW									
* Fund Type: Road Repair and Accountability Act of 2017	CON		3,055,000							3,055,000
* Funding Agency:	Total:		3,055,000							3,055,000

Project Total:		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON		3,125,000	4,032,000	3,093,000					10,250,000
	Total:		3,125,000	4,032,000	3,093,000					10,250,000

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

Comments:

***** DFTIP Version 1 - 06/14/2024*****
2022 Carry over. Project H8-03-006 / 5925(148)
***** Version 4 - 07/26/2023 *****
Project H8-03-006 / 5925(148)
Add CMAQ \$2,195M, LPP \$3,055M, STBG \$1,480M, Local funds \$70k. TCs for match. TPC \$10.4M
***** DFTIP Version 1 - 05/26/2022*****
2020 Carry over project. Two projects H9-03-024 and H8-03-006 (HSIP dollars transferred from Meyers Corridor Improvement project)
2020 RTP Appendix B.
***** DFTIP 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
2025 Federal Transportation Improvement Program
Highway Safety Improvement Program (HSIP)
Detailed Backup Listing for Grouped Projects for Safety Improvements - HSIP Program**

**HSIP - Highway Safety Improvement Program
Grouped Projects for Safety Improvements - HSIP Program**

Unique ID	MPO ID	CTIPS ID	County	District	MPO/Agency	Route	Description	Phase	Fund	Prior	24/25	25/26	24/25	25/26	TOTAL
H8-03-006 /5925(148)	HSIP1	220-000-0153	EDC	3	TMPO/County of El Dorado	U.S. 50/Pioneer Trail	In Meyers, convert a signalized T-intersection at the U.S. Highway 50/State Route 89 into a three-leg modern roundabout. Includes 3 intersection improvements; 11 channelizations; 0.8 miles pedestrian/bicycle facilities. TCs. Completion 2026.	CON	CMAQ	\$ -	\$ 582,000	\$ 1,613,000	\$ -	\$ -	\$ 2,195,000
									Local County	\$ 70,000	\$ -	\$ -	\$ -	\$ -	\$ 70,000
									LPP	\$ 3,055,000	\$ -	\$ -	\$ -	\$ -	\$ 3,055,000
									STBG	\$ -	\$ -	\$ 1,480,000	\$ -	\$ -	\$ 1,480,000
									HSIP	\$ -	\$ 3,450,000	\$ -	\$ -	\$ -	\$ 3,450,000
Comments:										\$ 3,125,000	\$ 4,032,000	\$ 3,093,000	\$ -	\$ -	\$ 10,250,000
2022 Carry Over project. 2020 RTP Appendix B. Tracker No. 01.01.01.0205															
Total HSIP Program										\$ 3,125,000	\$ 4,032,000	\$ 3,093,000	\$ -	\$ -	\$ 10,250,000

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

DIST: 03	PPNO: EA:	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:
CT PROJECT ID:		MPO ID.: SHOPP5		EPA TABLE II or III EXEMPT CATEGORY Null
COUNTY: El Dorado County Placer County	ROUTE: 50 28	PM:		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: Joan Malotte

PHONE: (530) 821-8456

EMAIL: D3FTIP@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	06/18/2024	JWEBER	Adoption - Carry Over	0	30,789,000		

* SHOPP - Collision Reduction -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
* Funding Agency:	CON	30,789,000								30,789,000
	Total:	30,789,000								30,789,000

Comments:

***** DFTIP Version 1 - 06/18/2024*****
 2022 Carry over. information only. 4H890 reached CON April 2024.
 ***** Version 6 - 11/07/2023 *****
 4H890 - add additional supplemental funds \$300,000 in 22/23.
 ***** DFTIP Version 1 - 05/24/2022*****
 2020 Carry over. Two SHOPP projects - 4H890 & 0J922
 2020 RTP Appendix B.
 ***** Version 4 - 02/23/2022 *****
 Increase cost for 4H890. Add \$1,950M CON 22/23
 ***** Version 3 - 08/27/2021 *****
 Add new SHOPP project: Split parent project EA 0J920/PPNO 03-6257 into three child projects. One in Tahoe City, EA 0J922 PPNO 03-6257B
 ***** 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 Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 03	PPNO: EA:	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:
CT PROJECT ID:		MPO ID.: SHOPP7		
COUNTY: Placer County El Dorado County	ROUTE: 28 50	PM: 0.100 / 11.000		EPA TABLE II or III EXEMPT CATEGORY Null

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: Joan Malotte
PHONE: (530) 821-8424
EMAIL: joan.malotte@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	06/12/2024	JWEBER	Adoption - Carry Over	0	32,577,000		

* SHOPP - Roadway Preservation -		PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL
* Fund Source 1 of 1	PE									
	RW									
* Fund Type: SHOPP Advance Construction (AC)	CON	5,080,000		27,497,000						32,577,000
* Funding Agency:	Total:	5,080,000		27,497,000						32,577,000

Comments:

***** DFTIP Version 1 - 06/12/2024*****
 2022 Carry over. SHOPP EA 0J480 PPNO 3338
 ***** Version 5 - 07/26/2023 *****
 Project 0J010 - Cost increase to CON Cap \$1M.
 ***** DFTIP Version 1 - 05/24/2022*****
 2020 Carry over project. Two SHOPP projects 0J480 & 0J010. 2020 RTP Appendix B
 ***** Version 3 - 02/23/2022 *****
 New project - 0J480.
 Project 0J010 - increase CON: \$1,127M in 23/24. Add future \$22.050M 25/26. Update Completion year to 2027.
 ***** 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 METROPOLITAN PLANNING ORGANIZATION
2025 Federal Transportation Improvement Program
2024 State Highway Operation and Protection Program (SHOPP)
Detailed Backup Listing for Grouped Projects for SHOPP Roadway Preservation Program**

SHOPP - Roadway Preservation Program

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

MPO ID	CTIPS ID	County	District	PPNO	EA	Route	Description	Fund	Phase	Prior	24/25	25/26	26/27	27/28	TOTAL
							In South Lake Tahoe, from east of Blue Lake Avenue to the NV State line (PM 77.3). Rehabilitate pavement and drainage systems, upgrade facilities to Americans with Disabilities Act (ADA) standards, and replace Transportation Management System (TMS) elements. Completion 2029.	SHOPP A/C	PE	\$ 3,640,000	\$ -	\$ -	\$ -	\$ -	\$3,640,000
						RW			\$ 1,440,000	\$ -	\$ 2,745,000	\$ -	\$ -	\$ -	\$4,185,000
SHOPP7	220-0000-0158	El Dorado	3	3338	0J480	50			CON	\$ -	\$ -	\$ 24,752,000	\$ -	\$ -	\$ -
										\$ 5,080,000	\$ -	\$ 27,497,000	\$ -	\$ -	\$ 32,577,000

Comments:
2022 Carry Over project. 2020 RTP Appendix B. Tracker No. 2716

SHOPP Roadway Preservation Total										\$5,080,000	\$ -	\$ 27,497,000	\$ -	\$ -	\$ 32,577,000
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**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0176	TITLE (DESCRIPTION): Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing and/or Rehabilitation - Minor Program (Projects that correct, improve, or eliminate a hazardous location or feature.)	MPO Aprv:
CT PROJECT ID:		MPO ID.: SHOPP8	State Aprv:		
COUNTY: El Dorado County	ROUTE:	PM:	Federal Aprv:		
					EPA TABLE II or III EXEMPT CATEGORY Null

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: Randeep Lally

PHONE: (530) 821-3897

EMAIL: D3.FTIP@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	08/12/2024	JWEBER	Adoption - New Project	0	2,048,000		

	<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* CT Minor Pgm. -									
* Fund Source 1 of 1	PE								
* Fund Type: SHOPP Advance Construction (AC)	RW								
* Funding Agency:	CON	2,048,000							2,048,000
	Total:	2,048,000							2,048,000

Comments:

***** Version 1 - 08/10/2024 *****
SHOPP Minor Program. EA 0N910, EA 0N920, EA 3J090
2020 RTP Appendix B

TAHOE METROPOLITAN PLANNING ORGANIZATION
2025 Federal Transportation Improvement Program
2024-25 State Highway Operation and Protection Program (SHOPP) Minor Program
Detailed Backup Listing for Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing and /or Rehabilitation

SHOPP Minor Program

Minor A

MPO ID	CTIPS ID	County	District	PPNO	EA	Route	Description	Fund	Phase	Prior	24-25	25-26	26-27	27-28	TOTAL
SHOPP8	220-000-0176	El Dorado	03	n/a	0N910	50	In Meyers, near the intersection of Apache Avenue and Bug Station (PM 70.94/71.06). Relocate mid-block crossing and install Rectangular Rapid Flash Beacons (RRFB).	CT Minor Pgm. AC	PE	\$ -	\$ 312,000	\$ -	\$ -	\$ -	\$ 312,000
									RW	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000
									CON	\$ -	\$ 520,000	\$ -	\$ -	\$ -	\$ 520,000
Comments:										\$ -	\$ 882,000	\$ -	\$ -	\$ -	\$ 882,000

New project: ED 50 at Apache RRFB. 2020 RTP Appendix B. Tracker No. 03.02.02.0107

SHOPP Minor A Total										\$ -	\$ 882,000	\$ -	\$ -	\$ -	\$ 882,000
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Minor B

MPO ID	CTIPS ID	County	District	PPNO	EA	Route	Description	Fund	Phase	Prior	24-25	25-26	26-27	27-28	TOTAL
SHOPP8	220-000-0176	El Dorado	03	n/a	0N920	89	Near Tahoma, at 0.5 mile south of General Creek State park. Place Rectangle Rapid Flash Beacons (RRFB).	CT Minor Pgm. AC	PE	\$ -	\$ 186,000	\$ -	\$ -	\$ -	\$ 186,000
									RW	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
									CON	\$ -	\$ 310,000	\$ -	\$ -	\$ -	\$ 310,000
Comments:										\$ -	\$ 501,000	\$ -	\$ -	\$ -	\$ 501,000

New project: Pine Park Crossing RRFB. 2020 RTP Appendix B. Tracker No. 03.02.02.0108

MPO ID	CTIPS ID	County	District	PPNO	EA	Route	Description	Fund	Phase	Prior	24-25	25-26	26-27	27-28	TOTAL
SHOPP8	220-000-0176	El Dorado	03	n/a	3J090	89	Near South Lake Tahoe, at 0.1 mile south of Eagle Falls Campground (PM17.0). Install Closed Circuit Television (CCTV).	CT Minor Pgm. AC	PE	\$ -	\$ 305,000	\$ -	\$ -	\$ -	\$ 305,000
									RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0
									CON	\$ -	\$ 360,000	\$ -	\$ -	\$ -	\$ 360,000
Comments:										\$ -	\$ 665,000	\$ -	\$ -	\$ -	\$ 665,000

New project: CCTV at Emerald Bay. 2020 RTP Appendix B. Tracker No. 04.02.02.0014

SHOPP Minor B Total										\$ -	\$ 1,166,000	\$ -	\$ -	\$ -	\$ 1,166,000
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SHOPP Minor Program Total										\$ -	\$ 2,048,000	\$ -	\$ -	\$ -	\$ 2,048,000
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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 Null
COUNTY: Various Counties	ROUTE:	PM:			

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER: Judy Weber

PHONE: (775) 589-5203

EMAIL: jweber@trpa.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	07/02/2024	JWEBER	Adoption - Carry Over	0	58,082,000		

		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* FTA Funds -										
	PE									
* Fund Source 1 of 8	RW									
* Fund Type: FTA 5311 - Non Urbanized	CON	2,062,000	2,062,000	2,062,000	2,062,000	2,062,000				10,310,000
* Funding Agency: Nevada DOT	Total:	2,062,000	2,062,000	2,062,000	2,062,000	2,062,000				10,310,000

		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* CMAQ -										
	PE									
* Fund Source 2 of 8	RW									
* Fund Type: Congestion Mitigation	CON	1,000,000								1,000,000
* Funding Agency:	Total:	1,000,000								1,000,000

		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Local Funds -										
	PE									
* Fund Source 3 of 8	RW									
* Fund Type: Local Transportation Funds	CON	2,459,000	2,448,000	2,522,000	2,597,000	2,675,000				12,701,000
* Funding Agency:	Total:	2,459,000	2,448,000	2,522,000	2,597,000	2,675,000				12,701,000

		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Nevada State -										
	PE									
* Fund Source 4 of 8	RW									
* Fund Type: Nevada State	CON	85,000	85,000	85,000	85,000	85,000				425,000
* Funding Agency:	Total:	85,000	85,000	85,000	85,000	85,000				425,000

		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* FTA Funds -										
	PE									
* Fund Source 5 of 8	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON	3,460,000	3,460,000	3,460,000	3,460,000	3,460,000				17,300,000
* Funding Agency:	Total:	3,460,000	3,460,000	3,460,000	3,460,000	3,460,000				17,300,000

		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Other State -										
	PE									
* Fund Source 6 of 8	RW									
* Fund Type: TDA	CON	3,177,000	2,931,000	2,931,000	3,179,000	3,155,000				15,373,000
* Funding Agency:	Total:	3,177,000	2,931,000	2,931,000	3,179,000	3,155,000				15,373,000

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

* FTA Funds -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 7 of 8	PE									
	RW									
* Fund Type: FTA 5310 Elderly & Disabilities	CON	9,000	29,000		29,000					67,000
* Funding Agency:	Total:	9,000	29,000		29,000					67,000

* Other State -		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 8 of 8	PE									
	RW									
* Fund Type: Low Carbon Transit Operations Program (LCTOP)	CON	302,000		302,000		302,000				906,000
* Funding Agency:	Total:	302,000		302,000		302,000				906,000

Project Total:		<u>PRIOR</u>	<u>24-25</u>	<u>25-26</u>	<u>26-27</u>	<u>27-28</u>	<u>28-29</u>	<u>29-30</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON	12,554,000	11,015,000	11,362,000	11,412,000	11,739,000				58,082,000
	Total:	12,554,000	11,015,000	11,362,000	11,412,000	11,739,000				58,082,000

Comments:

***** DFTIP Version 1 - 06/24/2024*****
 2022 carry over. Updating funding amounts. See detailed backup list.
 ***** Version 35 - 06/16/2024 *****
 Updating FTA 5310 funds - add \$9,000 of FY21 FTA 5310 ARP funds to FFY24 for TTD. Funds will lapse this year. Funds originally programmed to TART in 2021 FTIP and not carried forward to 2023 FTIP.
 ***** Version 34 - 05/28/2024 *****
 TTD updates to LCTOP and TDA.
 ***** Version 33 - 11/07/2023 *****
 Updating FFY24 TDA and FTA funds. Add CMAQ & LCTOP funds.
 ***** DFTIP Version 1 - 05/31/2022*****
 2020 Carry over project. TTD & Placer Cty. 2020 RTP Appendix B
 ***** Version 30 - 02/23/2022 *****
 Add CMAQ funds \$1M 22/23. Toll Credits will be used for match. Update TDA final revised totals for 21/22
 ***** Version 29 - 08/10/2021 *****
 Updating FY21 full-year FTA 5307 and FY22 TDA apportionments. Adding FY21 ARA 5307 \$1,559,000
 ***** 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
2025 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	Various	2020 RTP Appendix B					Date	07/02/2024
Project Title	Tahoe Transportation District (TTD) Transit Operations											
Fund Source		Phase		Prior	24/25	25/26	26/27	27/28	Total			
FTA 5307		CON		\$ 2,302,000	\$ 2,302,000	\$ 2,302,000	\$ 2,302,000	\$ 2,302,000	\$ 11,510,000			
FTA 5311-NV		CON		\$ 1,612,000	\$ 1,612,000	\$ 1,612,000	\$ 1,612,000	\$ 1,612,000	\$ 8,060,000			
FTA 5310		CON		\$ 9,000	\$ 29,000	\$ -	\$ 29,000	\$ -	\$ 67,000			
LCTOP		CON		\$ 302,000	\$ -	\$ 302,000	\$ -	\$ 302,000	\$ 906,000			
CMAQ		CON		\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000			
TDA		CON		\$ 1,922,000	\$ 1,676,000	\$ 1,676,000	\$ 1,924,000	\$ 1,900,000	\$ 9,098,000			
NV State Parks		CON		\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 425,000			
Project Description	<p align="right">\$ 7,232,000 \$ 5,704,000 \$ 5,977,000 \$ 5,952,000 \$ 6,201,000 \$ 31,066,000</p> 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 No.	03.02.03.0002	
Comments	2022 Carry over project. Updated funding amounts. Utilizing toll credits for match on California funds.											

CTIPS ID	220-0000-0098	MPO ID	TRANS02	COUNTY	Placer	2020 RTP Appendix B					Date	07/02/2024
Project Title	Placer County TART Transit Operations											
Fund Source		Phase		Prior	24/25	25/26	26/27	27/28	Total			
FTA 5307		CON		\$ 1,158,000	\$ 1,158,000	\$ 1,158,000	\$ 1,158,000	\$ 1,158,000	\$ 5,790,000			
FTA 5311-NV		CON		\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 2,250,000			
Local Funds		CON		\$ 2,459,000	\$ 2,448,000	\$ 2,522,000	\$ 2,597,000	\$ 2,675,000	\$ 12,701,000			
TDA		CON		\$ 1,255,000	\$ 1,255,000	\$ 1,255,000	\$ 1,255,000	\$ 1,255,000	\$ 6,275,000			
Project Description	<p align="right">\$ 5,322,000 \$ 5,311,000 \$ 5,385,000 \$ 5,460,000 \$ 5,538,000 \$ 27,016,000</p> 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	Jaime Wright		Phone	(530) 745-3530		Tracker No.	03.02.03.0003	
Comments	2022 Carry over project. Updated funding amounts.											

Total Grouped Projects Cost: \$58,082,000

	Prior	24/25	25/26	26/27	27/28	Total
Total	\$ 12,554,000	\$ 11,015,000	\$ 11,362,000	\$ 11,412,000	\$ 11,739,000	\$ 58,082,000

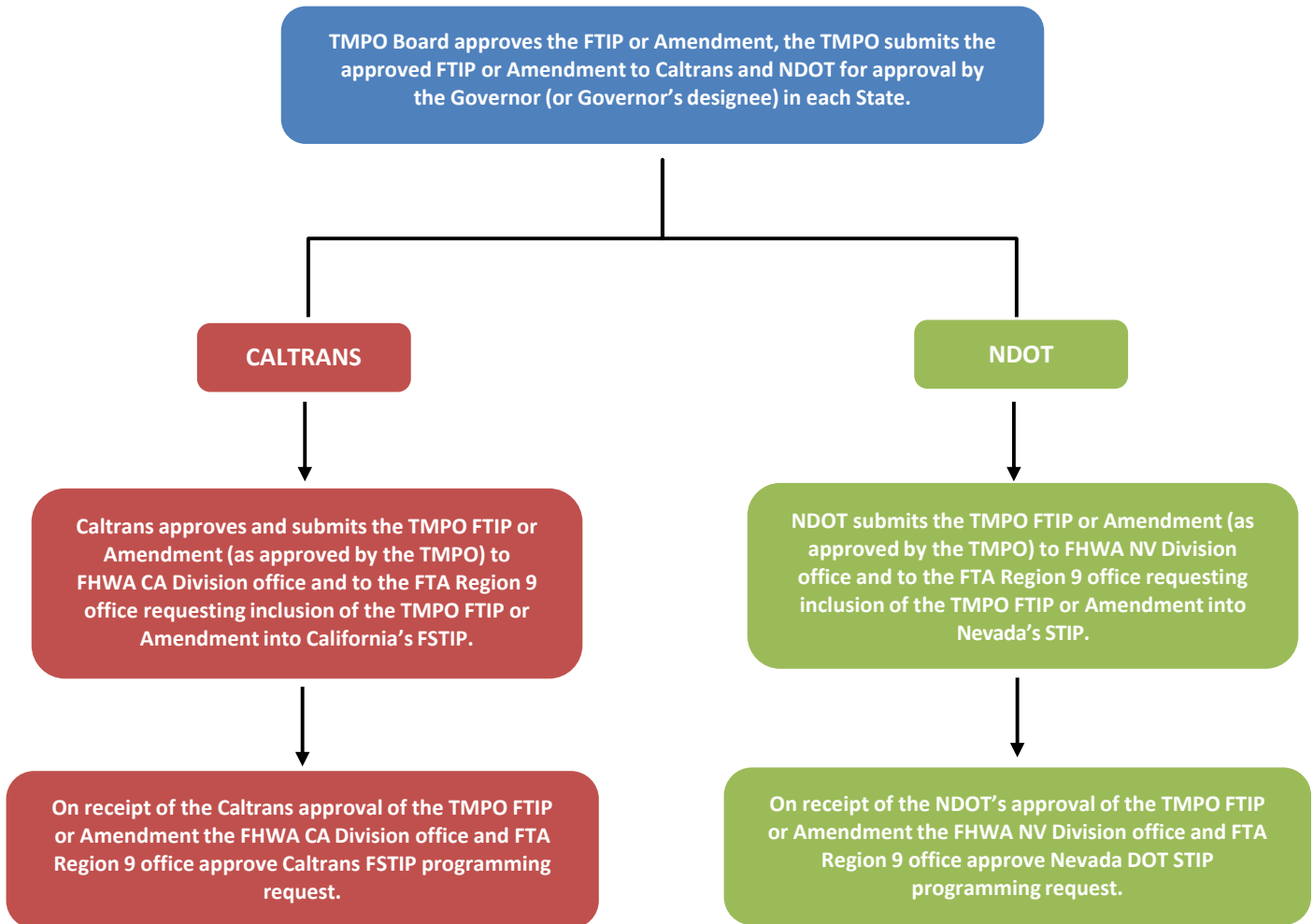
Funding Sources	Prior	24/25	25/26	26/27	27/28	Totals
FTA 5307	\$ 3,460,000	\$ 3,460,000	\$ 3,460,000	\$ 3,460,000	\$ 3,460,000	\$ 17,300,000
FTA 5310	\$ 9,000	\$ 29,000	\$ -	\$ 29,000	\$ -	\$ 67,000
FTA 5311 - NV	\$ 2,062,000	\$ 2,062,000	\$ 2,062,000	\$ 2,062,000	\$ 2,062,000	\$ 10,310,000
CMAQ	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
Local funds	\$ 2,459,000	\$ 2,448,000	\$ 2,522,000	\$ 2,597,000	\$ 2,675,000	\$ 12,701,000
LCTOP	\$ 302,000	\$ -	\$ 302,000	\$ -	\$ 302,000	\$ 906,000
TDA	\$ 3,177,000	\$ 2,931,000	\$ 2,931,000	\$ 3,179,000	\$ 3,155,000	\$ 15,373,000
NV State Parks	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 85,000	\$ 425,000
Total	\$ 12,554,000	\$ 11,015,000	\$ 11,362,000	\$ 11,412,000	\$ 11,739,000	\$ 58,082,000

Appendix C: Amending the Federal Transportation Improvement Program

Amending the Federal Transportation Improvement Program (FTIP)

Case Scenario 1

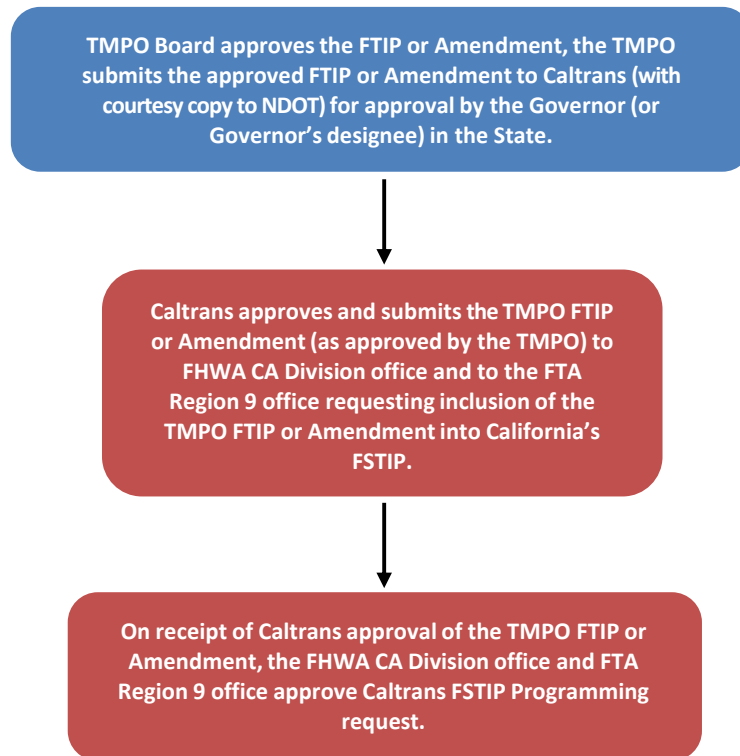
Processing an FTIP or Amendment that Adds and/or Modifies FSTIP programming in Both California and Nevada



Amending the Federal Transportation Improvement Program (FTIP)

Case Scenario 2

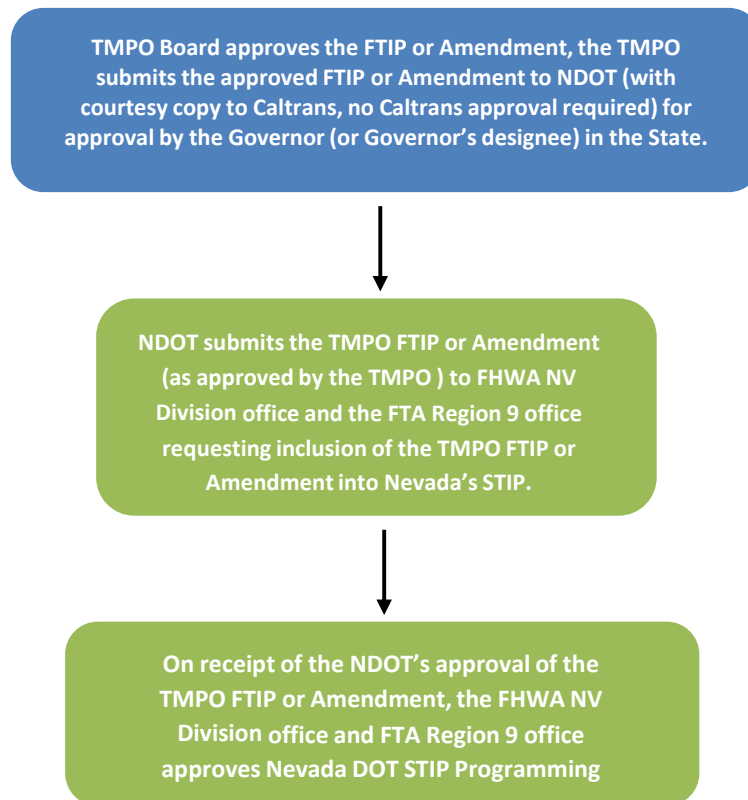
**Processing an FTIP or Amendment that Adds and/or Modifies FSTIP Programming in
California Only**



Amending the Federal Transportation Improvement Program (FTIP)

Case Scenario 3

**Processing an FTIP or Amendment that Adds and/or Modifies FSTIP Programming in
Nevada Only**



Appendix D: California Performance Measures and Targets Support Summary

How the FTIP Addresses Federal Requirements for Performance Measures

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.”ⁱⁱⁱ

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 specified dates. The most recent federal transportation legislative package, the Infrastructure Investment and Jobs Act of 2021 (IIJA), carries forward these performance-based planning requirements. Beginning in 2018, federal rules required that state departments of transportation and MPOs implement federally defined transportation system performance measures. In response, FHWA and FTA worked with state, regional, and transit agencies to identify performance measures that meet the requirements.

In California, Caltrans is directly responsible for submitting statewide performance targets and periodic progress reports to federal agencies. MPOs are required to establish targets for the same performance measures for their respective metropolitan planning areas within 180 days after the state establishes each target. MPOs may elect to support the statewide targets, establish alternative quantitative targets specific to their region, or use a combination of both approaches. Furthermore, each MPO must incorporate these short-range performance targets into their planning and programming processes, including the [regional transportation plan \(RTP\)](#) and FTIP.

FHWA Performance Measures

The federal performance measures defined by the Federal Highway Administration (FHWA) are categorized into three performance management (PM) focus areas. Each focus area includes an associated set of metrics for which statewide and regional targets must be set.

PM 1: Transportation Safety

Motor Vehicle Collisions

- 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

Non-Motorized Fatalities and Serious Injuries

- Number of non-motorized fatalities and serious injuries

Appendix D: California Transportation Performance Measures for 2025 FTIP Adoption

PM 2: National Highway System (NHS) Pavement and Bridge Condition*NHS Pavement Condition*

- 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

NHS Bridge Condition

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

PM 3: NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance*NHS Performance*

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

Interstate Freight Movement

- Percent of Interstate system mileage reporting reliable truck travel times

CMAQ Program Performance

- Annual hours of peak-hour excessive delay per capita
- Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)
- Percent of non-single occupancy vehicle (SOV) travel

FTA Performance Measures

In addition to the three PM focus areas defined by FHWA, the Federal Transit Administration (FTA) 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 safety performance monitoring is focused on assessment of the number of transit incidents resulting in fatalities or serious injuries and transit system reliability.

FTA issued the TAM Final Rule (49 CFR §625 et seq.), effective October 1, 2016, to implement MAP-21 transit 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 the target setting process.

The FTA PM focus areas and associated metrics are as follows:

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

Appendix D: California Transportation Performance Measures for 2025 FTIP Adoption

- 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

Public Transit 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 was July 19, 2019, and the compliance date was initially set for 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 to be 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 ^{iv} [FTA](#).

The final rule specifically requires transit agencies receiving 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: number of fatalities, number of 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 to coordinate, to the maximum extent practicable, with the MPO in selecting regional transit safety targets.

How Tahoe Regional Planning Agency (TRPA) Addresses Each Performance Management Focus Area

Transportation Safety (PM 1)

Part 1: target and description

Caltrans set safety performance targets in August of 2023 for the 2024 calendar year as shown in Table 1.

Appendix D: California Transportation Performance Measures for 2025 FTIP Adoption

Safety Performance Targets – Table 1

Performance Measure	Data Source	5-Yr. Rolling Average Target for 2024	Annual Percentage Change for 2024
Number of Fatalities	FARS	4,080.6	-2.84%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.300	-4.61%
Number of Serious Injuries	SWITRS	16,628.1	-3.69%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	4.918	-3.69%
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4,380.5	-2.84% for Fatalities and -3.69% for Serious Injuries

Note: The targets highlighted in gray are set in coordination with OTS.

Transportation Safety (PM1) Targets

Performance Measure	Data Source	5-Year Rolling Average Target	**Percent Reduction Target
Number of Fatalities	FARS	1.4	-2.84%
Rate of Fatalities per 100 Million VMT	FARS & HPMS	.47	-4.61%
Number of Serious Injuries	SWITRS & HPMS	10	-3.69%
Rate of Serious Injuries per 100 Million VMT	SWITRS & HPMS	9.8	-3.69%
Number of non-motorized fatalities and serious injuries	FARS & SWITRS	0/3	-2.84% for Fatalities/-3.69% for Serious Injuries

**TMPO Accepts the State's Targets

Part 2: How the FTIP is designed to support performance targets

The Tahoe Regional Planning Agency/Tahoe Metropolitan Planning Organization (TRPA) will achieve the Caltrans Statewide safety performance targets not only through the projects programmed in the 2025 FTIP but also through implementation of our plans and grant programs that will reduce regional crashes and fatalities.

The 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) adopted by the TRPA Governing Board in April 2021 includes six goals, one of which is to “increase safety and security of Tahoe’s transportation system.” TRPA updated Tahoe’s safety policies to include supporting emergency preparedness and response planning. The policies continue to underscore the importance of obtaining better data, and designing projects to maximize visibility at vehicular, bicycle, and pedestrian conflict

Appendix D: California Transportation Performance Measures for 2025 FTIP Adoption

points. In preparation for the next RTP/SCS to be considered for adoption in 2025, policies will be updated to reflect the most recent 2024 Vision Zero Strategy recommendations.

Staff received unanimous endorsement of the Vision Zero Strategy (the strategy), formerly known as the Lake Tahoe Region Safety Strategy framework, at the February 28, 2024 TRPA Governing Board. The strategy commits to zero fatalities by 2050 in line with California and addresses safety both proactively and reactively. A diverse group of local, state, and federal transportation professionals and law enforcement officials helped inform the strategy. The Vision Zero Strategy assists in implementation of the RTP Safety goal by committing to significant reductions in crashes, a focus on equity, assessment of current policies, and a clear description of how progress will be measured over time. While the strategy is data-driven, with an extensive analysis of crash locations, data does not always tell the full story. The update seeks to supplement crash data with roadway characteristic stress analyses, public outreach, and stakeholder input. Additionally, the Vision Zero Strategy allows local partners to be eligible for funding to implement projects that improve safety through Safety for All funding.

Examples of the Lake Tahoe Draft 2025 Federal Transportation Improvement Program projects that support the state target with safety projects are listed in section 3.

Along the same lines, the TRPA Regional Grant Program continues evolving and incorporating performance-based planning by assessing proposed projects based on criteria that incorporates RTP/SCS goals. The next cycle of the grant will encourage implementing agencies to apply for funds for priority Vision Zero Strategy priority projects. The 2023 program recommendations included completing sidewalk and intersection improvements in a neighborhood with the region's heaviest volume of pedestrians, and a pedestrian and safety improvement project to connect a neighborhood to a school and regional park.

In addition to completing required transportation planning work that builds in safety improvements, TRPA continues to support local agencies including the City of South Lake Tahoe, the largest populated area within the TRPA region. TRPA recently supported the City of South Lake Tahoe with two efforts that contribute to reducing fatalities and serious injuries. First, TRPA served as a co-applicant for SS4A planning funds, which were awarded to complete the City's own Vision Zero planning to complement the TRPA Vision Zero Strategy. Secondly, TRPA supported the City's position to not increase the speed limit on U.S. Highway 50 per the Caltrans speed survey. In response to the opposition, Caltrans completed a two-day road safety audit with TRPA and City officials, identifying potential counter measures to redesign the highway to reduce speeds.

The new Vision Zero Strategy, Grant Program, Draft 2025 FTIP, and 2020 RTP/SCS along with supporting local agency safety programs and projects, allows the TMPO to accept the 2024 State's safety target and continue to contribute to reductions in crashes and injuries.

Many of the projects programmed in the FTIP serve to improve transportation safety to some extent. For some projects, safety is the primary objective, and for others, safety may be a single component of a more expansive scope.

Three statewide funding programs dedicated to transportation safety are employed by Tahoe Regional Planning Agency including:

Appendix D: California Transportation Performance Measures for 2025 FTIP Adoption

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

ATP

The ATP provides funding for bicycle and pedestrian projects. Since people are more vulnerable to safety risk while walking or biking as compared to traveling in a motor vehicle, any project that promotes the safe use of bicycling or pedestrian modes is likely to generate safety benefits. The ATP further emphasizes safety by allotting points for project applications that specifically seek to reduce the rate or number of pedestrian and bicyclist fatalities and injuries.

HSIP

The HSIP directly addresses transportation 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 specifically seek to reduce collision related fatalities and injuries. The program is designed to focus local investments on locations and corridors that demonstrate the greatest need for safety improvement to implement lower cost countermeasures.

SHOPP Collision Reduction

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

The Collision Reduction program is one of eight categories that make up the SHOPP, and its objective is to reduce the number or severity of collisions. The SHOPP Collision Reduction category consists of two sub-programs:

- *201.010 - Safety Improvements*: Reactive approach based on analysis of collision history
- *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

The SHOPP Collision Reduction Safety Improvements sub-program is designed to reduce the number or severity of collisions on the SHS. Projects with a safety index above 200 qualify as a safety improvement project. Projects may be individual locations where the collision history indicates a pattern potentially correctable by a targeted 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 the Caltrans Office of Traffic Safety Programs in the Division of Traffic Operations before being certified as a safety improvement project.

This program also provides funding for safety improvements at sites identified in regional monitoring programs for the reduction of motor vehicle collisions, such as locations at high risk for wrong-way,

Appendix D: California Transportation Performance Measures for 2025 FTIP Adoption

multilane, cross-median, cross-centerline, and run-off-the-road collisions. The program also provides funding for non-motorized safety improvements, such as pedestrian and bicycle facilities.

The Safety Improvements program does not provide funding for 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 program also does not include projects where the prime purpose is reducing congestion.

Highway improvement projects along an existing alignment to improve standards of width, grade, alignment, or other geometric improvements, are considered new highway construction and are included in the Caltrans STIP programs.

201.015 - Collision Severity Reduction

This sub-program is focused on upgrading existing highway safety features within the roadbed's clear recovery area to reduce the number and severity of collisions. Eligible projects may 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 Collision Severity Reduction program is designed to be proactive in enhancing safety on the State Highway System. As such, this program is not subject to a safety index analysis but will define projected collision severity reduction performance quantitatively. Projects will be prioritized based on the projected collision severity reduction benefits provided.

2024 SHOPP Collision Reduction Numbers (Statewide)

A total of 635 projects are included in the 2024 SHOPP that was adopted by the CTC in March 2024. The 2024 SHOPP is valued at \$21.2 billion, which includes reservation amounts for several programs, including the Collision Reduction Program. The SHOPP Collision Reduction Program currently has 95 programmed safety projects totaling \$1,053,464,000. The SHOPP reserves \$1,135,000,000 for the 201.010 Safety Improvement program. The reserved amount will address future safety improvements as they are identified.

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 funding sources such as: Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ), Carbon Reduction Program (CRP), Nevada Transportation Alternative Program (TAP), and/or Active Transportation Program (ATP). The RGP goals and criteria and the individual fund source guidelines can be found online at <https://www.trpa.gov/transportation/funding/regional-grant-program/>.

The next Call for Projects for the RGP is anticipated in the Summer/Fall 2025, soliciting projects for annual apportionments for, but not limited to the funding sources named above. The RGP evaluation criteria, the performance assessment, and the project selection process determine how the funding is awarded to projects. Additionally, this next Call will include new IJA sources such as Carbon Reduction Program. The

Appendix D: California Transportation Performance Measures for 2025 FTIP Adoption

project selection process, the RGP evaluation criteria, and performance assessment determine how the funding is awarded to projects.

Summary of Safety Projects in the 2025 FTIP

Category	Number of Projects	% of Projects	Total Project Cost (All Years)	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Primarily Safety Projects	1	25%	\$32,577,000	44%	\$27,497,000	67%
Other Projects with Safety Components* [optional, see note below]	3	75%	\$41,165,000	56%	\$13,748,000	33%
Non-Safety Projects						
Total FTIP Investments	4	100%	\$73,742,000	100%	\$41,245,000	100%

Part 3: FTIP Project that Support Targets.

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.

- Kings Beach Western Approach (CA) - multi-benefit project improving mobility & walkability



- Highway Safety Improvement Program (HSIP) U.S. Highway 50/Pioneer Trail Roundabout Safety Improvement Project – converts a signalized intersection into a three-leg modern roundabout, intersection improvements for vehicle flow, 11 channelizations, and 0.8 miles pedestrian and bicycle facilities.

Appendix D: California Transportation Performance Measures for 2025 FTIP Adoption

- South Lake Tahoe, SHOPP Roadway Preservation project, from east of Blue Lake Avenue to the NV State line (PM 77.3). While much is dedicated to rehabilitate pavement and drainage systems, this project is primarily about safety with upgrading facilities to Americans with Disabilities Act (ADA) standards and replace Transportation Management System (TMS) elements and adding new crossings like the one shown in the image. Completion is expected in 2029.



National Highway System (NHS) Pavement & Bridge Condition (PM 2)

Part 1: target and description.

NHS Pavement and Bridge Condition (PM 2) Targets

Performance Measure	Target
Percentage of Interstate System pavement in 'Good' condition	
Percentage of non-interstate NHS pavement in 'Good' condition	.20%
Percentage of Interstate System pavement in 'Poor' condition	
Percentage of non-interstate NHS pavement in 'Poor' condition	9.4%
Percentage of NHS bridges in 'Good' condition	
Percentage of NHS bridges in 'Poor' condition	

*No NHS Interstate System or locally maintained NHS Bridges in the Tahoe MPO region
Caltrans maintains bridges on US 50*

Part 2: How the FTIP is designed to support performance targets

The following section describes the funding sources and programs that have been used to fund PM 2 related projects in the Tahoe Regional Planning Agency region.

Local Funds

Appendix D: California Transportation Performance Measures for 2025 FTIP Adoption

Cities and counties spend millions of dollars each year maintaining local roads. Funding for these efforts is derived 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 reported that are used on pavement improvement projects.^v 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

While only a few of these sources are available in Tahoe, local funds are typically used for non-regionally significant road maintenance. Even so, some of the PM 2 projects in the [FTIP](#) utilize 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 this document focuses on federally funded and regionally significant projects, while SB 1 is a non-federal fund source that tends to pay for non-

Appendix D: California Transportation Performance Measures for 2025 FTIP Adoption

regionally significant road maintenance, safety, and bridge projects. Even so, some of the PM 2 projects in the [FTIP](#) are funded through SB 1.

Federal Funds

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, the Bipartisan Infrastructure Law (BIL) revises the terminology to “classified in poor condition,” from existing local highway bridges to keep the traveling public safe.^{vi} 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%.

BFP

Bridge Formula Program (BFP) is a new program established under the Bipartisan Infrastructure Law (BIL) to provide funding to replace, rehabilitate, preserve, protect, and construct bridges. It is a complement to the discretionary Bridge Investment Program (see below). The Bridge Formula Program under BIL provides 4.25 billion to the State of California, of which States are required to reserve 15 percent of their formula funds under this program for use on off-system bridges. For funds used on locally owned off-system bridges, the Federal share is 100%.

SHOPP

The SHOPP was described in the section 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 the “SHOPP Advance Construction” designation serves as a placeholder for what may be federal or state funds.

SHOPP Roadway Preservation

The SHOPP Roadway Preservation category includes the 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 2024 SHOPP has 281 Roadway Preservation projects totaling \$9,030,559,000 which includes future need/contingency dollars. The SHOPP does not have a reservation for Roadway Preservation.

SHOPP Bridge Preservation

The SHOPP Bridge Preservation category includes the following programs:

Appendix D: California Transportation Performance Measures for 2025 FTIP Adoption

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

The 2024 SHOPP has 82 Bridge Preservation projects totaling \$2,362,120,000 which includes future need/contingency dollars. The SHOPP does not have a reservation for Bridge Preservation.

Summary of NHS Pavement and Bridge Condition Programs & Projects in the [2025 FTIP](#)

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Pavement Condition Projects	1	50%	\$32,577,000	57%	\$27,497,000	54%
Bridge Condition Projects	1	50%	\$25,070,000	43%	\$23,070,000	46%
Total Pavement and Bridge Condition Projects	2	100%	\$57,647,000	100%	\$50,567,000	100%
Non-Pavement and Bridge Condition Projects						
Total FTIP Investments	2	100%	\$57,647,000	100%	\$50,567,000	100%

The only pavement project is on the NHS and the only bridge project programmed in the draft FTIP is on the non-NHS.

Part 3: Pavement and Bridge Condition 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 roadway projects below with rehabilitation of pavement and bridges, upgrades to ADA standards, and signage as well as a safety component.

- **Meeks Creek Bridge** – replacement of bridge, including bicycle and pedestrian improvements



Appendix D: California Transportation Performance Measures for 2025 FTIP Adoption

• **South Lake Tahoe, SHOPP Roadway**

Preservation project, from east of Blue Lake Avenue to the NV State line (PM 77.3). While much is dedicated to rehabilitate pavement and drainage systems, as previously noted this project has some safety elements with upgrading facilities to Americans with Disabilities Act (ADA) standards and replace Transportation Management System (TMS) elements and adding new crossings like the one shown in the image. Completion is expected in 2029.



NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance (PM 3)

Part 1: target and description.

Performance Measure	Target
NHS Performance	
Percent of Interstate System mileage reporting reliable person-mile travel times	
Percent of non-Interstate NHS mileage reporting reliable person-mile travel times	84.7%(+1% above 2022 baseline)
Interstate Freight Movement	
Percent of Interstate system mileage reporting reliable truck travel times	
CMAQ Program Performance	
Annual hours of peak-hour excessive delay per capita	
Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)	
Percent of non-single occupancy vehicle (SOV) travel	

*No NHS interstate System or Interstate Freight Movement in the Tahoe MPO region.

Appendix D: California Transportation Performance Measures for 2025 FTIP Adoption

Part 2: How the FTIP is designed to support performance targets

TRPA opted to support the adopted California Department of Transportation Highway System Performance Measure Targets below. There are five total projects in the FTIP and two 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.

Many of the projects programmed in the FTIP serve to improve non-interstate NHS performance and CMAQ program performance, given there are no interstates and very little freight movement.

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

SHOPP Mobility

The SHOPP Mobility category includes following three 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 (not to accommodate traffic volumes significantly larger than what 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:

Appendix D: California Transportation Performance Measures for 2025 FTIP Adoption

- 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 SHOPP Mobility program element is to provide 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 2024 SHOPP features 43 Mobility projects programmed totaling \$862,000,000 which includes future need/contingency dollars. 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 experience high volumes of freight movement. The Trade Corridor Enhancement Program also supports 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 (RTP). 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

Appendix D: California Transportation Performance Measures for 2025 FTIP Adoption

- 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 the region is not a primary truck travel route, given the closures that often occur on I-80 an influx of truck traffic can occur on US50. As discussed earlier the Tahoe Regional Planning Agency has focused policies 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. These policies benefit all modes of travel, including truck travel.

CMAQ

The Congestion Mitigation and Air Quality (CMAQ) program supports improving air quality and relieving roadway 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).

Summary of the NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance Projects in the 2025 FTIP

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Interstate Reliability Projects						
Non-Interstate Reliability Projects	5	100%	\$131,824,000	100%	\$57,461,800	43.59%
Truck Travel Time Projects						
CMAQ Projects						
Total PM 3 Projects	5	100%	\$131,824,000	100%	\$57,461,800	43.59%
Non-PM 3 Projects						
Total FTIP Investments	5	100%	\$131,824,000	100%	\$57,461,800	43.59%

Appendix D: California Transportation Performance Measures for 2025 FTIP Adoption

PM 3 Project Highlights

- **Pioneer Trail Pedestrian Project Phase II (CA)** – CMAQ funded. Continuation of connecting sidewalks, improved lighting, and transit stops along a highly populated local street



- **Grouped Projects for Operating Assistance to Transit Agencies** includes essential funding allows the local fixed route services to be deployed in Tahoe. These services offer free travel options to locals getting to work and visitors to explore parts of Tahoe without a car. Without these funds the minimal hourly services provided for just 14 hours of the day would not be possible.



Transit Asset Management (TAM)

Part 1: target and description.

The table below provides a summary of the performance measures designated for Transit Asset Management (TAM).

Transit Asset Management Performance Measures		
Asset Category	Performance Measurement	Asset Class Examples
Rolling Stock - (revenue service vehicles) (Age)	Percentage of revenue vehicles within a particular asset class that have met or exceeded useful life benchmark (ULB).	40-foot bus, 60-foot bus, vans, automobiles, locomotives, rail vehicles
Equipment – (non-revenue) service vehicles (Age)	Percentage of vehicles that have met or exceeded their ULB.	Cranes, prime movers, vehicle lifts, tow trucks, vans, automobiles
Infrastructure-rail fixed-guideway track, signals, and systems (Condition)	Percentage of track segments, signal, and systems with performance restrictions.	Signal or relay house, interlockings, catenary, mechanical, electrical and IT systems
Stations/Facilities (Condition)	Percentage of facilities within an asset class, rated below 3 on the Transit Economic Requirements Model scale.	Stations, depots, administration, parking garages, terminals, shelters

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

This section presents the TAM performance measures and targets adopted by the Tahoe Transportation District (TTD) and the Tahoe Truckee Area Regional Transit (TART) in the Tahoe region.

Reporting Entity	Rolling Stock	Equipment	Facilities	Infrastructure
	<i>% of revenue vehicles > ULB</i>	<i>% of non-revenue vehicles > ULB</i>	<i>% of facilities < TERM scale 3</i>	<i>% of track segments with restrictions</i>
Each Transit Agency TART/TTD	29%/60%	25%/33%	20%/100%	N/A

Appendix D: California Transportation Performance Measures for 2025 FTIP Adoption

The two public transportation reporting entities provided their targets to Tahoe Regional Planning Agency as shown in Table above. The regional targets are presented in tabular form to account for the differences in targets and standards among the providers of public transportation. Targets represent the thresholds for the maximum percentage of assets at or exceeding acceptable standards. In most cases for the target-setting process, providers set targets that were approximately equivalent to their current performance. In future years, staff will work with the providers of public transportation to collate performance.

The Tahoe Regional Planning Agency 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.

TTD and TART in the Tahoe region developed and adopted the existing TAM plans and targets, which are available from the transit agencies. TAM category projects may also be supported by state, local, and other federal funding sources (e.g., FTA Section 5337 State of Good Repair, FTA 5307, FTA 5339 formula funds, and FHWA flexible funds such as CMAQ and STBG). The funding and the program of projects in the FTIP will enable TTD and TART to work towards achieving their respective transit asset management performance targets.

Part 2: How the FTIP is designed to support performance targets

TTD and TART in the Tahoe Regional Planning Agency region have developed and adopted TAM plans and targets, which are available from the transit agencies and on the TRPA Transportation Program page: [Transportation|Tahoe Regional Planning Agency — TRPA](#) beneath Transit Plans. TAM category projects may also be supported by state, local, and other federal funding sources (e.g., FTA Section 5337 State of Good Repair, FTA 5307, FTA 5339 formula funds, and FHWA flexible funds such as CMAQ and STBG). The funding and the program of projects in the FTIP will enable the transit operators to achieve their respective transit asset management performance targets.

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

This section presents the TAM performance measures and targets adopted by the Tahoe Transportation District (TTD) and the Tahoe Truckee Area Regional Transit (TART) in the Tahoe region.

Appendix D: California Transportation Performance Measures for 2025 FTIP Adoption

Summary of Transit Asset Management Projects in the 2025 FTIP

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Transit Asset Projects	2	67%	\$20,147,000	26%	\$6,428,000	12%
Non-Transit Asset Projects	1	33%	\$58,082,000	74%	\$45,528,000	88%
Total FTIP Investments	3	100%	\$78,229,000	100%	\$51,956,000	100%

There are 3 projects in the 2025 FTIP with \$25,255,000 million in FTA funds (FTA 5307, 5310,5311, 5337, and 5339), \$25,153,000 million in TDA funds including local transportation funds, and in \$1,548,000 million in state funds including Low Carbon Transit Operations Program. This 2025 FTIP does not include any CMAQ funds programmed that support the maintenance or replacement of transit assets, only prior funds.

Part 3: Highlight projects in the FTIP**Transit Asset Management Project Highlights**

The FTIP includes funding from multiple FTA sources for projects that support TAM and maintaining a state of good repair. Examples of these projects include rural and urban capital assistance programs, rolling stock acquisition, maintenance, and overhauls, bus fleet rehabilitation and replacement, and improvements and maintenance of passenger facilities. For the Tahoe Regional Planning Agency region key projects that address TAM include:

Appendix D: California Transportation Performance Measures for 2025 FTIP Adoption

- Grouped Projects for Operating Assistance to Transit Agencies** includes essential funding allows the local fixed route services to be deployed in Tahoe. These services offer free travel options to locals getting to work and visitors to explore parts of Tahoe without a car. Without these funds the minimal hourly services provided for just 14 hours of the day would not be possible.
- Tahoe Transportation District Transit Capital** includes essential FTA funding which allows for equipment replacement.
- Placer County, Truckee Tahoe Area Regional Transit Capital** FTA, TDA and local funds which provide funding for needed fleet replacement.



Public Transportation Agency Safety Plans (PTASP)

Part 1: target and description.

Transit safety targets must be set every four years and be included in the Tahoe Regional Planning Agency Regional Transportation Plan (RTP). The goals, objectives, performance measures, and targets from the transit providers' safety plans must also be integrated into the RTP, either directly or by reference.

The National Public Transportation Safety Plan identifies four performance measures that must be included: fatalities, injuries, safety events, and system reliability. Definitions for transit 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 Tahoe Regional Planning Agency region. Tahoe Transportation District (TTD) and the Tahoe Truckee Area Regional Transit (TART) are the two agencies in the Tahoe region.

Appendix D: California Transportation Performance Measures for 2025 FTIP Adoption

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							
Bus Transit	0/0	0/0	5/ 6	116.19/ 44.13	2/ 62	46.47/ 456.04	10,000/ 24,095
ADA/ Para transit	0/0	0/0	1/ 3	751.37/ 44.13	1/ 3	1502.74/ 322.80	10,000/ 21,202
Vans/Autos	0/0	0/0	0/0	0/0	0/0	0/0	0/0
Data: Transportation District (TTD)/ Tahoe Truckee Area Regional Transit (TART)							

In contrast with the FHWA performance measures which are generally developed by the State DOT and shared with the MPOs (top down), the transit performance targets are developed by the transit agencies and MPOs and sent to the state DOT (bottom-up).

TTD recently completed a Safety Plan ([link](#)). The adopted 2022 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.

TART, in conjunction with Placer County Transit on the western slope of their county, completed their plan in December of 2022 ([link](#)). Additionally, they developed safety performance targets that are reviewed and updated annually. The specific safety performance targets are based on the safety performance measures established under the National Public Transportation Safety Plan and the safety performance goals set by Caltrans based on the past three (3) Calendar years of data. The Safety Performance Targets for Placer County Transit and Tahoe Truckee Area Regional Transit for the year 2022 is expected to stay within 1% +/- of previous three years data pertaining to fatalities, injuries, safety events, and system reliability.

Performance-based programming establishes clear linkages between the targets set through the collaborative process between transit agencies, MPOs, and the State, investments made and their expected outputs and outcomes. While each transit agency may approach the plan and update process differently, targets result from a collaborative and comprehensive approach.

Part 2: How the FTIP is designed to support performance targets

There are no transit projects in the 2023 FTIP that specify transit safety improvements however there is a very substantial non-transit safety project on US50 in the south shore that carries the most vehicles, bus service, pedestrians and cyclists in the region. As mentioned previously, the state highway system is

Appendix D: California Transportation Performance Measures for 2025 FTIP Adoption

our main street network for pedestrians, bikes and those traveling by bus. Improvements to key corridors like US50 in the south shore will heavily benefit our transit system with improved crossings, lighting, and ADA ramps.

Summary of Transit Safety Projects in the 2025 FTIP

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Transit Safety Projects	0	-	-	-	-	-
Non-Transit Safety Projects	1	100%	\$32,577,000	100%	\$27,497,000	100%
Total FTIP Investments	1	100%	\$32,577,000	100%	\$27,497,000	100%

Part 3: Highlight projects in the FTIP

The SHOPP funded Roadway Preservation project within the Grouped projects for roadway preservation, is from east of Blue Lake Avenue to the NV State line. While much is dedicated to rehabilitate pavement and drainage systems, this project is primarily about safety with upgrading facilities to Americans with Disabilities Act (ADA) standards and replace Transportation Management System (TMS) elements and adding new crossings like the one shown in the image. Completion is expected in 2029. This corridor serves two fixed route bus routes and newer on-demand shuttles services carrying over 132,000 passengers this past winter. Total project cost is \$32M with over \$27M SHOPP Roadway Preservation Program funds programmed in the 2025 FTIP.

- South Lake Tahoe, SHOPP funded Roadway Preservation project, from east of Blue Lake Avenue to the NV State line.



Appendix D: California Transportation Performance Measures for 2025 FTIP Adoption

Footnotes

ii [23 CFR § 450.326 \(c, d\)](#)

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 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>

v 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>

vi Chapter 6 Highway Bridge Program, January 2019.

<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapg/g06.pdf>

Additional resources:

- FTA TAM Final Rule [Fact Sheet](#)
- FTA TAM Performance Measures [Fact Sheet](#)
- General [FTA FAQs on TAM](#) – specifically the last Q&A on the page about the frequency with which MPOs must update their TAM targets
- MPO Specific [FAQs on TAM](#) – this resource outlines what exactly the MPOs are responsible for per the TAM Rule which was finalized in 2016 (Also includes guidance for PTASP at the bottom).
- FTA Performance-Based Planning [Timeframe Overview](#)
- FTA TAM and Public Transit Agency Safety Plan (PTASP) Webinar – Focus especially on slides here are 27-31 for detailed information on when reporting for safety targets must begin
- FTA Safety Final Rule [Fact Sheet](#)
- FTA Safety Performance Targets [Guide](#)

Other Performance-Based Plans

FHWA FAQ - <https://www.fhwa.dot.gov/tpm/faq.cfm#plan>

Q. How much detail must the State or MPO include in the STIP/TIP to discuss "to the maximum extent practical" the effect of the STIP/TIP on the achievement of targets in order to meet the requirements of 23 CFR 450.218(q) for States and 23 CFR 450.326(d) for MPOs?

A. States must describe in the STIP how the program of projects in the STIP contributes to achievement of the performance targets identified in the LRSTP or other State performance-based plan(s), linking investment priorities to those targets. Similarly, MPOs must describe in the TIP how the program of projects contributes to achieving the MPO's performance targets in the MTP, linking investment priorities to those targets. This assessment should be a written narrative included in the documents.

Appendix D: California Transportation Performance Measures for 2025 FTIP Adoption

The narrative descriptions in the STIPs and TIPs should include a description of how the other performance-based planning and programming documents are being implemented through the STIP and TIPs. For example, the narrative should describe how the objectives, investment strategies, performance measures and targets from the asset management plans, strategic highway safety plan (SHSP), highway safety improvement program (HSIP), freight plan, Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s) [23 U.S.C. 149(l)], Congestion Management Process (CMP), and other performance based plans are being implemented through the program of projects in the STIP or TIP. The narrative should specifically describe these linkages and answer these questions:

- 1) Are the projects in the STIP and TIPs directly linked to implementation of these other (performance based) plans?
- 2) How was the program of projects in the STIP/TIP determined?
- 3) Does the STIP/TIPs support achievement of the performance targets?
- 4) How does the STIP/TIP support achievement of the performance targets?
- 5) Are the STIP/TIPs consistent with the other performance-based planning documents (asset management plans, SHSP, HSIP, freight plan, CMAQ Performance Plan, CMP, etc.)?
- 6) How was this assessment conducted?
- 7) What does the assessment show?

Name of Plan/Program	Developed By	Comments
<i>Required</i>		
California Freight Mobility Plan (CFMP)	Caltrans	PM 3
California Transportation Plan (CTP)	Caltrans	All federal performance measures
California Transportation Asset Management Plan (TAMP)	Caltrans	PM 2
California Strategic Highway Safety Plan (SHSP)	Caltrans	PM 1
Highway Safety Improvement Program (HSIP)	Caltrans	PM 1
Congestion Mitigation and Air Quality (CMAQ) Improvement Program and Performance Plan	MPO	PM 3
Metropolitan/Regional Transportation Plan (MTP/RTP)	MPO	All federal performance measures
Congestion Management Plan/Process (CMP)	MPO	PM 3
Transit Asset Management Plan(s)	Transit Agency (or sponsor)	MPOs to refer to the TAM Plans developed by the transit operator(s) in their respective region
Public Transportation Agency Safety Plan(s) (PTASP)	Transit Agency	MPOs to refer to the PTASPs developed by the transit operator(s) in their respective region

Appendix D: California Transportation Performance Measures for 2025 FTIP Adoption

<i>Optional</i>		
MPO Project Selection Criteria	MPO	MPOs should integrate the federal performance measures into their project selection process
ITS Plan	MPO	PM 3
Studies (e.g. corridor studies, Vision Zero policy/plan)	MPO	All federal performance measures
Emergency Events – 23 CFR 515 and 23 CFR 667	MPO and Caltrans	PM 2
Fiscal Year 2024 HSIP Implementation Plan	Caltrans	PM 1
State Highway Operation and Protection Program (SHOPP)	Caltrans	PM 1 and PM 2
California Highway Safety Plan	OTS	PM 1
State Highway System Management Plan	Caltrans	PM 2

Appendix E: California FTIP Performance Measures Reporting Workbook

PM 1 - Transportation Safety			
Performance Measure	Data Source	5-Year Rolling Average Target	**Percent Reduction Target
Number of motor vehicle collision fatalities	FARS	1.4	-2.84%
Rate of motor vehicle collision fatalities (per 100 million VMT)	FARS & HPMS	0.47	-4.61%
Number of motor vehicle collision serious injuries	SWITRS & HPMS	10	-3.69%
Rate of motor vehicle collision serious injuries (per 100 million VMT)	SWITRS & HPMS	9.8	-3.69%
Number of non-motorized fatalities and serious injuries	FARS & SWITRS	0/3	-2.84% for Fatalities/-3.69% for Serious Injuries

**TMPO Accepts the States Targets

Summary of Safety Projects (Required)

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Primarily Safety Projects	1	25.00%	\$32,577,000	44%	\$27,497,000	67%
Other Projects with Safety Components (optional)	3	75.00%	\$41,165,000	56%	\$13,748,000	33%
Non-Safety Projects		0.00%		0%		0%
Total FTIP Investments	4	100.00%	\$73,742,000	100%	\$41,245,000	100%

Funding Breakdown of Primarily Safety Projects (*This funding table is optional)

Fund	Number of Projects	% of Projects	Total Project Funding (All Years)	% of Total Project Funding	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Active Transportation Program (ATP)		#DIV/0!		#DIV/0!		#DIV/0!
Highway Safety Improvement Program (HSIP)		#DIV/0!		#DIV/0!		#DIV/0!
State Highway Operations & Protection Program (SHOPP)		#DIV/0!		#DIV/0!		#DIV/0!
Total Safety (ATP, HSIP, SHOPP)	\$0	#DIV/0!	\$0	#DIV/0!	\$0	#DIV/0!
Other Programs		#DIV/0!		#DIV/0!		#DIV/0!
Total	\$0	#DIV/0!	\$0	#DIV/0!	\$0	#DIV/0!

PM 2 - National Highway System (NHS) Pavement and Bridge Condition

Performance Measure	Target
Percentage of Interstate System pavement in 'Good' condition	N/A
Percentage of non-interstate NHS pavement in 'Good' condition	0.20%
Percentage of Interstate System pavement in 'Poor' condition	N/A
Percentage of non-interstate NHS pavement in 'Poor' condition	9.40%
Percentage of NHS bridges in 'Good' condition	N/A
Percentage of NHS bridges in 'Poor' condition	N/A

*No NHS Interstate System or locally maintained NHS Bridges in the Tahoe MPO region
Caltrans maintains bridges on US 50*

Summary of NHS Pavement and Bridge Condition Projects

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Pavement Condition Projects (required)	1	50%	\$32,577,000	57%	\$27,497,000	54%
NHS (optional)		0%		0		0
Non-NHS (optional)		0%		0		0
Maintenance (optional)		0%		0		0
Preservation (optional)		0%		0		0
Rehabilitation (optional)		0%		0		0
Reconstruction (optional)		0%		0		0
Construction (optional)		0%		0		0
Bridge Condition Projects (required)	1	50%	\$25,070,000	43%	\$23,070,000	46%
NHS (optional)		0%		0		0
Non-NHS (optional)		0%		0		0
Maintenance (optional)		0%		0		0
Preservation (optional)		0%		0		0
Rehabilitation (optional)		0%		0		0
Reconstruction (optional)		0%		0		0
Construction (optional)		0%		0		0
Total Pavement and Bridge Condition Projects (required)	2	100%	\$57,647,000	1	\$50,567,000	100%
Non-Pavement and Bridge Condition Projects (required)		0%		0		0
Total FTIP Investments (required)	2	100%	\$57,647,000	1	\$50,567,000	100%

PM 3 - NHS Performance, Interstate System Freight Movement, and CMAQ Program Performance	
Performance Measure	Target
NHS Performance	
Percent of Interstate System mileage reporting reliable person-mile travel times	N/A
Percent of non-Interstate NHS mileage reporting reliable person-mile travel times	84.7%(+1%)
Interstate Freight Movement	
Percent of Interstate system mileage reporting reliable truck travel times	N/A
CMAQ Program Performance	
Annual hours of peak-hour excessive delay per capita	N/A
Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)	N/A
Percent of non-single occupancy vehicle (SOV) travel	N/A

4 year

Summary of NHS Performance, Interstate System Freight Movement, CMAQ Program Projects (Required)

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Interstate Reliability Projects	0	0.00%		0.00%		0.00%
Non-Interstate Reliability Projects	5	100.00%	\$131,824,000	100.00%	\$57,461,800	43.59%
Truck Travel Time Projects		0.00%		0.00%		0.00%
CMAQ Projects	0	0.00%		0.00%		0.00%
Total PM 3 Projects	5	100.00%	\$131,824,000	100.00%	\$57,461,800	43.59%
Non-PM 3 Projects		0.00%		0.00%		0.00%
Total FTIP Investments	5	100.00%	\$131,824,000	100.00%	\$57,461,800	43.59%

Transit Asset Management (TAM) Targets				
Reporting Entity	Rolling Stock	Equipment	Facilities	Infrastructure
	(Pct of revenue vehicles > ULB)	(Pct of non-revenue vehicles > ULB)	(Pct of facilities < TERM scale 3)	(Pct of track segments with restrictions)
Ea. Transit Agency/County Weighted Avg. (Bus)	TART 29%/ TTD 60%	TART 25%/ TTD 33%	TART 20%/ 100%	
Ea. Transit Agency/County Weighted Avg. (Rail)				
Ea. Transit Agency/County Weighted Avg. (Combined Bus and Rail)				
Regional Target based on Weighted Avgs. (If applicable)				

2022 Report
2022 Report

[TTD: Tahoe Transportation District](#)
[TART: Tahoe Area Regional Transit](#)

TART/TTD Targets from 2022

Pick one of the five options for reporting data:

1. **List each transit agency's targets.** This applies to MPOs that set TAM targets for each transit agency.
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 and rail.
5. Weight the whole region for combined bus and rail. This applies to MPOs that set one set of regional targets for all modes and transit agencies.

*Please note that rows may need to be added depending upon the bus and rail vehicle types in service as they may have different SGR targets (40 ft buses, commuter buses, 15 ft cutaways, demand response vans, and so on). Each asset class would have different useful life benchmarks. As necessary in the template, please add additional rows to accommodate targets by vehicle fleet asset class. FTA's Useful Life Benchmark Cheat Sheet is linked here: <https://www.transit.dot.gov/sites/fta.dot.gov/files/2021-11/TAM-ULB-CheatSheet.pdf>

Summary of Transit Asset Management Projects

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Transit Asset Projects	2	67%	\$ 20,147,000	26%	\$ 6,428,000	12%
Non-Transit Asset Projects	1	33%	\$58,082,000	74%	\$ 45,528,000	88%
Total FTIP Investments	3	1	\$ 78,229,000	100%	\$ 51,956,000	1

*Please note that some projects identified for TAM may also benefit PTASP target. Footnote these as appropriate so that it is clear as totals may exceed.

Public Transportation Agency Safety Plan (PTASP) Targets							
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							
Bus Transit	0/0	0/0	5/6	116.19/44.13	2/62	46.47/456.04	10,000/24,095
ADA/Para transit	0/0	0/0	1/3	751.37/44.13	1/3	1502.74/322.80	10,000/21,202
Vans/Autos (Other specify)	0/0	0/0	0/0	0/0	0/0	0/0	0/0

data is TTD/TART (2021)

Note: Numbers Can include descriptions if needed

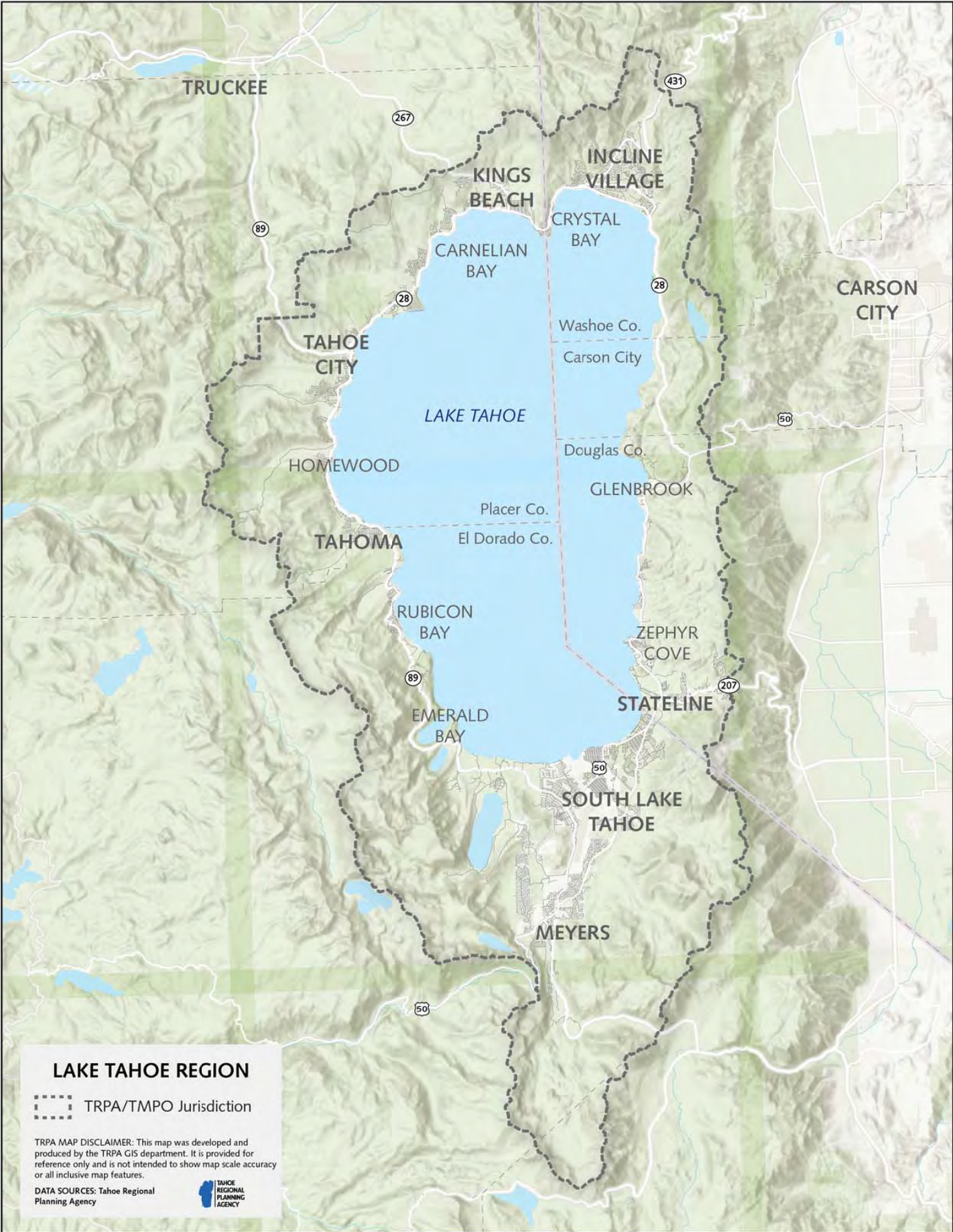
2022 Report		
	injuries	safety
TTD: Tahoe Transportation District	116.19	751.37
TART: Tahoe Area Regional Transit	44.13	44.13
	456.04	322.80

Summary of Transit Safety Projects

Category	Number of Projects	% of Projects	Total Project Cost	% of Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element
Transit Safety Projects	0	0		0		0
Non-Transit Safety Projects	1	100%	\$ 32,577,000	100%	\$ 27,497,000	100%
Total FTIP Investments	1	100%	\$ 32,577,000	100%	\$ 27,497,000	100%

*Please note that some projects identified for PTASP may also benefit TAM targets. Footnote these as appropriate so that it is clear as totals may exceed.

Appendix F: Tahoe Region Map



Appendix G: 2025 FTIP Checklist and Development Guidance

Updated: 2/16/2024

2025 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* 2025 FTIP at the start of the FTIP public review period but no later than **August 30, 2024**.
- ❖ Upload the Final 2025 FTIP, along with any amendments and to the 2025 FTIP in the California Transportation Improvement Program System (CTIPS) by **September 30, 2024**.
- ❖ Email web-link to the Final 2025 FTIP and amendments to Caltrans by **September 30, 2024**.

II. FTIP Package Submittal:

Paper copies of the draft or final 2025 FTIPs are not required.

Verify that the draft and final 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)
- ☒ Projects consistent with 23 CFR 667 requirements/analysis
- ☒ Board resolution that addresses the following. Include signed board resolution with your final 2025 FTIP.
 - Consistency with the metropolitan transportation planning regulations per Title 23 Code of Federal Regulations (CFR) 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)
- ☒ Federal Performance Measures:
 - The FTIP must be designed such that once implemented, it makes progress toward achieving the performance targets established under

Updated: 2/16/2024

- 23 CFR 450.306(d).
- Include description of the anticipated effect of the FTIP toward achieving the performance targets identified in the metropolitan transportation plan/RTP, linking investment priorities to the performance targets.
- Submit FTIP Performance Measures Reporting Workbook in Excel via email.
- ✕ Financial Summary
 - Includes financial information covering the first four years of the FTIP
 - Excel file submitted electronically using template dated 3/05/2
- ✕ Include analysis of revenues dedicated for maintaining and operating the federal-aid system
- ✕ Air quality conformity analysis and determination, including the Conformity Analysis Checklist for MPO TIPs/RTPs
- ✕ Public Participation Process/Interagency Consultation
- ✕ Expedited Project Selection Procedures (EPSP) documentation
- ✕ Web link to the CMAQ and STBGP project selection process

2025 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 (CFR) Part 450.

I. 2025 FTIP Timeline

Draft 2025 FTIP

MPOs must email the link to the draft 2025 FTIP at the start of the public review period to their Caltrans FTIP coordinator, but no later than August 30, 2024. All items listed in the 2025 FTIP Checklist must be included, except for the signed board resolution.

Final 2025 FTIP

Submit the final 2025 FTIP and any amendments to Caltrans by September 30, 2024. Only FTIPs received by the deadline will be included in the final 2025 FSTIP submittal to FHWA and FTA. Once it is approved by the FHWA and FTA, the 2025 FSTIP will supersede the 2023 FSTIP and only projects included in the 2025 FSTIP can be obligated.

2025 FTIP Amendments

Any amendment to the MPO's board-adopted 2025 FTIP received by September 30, 2024, will be included as part of the final 2025 FSTIP submittal to the FHWA and FTA. During this time, MPOs with delegated authority from Caltrans cannot approve administrative modifications to their board approved 2025 FTIPs until the 2025 FSTIP is approved by the FHWA and FTA.

Amendments to the 2025 FTIP submitted to Caltrans after September 30, 2024, will be processed by Caltrans, FHWA and FTA after the 2025 FSTIP is federally approved.

II. Maintenance and Operations Costs

Action/ Task: In the FTIP's financial plan, include an analysis of revenues dedicated for maintaining and operating the federal-aid system. Include the basis for calculation, address any anticipated shortfall in available revenues, and describe plans to address the gap.

III. Periodic evaluation of facilities repeatedly requiring repair and reconstruction due to emergency events

Per 23 CFR 667, Caltrans is required to conduct statewide evaluations to determine if there are reasonable alternatives to all roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events. The evaluations shall be completed prior to any affected portion of a road, highway, or bridge project being included in the FSTIP.

Summary of Caltrans evaluation is listed below:

1. Caltrans included summary of transportation assets repeatedly damaged by emergency events under 2022 Transportation Asset Management Plan (TAMP). TAMP Section 5.5 and Appendix B, "Table E – Repeatedly damaged assets on the NHS" have details of NHS locations of repeated damages assets for the period 2006 -2020. <https://dot.ca.gov/programs/asset-management/california-transportation-asset-management-plan>
2. Caltrans maintains the Sites of Repeated Disaster Damage (SORRD) table, which is located on the Division of Local Assistance (DLA) as attachment: <https://dot.ca.gov/programs/local-assistance/guidance-and-oversight/23-cfr-667>

Action/ Task: The Local Agencies, MPOs, RTPAs, and other planning organizations are expected to consult the list during their planning, programming, and project development work to determine if the site of their proposed project has any locations of repeated disaster damage. These repeated disaster damage locations should be considered for possible project adjustments or new projects

implementing one, or more, resiliency improvements addressing the underlying cause of the repeated disaster damage.

Guidance for MPOs on the project evaluation procedure, 23 CFR 667 Resiliency Certification form, the 23 CFR 67 Resiliency Worksheet form, and other helpful documents and links are available at the Division of Local Assistance:

<https://dot.ca.gov/programs/local-assistance/guidance-and-oversight/23-cfr-667>

The MPOs and RTPAs consider the SORDD listed locations, as well as information from completed project 23 CFR 667 Resiliency Certification when developing projects on the federal aid system. MPOs program the federal-aid projects into the FTIP once the project's 23 CFR 667 Resiliency Certification is complete.

IV. Performance-Based Planning and Programming (PBPP) Requirements for RTP and FTIP

Federal regulations require States and MPOs to take a performance-based approach to planning and programming. States, MPOs, and transit operators must 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 the MPO's adopted performance targets and describe efforts toward achieving those targets.

Action/ Task: A key step in the PBPP process is the decision-making by MPOs to prioritize and select projects regionally for funding. In the FTIP, MPOs should describe the process and criteria they use to select and prioritize projects for funding and how this process is performance-based.

MPO must ensure that sufficient details are included in the FTIP to describe projects selection process:

- 1) Describe which funding sources your agency selects projects for.
- 2) Explain in detail, how your regional project selection process is performance-based and how it supports achievement of the performance targets.
 - ✓ Describe if project selection in your region is carried out through a competitive process and whether your agency conducts a call for projects.
 - ✓ If your agency does not conduct a competitive call for projects, please explain how your agency prioritizes projects for funding in the region.

- ✓ Identify scoring criteria or analyses used by your agency to select projects and explain the relation to performance measures.

This checklist should be used as a tool to ensure the requirements and best practices for addressing federal performance measures are adequately met in the FTIP. Additionally, MPOs may use the “FTIP Performance Measures Template (Word file)” to address the performance-based planning and programming requirements for the FTIP. MPOs must also submit the “FTIP Performance Measures Reporting Workbook (Excel file)” to Caltrans with the draft FTIP.

Shall:

23 CFR 450.326

- o (c) The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under § 450.306(d).
- o (d) The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

The FTIP Should:

- ✓ Include a dedicated discussion/section to address federal performance measures.
- ✓ Identify each federal performance measure and the most recent target set for each performance measure.
 - o PM 1, 2, 3, Transit Asset Management (TAM), Public Transportation Agency Safety Plan (PTASP)
- ✓ Describe the MPO’s targets for each performance measure (i.e. supporting the State’s target or MPO is selecting its own targets).
 - o For TAM and PTASP targets, MPOs collect targets from the transit agencies, but are required to set a regional target. Describe methodology for setting regional target.
 - o Also describe the coordination efforts undertaken by the MPO to set each performance targets, such as coordination with the State, transit agencies, etc.
- ✓ The performance measures section of the FTIP should be consistent with the RTP, specifically, the System Performance Report, and should reference the

RTP and/or refer the reader to more detailed information in the RTP System Performance Report.

- ✓ Explain how the projects programmed in the FTIP are consistent with the RTP goals, objectives, and/or strategies.
- ✓ Explain how the projects programmed in the FTIP align with the MPO's project selection criteria.
- ✓ Describe projects that are programmed in the FTIP that help to achieve or make progress towards achieving each of the performance targets (PM 1, 2, 3, TAM, PTASP).
 - o Describe the funding program(s)/source(s) for the project(s).
 - o Identify whether the project is on the NHS (PM 2).
 - o Provide details about the existing conditions/performance and describe the anticipated conditions/performance once the project is implemented.

V. FTIP Amendment Process

Action/ Task: Include a description of the MPO's FTIP amendment process.

FTIP amendment process should include an explanation of the criteria used to determine when formal amendments and administrative modifications are needed, the public participation process for amendments, and how administrative modifications and amendments are approved.

VI. Federal Land Management Agency (FLMA) Consultation

Action/ Task: MPOs should include a description in the FTIP about how they coordinate their programming process with FLMA's in the region. Describe projects in the region that are providing better access to federal lands and describe any federal funding sources for projects that are coordinated with FLMA's.

MPOs and Caltrans must coordinate with FLMA's in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the Caltrans, MPOs, Tribal Governments, FLMA's, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of

Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the FTIP and FSTIP. MPOs must appropriately involve FLMAs in the development of the RTP and the FTIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the FSTIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

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

Action/ Task: 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 for the FTA 5307 Program.

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. To achieve this requirement, the transit recipient shall coordinate with the MPO to ensure the public is informed that its public participation plan associated with the FTIP is used to satisfy the public involvement requirements for the POP.

VIII. Financial Constraint/Financial Summaries

Financial or fiscal constraint has been a key component of the statewide and metropolitan transportation planning processes. Fiscal constraint means that the RTP, FTIP, and FSTIP include sufficient financial information to demonstrate that the projects in the RTP, FTIP, and FSTIP can be implemented using committed, available, or reasonably available Federal, State, local, and private revenues, with the assurance that the federally supported transportation system is being adequately operated and maintained.

In air quality nonattainment and maintenance areas, projects included in the first two years of the FTIP and FSTIP require funds to be "available" or "committed". Available funds are funds derived from an existing source historically used for

transportation purposes, such as Federal authorized and/or appropriated funds. Committed funds are funds that have been dedicated or obligated for transportation purposes. In addition, in nonattainment and maintenance areas, fiscal constraint must be demonstrated on the RTP and FTIP before transportation conformity can be determined.

Additional guidance regarding fiscal constraint can be found here:

- ✓ Clarifying Fiscal Constraint Guidance - Planning - FHWA (dot.gov)
https://www.fhwa.dot.gov/planning/clarify_fiscal_constraint.cfm
- ✓ Financial Planning and Fiscal Constraint for Transportation Plans and Programs Questions & Answers - Planning - FHWA (dot.gov)
<https://www.fhwa.dot.gov/planning/fsclcntntques.cfm>

Action/ Task: The MPO must prepare fiscally constrained FTIPs and:

- a. Program CMAQ, STBGP, and Carbon Reduction Program (CRP) funded projects up to the annual apportionment level for your region.
- b. Program projects from various Caltrans managed state consistent using the project listings from Caltrans.
- c. Include the FTIP Financial Summary Tables in the draft FTIP for public review. Notate any borrowing/loaning of apportionments in the footnote of the financial summary table per agreements executed by Caltrans Local Assistance.
- d. Submit the financial summary tables dated February 12, 2024, in the final FTIP to Caltrans.

IX. Programming of Individually Listed Projects

Action/ Task: The MPO must ensure that programming individual projects complied with the following guidance:

- 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 the 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 engineering 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.
 - 4) Required non-federal matching funds.
 - 5) Implementing agency
 - 6) When programming an FTA-funded project from the prior FTIP into the 2025 FTIP, use the project description field (or "CTIPS MPO Comments" section) to list the fiscal year in which the funds were awarded, the amount, and the prior year fund type.
 - 7) 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. This demonstrates the project is consistent with the RTP.

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"> ✓ In Bakersfield: ✓ South of Bakersfield
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"> ✓ Between 1st Street and Pine Boulevard; ✓ North of Avenal Creed to South of Route 33; ✓ At Rock Creek Bridge;
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"> ✓ Widen roadway from existing 2 lanes to 4 lanes. ✓ Convert 4-lane expressway to 6-lane freeway with 2 HOV lanes. ✓ Construct left turn lane.
Example:	In Bakersfield: Between 1 st Street and Pine Boulevard; widen roadway from existing 2 lanes to 4 lanes.

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"> ✓ In Bakersfield: ✓ North of Bakersfield: <p>Otherwise: Skip this step.</p>

<p>Limits:</p>	<p>For work at spot locations (all agencies):</p> <p>Name of the station, description of facility, name the rail corridor for the project etc.</p> <ul style="list-style-type: none"> ✓ Lafayette BART Station; ✓ The Daly City Yard, adjacent to the Coloma Station; ✓ San Joaquin Corridor; <p>Otherwise: Skip this step.</p>
<p>Improvement:</p>	<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"> ✓ Construct a station. ✓ Track and signal improvements. <p>Projects that apply to entire transit agency jurisdiction – describe activity</p> <ul style="list-style-type: none"> ✓ Purchase of 59 buses -- 12 MCI's and 47 Standard 40 ft buses (note if expansion or replacement). ✓ Para-transit van leasing. ✓ Operating assistance for Sacramento Regional Transit.
<p>Example:</p>	<p>North of Bakersfield: San Joaquin Corridor – Track and signal improvements.</p> <p>Operating assistance for Sacramento Regional Transit.</p>

X. Programming of Grouped Projects

Action/ Task: The MPO must ensure that programming grouped projects complied with the following guidance:

- a. Use the attached guidelines titled “Programming of Grouped Project Listings in Air Quality Non-Attainment or Maintenance Areas” (Attachment A) for programming grouped projects in air quality non-attainment or maintenance areas.
- b. Refer to 23 CFR 771.117 (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.
- e. Include all the necessary details in CTIPS: Location & Description must refer to appropriate CFR section. Conformity sub section in CTIPS to be filled as appropriate including EPA Table 2 & 3 Exempt Category. Example is shown below.

The screenshot displays the CTIPS software interface for project management. At the top, a header bar shows fields for District (03), CT Project ID, EA, PPNO, MPO ID (VAR79050), CTIPS ID (20700001655), Doc Year (2022), Document (FTIP), Ver (46), Last Updated (09/30/2022 10:36 AM), and By (AHSACOG). Below this, the interface is divided into three main sections: 'Find or Add New', 'Project Definition', and 'Funding'. The 'Project Definition' section is active, showing 'Implementing Agency' as 'Various Agencies', 'MPO' as 'SACOG', and 'Project Title' as 'Grouped Projects for Reconstruction or renovation'. The 'Location & Description' field contains the text: 'Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage)'. The 'Change Reason & Status' section shows 'Adoption' with a cost of 0.00 and 'Change' as 'Cost/Scope/Sch Change'. The 'Change Status' is set to 'Official' and 'Active'. The 'Conformity' section is highlighted, showing 'Capacity Increase Project' selected for 'Air Basin' and 'EPA Table 2 & 3 - Exempt Category' selected for 'Mass Transit - Reconstruction of transit structures'. The 'Approval Status' section shows 'MPO' as '09/15/2022' (Admin. Modifications), 'State' as '11/16/2022' (Denied), and 'Federal' as '12/16/2022' (Denied). The 'Delivery Status' section shows 'Expected Complete' and 'Original Source' as blank. At the bottom, there are navigation buttons: '<< Prior Version', 'Next Version >>', '< 108 of 137 >', 'Delete Version', 'Print Project', and 'EXIT'.

XI. 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, which allows 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 in lieu of the required federal match by using TCs for the programs listed below.

Action/ Task: The MPO must ensure that use of toll credits complied with “California Department of Transportation Toll credit use policy” dated June 4, 2013. See attachment-D for the policy.

Consult with Caltrans -Division of Local Assistance for use of toll credit for any program that is not specifically listed in the section.

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 STBGP	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 	Various

* Notate in the FTIP the “Use of TCs” in the project description or MPO Comments field for CMAQ and STBGP-funded projects.

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

XII. 2024 State Transportation Improvement Program (STIP)

The total project cost and all funding, including non-STIP funding, must be shown in the FTIP. (If a phase is programmed outside of the 2025 FSTIP period, then the total project cost can be shown in the MPO comment section or in the project description field 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.

MPOs may choose one of the following options for programming STIP projects:

- a) **Recommended Option:** Use the California Transportation Commission (CTC) adopted 2024 STIP.
- b) Use CTC staff recommendations.
- c) Use the county and interregional shares information from the 2024 STIP Fund Estimate (FE). <https://catc.ca.gov/-/media/ctc-media/documents/programs/stip/2024-stip/final-fe-august-2023-tab-17-ally.pdf>
- d) For the first three years of the 2025 FTIP, program only existing projects from the 2022 STIP that are re-programmed in the 2024 STIP. Program new STIP projects, if any, in the fourth year of the 2025 FTIP. The total programmed STIP funding in 2025 FTIP must be constrained to the available STIP targets for the region per FE.
- e) Program only existing projects from the 2022 STIP that are to be re-programmed in the 2024 STIP.

Options b, c, and d, require the MPO to process an amendment to align the FTIP with the 2024 STIP once the CTC adopts the 2024 STIP. The FTIP amendment must be submitted to Caltrans by September 30, 2024.

Timeline:

- March 01, 2024** – CTC staff recommendations for the 2024 STIP projects are expected to be released.
- March 21-22, 2024** – CTC adoption of the 2024 STIP.
- May 1, 2024** – The 2024 STIP will be available in CTIPS for transfer into the FTIPs.

Ensure projects are programmed using the appropriate “STIP Advance Construction - RIP/IIP” fund type.

Any non-STIP project funding (e.g. Road Repair and Accountability Act Funding, Proposition 1B, local funds) must be programmed consistent with the STIP funding details in CTIPS.

The screenshot shows the 'Edit Fund Type' form in the Fund Table Manager application. The form is titled 'Edit Fund Type' and 'Browse All Funds'. It contains the following sections:

- Fund Type Details:**
 - Fund ID: STIP-AC
 - Fund Name: STIP Advance Construction
 - Detailed Fund Description: Fund type to be used for programming STIP funding.
 - Blended Fund Type: Match % (0.00), Match Fund (dropdown)
 - Type: Federal (selected), State, Local
 - Archived Fund Type:
 - State Highway Account:
- Program Category(s) Containing this Fund Type:**
 - List: IIP, RIP, IIP Prior, RIP Prior, GF IIP, GF IIP Prior, GF RIP, GF RIP Prior
 - Select Category to Add: (dropdown)
 - Buttons: Add, Delete
- MPO Filter - This Fund Type Applies to ...:**

<input checked="" type="checkbox"/> AMBAG	<input checked="" type="checkbox"/> BCAG	<input checked="" type="checkbox"/> COFCOG	<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	

Buttons at the bottom: Delete Fund Type, Add Fund Type, Top, Prior, Next, Bottom, Exit.

XIII. 2024 State Highway Operation and Protection Program (SHOPP)

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.
- ✓ Verify in the financial summary that the total revenue is equal to the total programmed.
- ✓ 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 2024 SHOPP, District FTIP Coordinators will notify MPOs to program these phases in the 2025 FTIP.

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 that determination.

Timeline:

- January 31, 2024** – Caltrans to submit proposed 2024 SHOPP to the CTC.
- March 21-22, 2024** – Anticipated CTC adoption of the 2024 SHOPP.
- May 2, 2024** – The 2024 SHOPP will be available in CTIPS
- By May 15, 2024** – Caltrans Programming will provide the SHOPP Grouped Project Reports.

FTIP Programming Instructions:

1. For projects in non-attainment areas, MPOs are to review the SHOPP Grouped Listings Report to determine if the projects are eligible for grouping. Non-exempt projects must be removed from the grouped project listing and programmed separately as line-item projects.
2. For projects in attainment areas, MPOs are to review the SHOPP Grouped Project Listings Report and program any projects that are not classified as “Categorical Exclusion (CE),” as line-item projects. MPOs may contact their District FTIP Coordinators if more detailed project information is needed.
3. Use the "SHOPP Advance Construction (AC)” fund type and select the appropriate SHOPP Program Category (e.g., Mobility, Bridge Preservation). This fund type includes both state and federal funds.

The screenshot shows a web browser window titled 'Fund Table Manager - Google Chrome' with the URL 'ctips-prod.dot.ca.gov/ctips/BrowseAllFundsForm.do'. The main content area is titled 'Edit Fund Type' and contains the following fields and controls:

- Fund ID:** SHOPPAC
- Fund1 Name:** SHOPP Advance Construction (AC)
- Detailed Fund Description ('Huh?' Button):** SHOPP funding shall be programmed with 100% "SHOPP Advance Construction (AC)" fund type.
- Blended Fund Type:** A checkbox labeled 'Blended Fund Type' is unchecked. Below it are fields for 'Match %' (0.00) and 'Match Fund' (a dropdown menu).
- Type:** Radio buttons for 'Federal' (selected), 'State', and 'Local'.
- Archived Fund Type:** An unchecked checkbox.
- State Highway Account:** An unchecked checkbox.
- Program Category(s) Containing this Fund Type:** A list box containing categories such as 'SHOPP - Roadside Preservation', 'SHOPP - Roadway Preservation', 'CT Minor Pgm.', 'SHOPP - Prior', 'SHOPP - Collision Reduction', 'SHOPP - Misc', 'SHOPP - Bridge Preservation', and 'SHOPP - Emergency Response'. Below the list is a 'Select Category to Add' dropdown and 'Add' and 'Delete' buttons.
- MPO Filter - This Fund Type Applies to ...:** A grid of checkboxes for various MPOs, all of which are checked:

<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	
- Buttons:** 'Delete Fund Type', 'Add Fund Type', 'Top', 'Prior', 'Next', 'Bottom', and 'Exit'.

4. Ensure the total revenue is equal to the total programmed funding for SHOPP projects in your region.
5. SHOPP Long Lead Projects: These projects require more than four years to develop due to the complexity of the environmental and Preliminary Engineering (PE) work. Therefore, MPOs may program the PE phase.
6. G-13 Contingency Projects:
 1. Program these projects with the fund type "SHOPP-AC".
 2. For non-exempt projects, program all phases (PE, RW and CON) of the project in the Fiscal Year (FY) identified in the 2024 SHOPP.
 3. For exempt projects, program the PE and RW phases in the FY shown in the 2024 SHOPP. Program CON Capital and CON Support in a future year, outside of the 2023 (or 2025) FSTIP. Once the CON Capital and CON Support are approved in the SHOPP, Caltrans District FTIP Coordinators will request MPOs to program these phases in the current FSTIP.
7. Asset Management Pilot Projects: These projects are funded from the "SHOPP-MISC" Program Category, if there are any, and reported on Page 1 of the Grouped Project Listing Report for your region. The project scope

may include multiple work components, program these projects as line-item projects using the fund type below:

Edit Fund Type [Browse All Funds](#)

Fund Type Details

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

Blended Fund Type: [Form fields for Match%, MatchFund, Federal, State, Local]

Archived Fund Type: [] State Highway Account: []

Program Category(s) Containing this Fund Type: [List of categories like SHOPP - Bridge Preservation, SHOPP - Collision Reduction, etc.]

Select Category to Add: [Form field] Add Delete

MPO Filter - This Fund Type Applies to ...

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

Check All [1.2.]

[Delete Fund Type](#) [Add Fund Type](#)
 [Top](#) [Prior](#) [Next](#) [Bottom](#)

[Exit](#)

XIV. Various Caltrans Managed State and Federal Programs

Caltrans Federal Programming Office provides MPOs information on various Caltrans managed state and federal programs (Highway Bridge Program, Highway Safety Improvement Program, Highway Maintenance Program etc.) as the listings become available.

Action/ Task: The MPO must ensure that projects are programmed using the latest state managed program listings. Contact Caltrans Federal Programming Office for further assistance.

XV. Electronic FSTIP (E-FSTIP)

To streamline and expedite the submittal and approval of the FSTIP, Caltrans implemented the Electronic Submittal and approval of the FSTIP (E-FSTIP). The E-FSTIP enables MPOs, Caltrans, the FHWA and the FTA to electronically submit and approve the FSTIP, FTIPs, and FTIP amendments. The new E-FSTIP process eliminated the need for the MPOs and Caltrans to submit hard copies of these federal programming documents for review and approval. The FHWA and FTA will also approve all federal programming documents for the 2025 FSTIP through the E-FSTIP.

Action/ Task: MPOs must submit their 2025 FTIPs, FTIP amendments, administrative modifications, and air quality conformity determinations to Caltrans, by uploading these documents into the California Transportation Improvement Program System (CTIPS) database to obtain state and federal approvals.

Caltrans' approval of the federal programming documents in CTIPS will constitute the State's approval of the FTIPs and its amendments for inclusion into the FSTIP. FHWA's and FTA's entry of an approval date in CTIPS will constitute federal approval of the FSTIP, FTIP amendments, and associated air quality conformity determinations.

Use the "E-FSTIP Amendment Approval Procedures for MPOs" (Attachment B) for the instructions on how to upload your FTIP and FTIP amendments into CTIPS.

Attachments:

1. **Attachment A: Programming Grouped project listings in air quality nonattainment or maintenance areas**
2. **Attachment B: E-FSTIP Amendment Approval Procedures for MPOs**
3. **Attachment C: Caltrans' Administration and Oversight of the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) Programs**
4. **Attachment D: Caltrans Toll Credit Use Policy**

Appendix H: Public Engagement Notice



Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

ATTACHMENT A
Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.gov

Notice of 30-day Public Comment Period **DRAFT** 2025 Federal Transportation Improvement Program

Tahoe Regional Planning Agency (TRPA), in its role as the Tahoe Metropolitan Planning Organization (TMPO), is pleased to announce a 30-day public comment period for the 2025 Federal Transportation Improvement Program (FTIP). The public comment period begins July 18, 2024, and closes August 16, 2024. A public hearing will be held August 07, 2024 at the scheduled Tahoe Transportation Commission Board meeting.

The 2025 FTIP is available upon request or 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.gov

TRPA, in its role as the TMPO, prepares and adopts the Federal Transportation Improvement Program every two years in conjunction with the California Department of Transportation (CALTRANS), Nevada Department of Transportation (NDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and local agencies.

The 2025 FTIP is a comprehensive four-year program of transportation projects funded between federal fiscal years 2025 through 2028. Transportation projects receiving federal funds, requiring federal action, or regionally significant must be included in the FTIP. The FTIP also must be financially constrained and consistent with the Regional Transportation Plan and related local, state, and federal planning processes.

This document was developed in accordance with the federal transportation bill Infrastructure Investment and Jobs Act (IIJA) and the United States Department of Transportation's metropolitan planning regulations Title 23 Code of Federal Regulations Part 450.

For additional information or questions, contact Judy Weber at jweber@trpa.gov.

Appendix I: Public Comment Record

DRAFT 2025 Federal Transportation Improvement Program Public Comments

Date	Name	Agency	Comment	Response
7/25/2024	Randeep Lally	Caltrans D3	I would like to add 3 new Minor Projects to the TRPA FTIP. Please see attached project information for each project. I did some redline edits on each of them. Let me know if you have any questions. Appreciate the help.	Added projects
7/29/2024	Tara Styer	Tahoe Transportation District	Please move the Corridor Coordination funding (\$300,000- STBG) as well as \$16,000 (TTD General Fund) in local match to FFY2025.	Made changes
7/29/2024	Tara Styer	Tahoe Transportation District	Please update the programming on page 63 of the FTIP to include \$400,000 Douglas County Gas Tax to match the \$2,000,000 in Community Project Funding and move this funding to FFY2025.	Updated programming
8/1/2024	Kira Richardson	TRPA	I am requesting the following EIP Project be added to the final 2025 FTIP as a new project with federal funds: "PROTECT – Resilience Improvement Plan and Regional Emergency Communications/Transportation Plan"	Added project
8/14/2024	Niki Thomson	NDOT	NDOT requests the following changes be made to the projects presented in TMPO's draft FTIP 2025 for following projects: •XS20240009 SR28 East Shore Tahoe – Preservation: Move construction funds for NHPP, STBG State-Wide, and the State Match to FY2028. •DO20220001 Phase 2: US 50 3R Preservation in the Tahoe Basin: Move construction funds for NHPP and State Match to FY2028.	Made changes
8/14/2024	Dan Kikkert	El Dorado County	This is a request to remove the Apache Avenue Pedestrian Safety and Connectivity Project (Tracker 03.02.02.0006) from the draft 2025 FTIP. The Project is fully funded with the Contract awarded to Rapid Construction on June 11, 2024. The Notice to Proceed was issued on July 16, 2024 with construction occurring over the 2024/2025 construction seasons.	Removed project
8/15/2024	Tara Styer	Tahoe Transportation District	Please update project #03.02.01.0017 SR 28 Central Corridor -Thunderbird Cove to Secret Harbor with the following: \$5M Highway Infrastructure Programs \$2M Conserve Nevada (\$250,000 match for HIP) Both for Construction in 2026	Updated project
8/15/2024	Peter Kang	Caltrans	<ul style="list-style-type: none"> •On page 8 of 146 in the Glossary: Acronyms and Definitions, please delete the term 'Program' in CMAQ Congestion Mitigation and Air Quality Program. •On page 8 of 146 in the Glossary: Acronyms and Definitions, please replace the term 'Commission' with 'CTC' in Commission CTC California Transportation Commission. •On page 8 of 146 in the Glossary: Acronyms and Definitions, please add the letter 'P' to STBG, making it STBGP Surface Transportation Block Grant Program. 	Made changes
8/16/2024	Andy Deinken	Placer County	<p>Add Tahoe City Mobility – Grove Street Intersection Improvements Project to the FTIP.</p> <ol style="list-style-type: none"> 1. Project Title: Tahoe City Mobility – Grove Street Intersection Improvements Project. 2. Project Description: Intersection improvements to provide for improved pedestrian safety and circulation at SR28 and Grove St. in Tahoe City, including potential signalization and accessibility upgrades. 3. Funding Source(s), dollar amounts, year: 2018 State Transportation Block Grant (STBG) Funds in the amount of \$254,164 for PE (with an \$84,720 local Traffic Mitigation Fee match) and \$50,000 for R/W (with a \$16,666 local Traffic Mitigation Fee match). 	Added project

Appendix J: Governing Board Resolution

**TAHOE METROPOLITAN PLANNING ORGANIZATION
TMPO RESOLUTION NO. 2024 - _____**

**ADOPTION OF THE 2025-2028 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 2025 TMPO Federal Transportation Improvement Program (FTIP) has been developed in accordance with the Infrastructure Investment and Jobs Act (IIJA); and

WHEREAS, the 2025 FTIP meets all applicable transportation planning requirements per Title 23 CFR Part 450; and

WHEREAS, the 2020 Linking Tahoe: Regional Transportation Plan (RTP) for the Tahoe Region describes a transportation system envisioned for the horizon years and was adopted as a financially constrained Metropolitan Transportation Plan by the TMPO Board on April 28, 2021; and

WHEREAS, the 2025 FTIP is consistent with the transportation system and financial plan described in the RTP; and

WHEREAS, the 2025 FTIP is financially constrained by year and includes a financial plan that demonstrates which projects can be implemented using committed and reasonably foreseeable funds; and

WHEREAS, the 2025 FTIP includes all regionally significant transportation projects to be funded from local, state, or federal resources; and

WHEREAS, the 2025 FTIP has been developed under TMPO policies for community input and in accordance with the TMPO Public Participation Plan; and

WHEREAS, on September 04, 2024 the Tahoe Transportation Commission recommended the TMPO Governing Board adopt the 2025 Federal Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED, that the Governing Board of the Tahoe Metropolitan Planning Organization adopts this resolution approving the 2025 Federal Transportation Improvement Program for the Tahoe Region.

BE IT FURTHER RESOLVED, that TMPO staff is hereby directed and authorized to work with the California Department of Transportation, the Nevada Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration to make technical changes or corrections 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 2025 FTIP as outlined in the Public Participation Plan and Project Selection Procedures in the 2025 FTIP.

PASSED AND ADOPTED by the Governing Board of the Tahoe Metropolitan Planning Organization this Wednesday, September 25, 2024 by the following vote:

Ayes:

Nays:

Absent:

Cindy Gustafson, Chair
Tahoe Metropolitan Planning Organization
Governing Board

FINAL 2025 FTIP Project List	
Category / Project Title / Description	
Corridor	
1.	Corridor Coordination - Program supports corridor implementation across multiple jurisdictions
2.	Kahle Drive Complete Street Project - Roadway, bicycle/pedestrian, and drainage improvements
3.	Kings Beach Western Approach - SR 267/SR 28 Roundabout and bicycle/pedestrian improvements
4.	SR 28 Central Corridor - Sand Harbor to Thunderbird Cove - Parking, Transit, Trail, and Safety - 1.75 miles multi-use trail, pullouts, safety improvements
5.	SR 28 Central Corridor - Thunderbird Cove to Secret Harbor - Parking, Transit, Trail, and Safety - Chimney Beach (130) and Secret Harbor (120) parking spaces, 0.9 miles trail, pedestrian crossing
6.	SR 28 North Parking, Sidewalk, and Water Quality Improvements - Tahoe East Shore Trailhead improvements, parking spaces, connecting pedestrian path
7.	SR 89/Fanny Bridge Community Revitalization Project - Roundabout, bicycle/pedestrian improvements
8.	US50 South Shore Community Revitalization - Roadway improvements, bicycle/pedestrian improvements
9. Resilience Improvement Plan and Regional Emergency Communications/Transportation Plan	
Transit	
1.	TTD Transit Capital - Bus replacement, safety/security improvements
2.	TART Transit Capital - Bus replacement, charging facility, bus stop improvements
3.	Tahoe Mobility Hub, Washoe County - Mobility hub within Washoe County
4.	TTD Fleet and Administration Facility - Transit maintenance and administrative facility site
5.	SR 28 Spooner Mobility Hub and AIS Inspection Station - Mobility hub, inspection station, parking spaces, restrooms, 0.5 multi-use path
6.	Grouped Projects for Operating Assistance to Transit Agencies
	Tahoe Transportation District Transit Operations
	Placer County TART Transit Operations
7.	Microtransit Electric Vehicle Charging Base Station - City D Street Facility installation two EV chargers under solar canopy
Highway Safety / Operations and Maintenance	
1.	Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program
	Route 89 to Pioneer Trail. Install lighting, pedestrian and bicycle improvements
2.	Grouped Projects Pavement Resurfacing and/or Rehabilitation - SHOPP Roadway Preservation
	Pavement Resurfacing on US 50 from Blue Lake Road to CA/NV State Line
3.	Grouped Projects for Safety Improvements - Highway Safety Improvement Program
	Pioneer Trail/US Highway 50 Intersection Safety Improvement Project - roundabout, pedestrian/bicycle crossing enhancements
4.	Meeks Creek Bridge -SHOPP - Replace bridge, restore creek wildlife passage, bicycle/pedestrian improvements
5.	Phase 2 - US 50 3R Preservation in the Tahoe Basin - Pavement overlay with ADA, hydraulic and safety improvements
6.	SR 28 East Shore Tahoe Preservation - Pavement overlay, stormwater improvements
7. Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing and/or Rehabilitation - SHOPP Minor Program	
	In Meyers, on US 50 near intersection of Apache Avenue and Bug Station install Rectangle Rapid Flash Beacons
	Near Tahoma, on SR 89 south of General Creek State park install Rectangle Rapid Flash Beacons
	On SR 89, near Eagle Falls Campground install Closed Circuit Television
Active Transportation - Grouped Projects	
1.	Grouped Projects Bicycle and Pedestrian Facilities
	North Tahoe Regional Bike Trail, Phase 1 - Class I bike path North Tahoe Regional Park to Carnelian Bay Ave
	South Tahoe Greenway - Upper Truckee Bridge at Johnson Meadows - Class I bike path connecting to South Tahoe Greenway Trail /replace bridge
	Tahoe City Mobility - Grove Street Intersection Improvements Project - Intersection improvements providing pedestrian safety, signalization and accessibility upgrades
	Pioneer Trail Pedestrian Project, Phase II - Larch to Ski Run, pedestrian sidewalks, lighting, transit stops

*Updates in **Bold**

MEMORANDUM

Date: August 28, 2024

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff – Carl Hasty, District Manager

Subject: Report on Final Meeting of the Nevada Legislative Committee for the Review and Oversight of the Tahoe Regional Planning Agency and the Marlette Lake Water System and Approved Committee Actions

Action Requested:

It is requested the Board review and discuss the approved Committee work session items as they relate to TTD for the upcoming 2025 Nevada legislative session.

Fiscal Analysis:

Not applicable at this time but could require some future expenditures on staff and/or consultant time.

Work Program Analysis:

Staff time spent to date has been considered in the current work program.

Background:

There has been a committee for the oversight of Lake Tahoe every off legislative session year in the Nevada biennium legislative cycle except one since 1985. In 2003, the legislature established a permanent committee for the role ([NRS 218E.555](#)).

Discussion:

The Committee met five times on topical areas of interest and the meetings consisted of an educational field trip followed by a hearing which included public testimony and comment. The sixth session was the work session where the Committee considered ideas and actions for the Committee to consider for support to the Legislature or Governor's office.

As shared by Staff with the TTD Board previously, several proposals were submitted by various agencies including TTD. The TTD submittal pertained to off-highway parking enforcement and consistency in approach across local jurisdictions on the Nevada side of the Lake.

The published summary work session document included many of the suggestions, but approached implementation differently than the request for several. The fourth item in the attached work session summary document put several requests together, including TTD's parking request into a Compact Article IX bill draft recommendation (Attachment A).

No action is necessary at this time as the item is informational, but it will be important for Staff and the Board to track and participate in the development and process of the bill as it works through the next session in early 2025.

Additional Information:

If you have any questions or comments regarding this item, please contact Carl Hasty at (775) 589-5501 or chasty@tahoetransportation.org.

Attachment:

- A. Summary of Recommendations 2023-2024.

SUMMARY OF RECOMMENDATIONS

LEGISLATIVE COMMITTEE FOR THE REVIEW AND OVERSIGHT OF THE TAHOE REGIONAL PLANNING AGENCY AND THE MARLETTE LAKE WATER SYSTEM

Nevada Revised Statutes (NRS) 218E.555

This summary presents the recommendations approved by the Legislative Committee for the Review and Oversight of the Tahoe Regional Planning Agency (TRPA) and the Marlette Lake Water System (MLWS) at its meeting on August 16, 2024. The bill draft requests (BDRs) will be forwarded to the Director of the Legislative Counsel Bureau (LCB) for transmittal to the 83rd Session of the Nevada Legislature.

RECOMMENDATIONS FOR LEGISLATION

1. Request the drafting of a bill to prohibit the operation of any watercraft vessel at a speed in excess of 5 nautical miles per hour within 600 feet of the water line of Lake Tahoe. **(BDR –)**
2. Request the drafting of a bill allowing cities and counties to form Business Improvement Districts (BIDs) to provide funding for transportation, housing, and mitigation of visitor activities in the Lake Tahoe Basin. **(BDR –)**
3. Request the drafting of a bill allowing local jurisdictions within the Lake Tahoe Basin to charge an impact fee to developers of housing units greater than 1,000 square feet. The fees collected are to be used to pay for utility hookup, impact, and/or mitigation fees for housing units that are less than 1,000 square feet and are deed restricted for sale or rent to occupants with certain income levels to qualify as affordable, moderate, or achievable units. **(BDR –)**
4. Request the drafting of a bill to amend Article IX of the Bi-State Compact to:
 - a. Establish the Lake Tahoe Basin Scenic Byway Corridor Recreation Safety Zone and allow the Tahoe Transportation District (TTD) and its contractors to issue parking tickets to illegally parked vehicles within the Safety Zone. The bill will provide that if the use of contractors is allowed, the writing of tickets will not be incentivized by basing contractor pay on the number of tickets written and will not become effective until additional elements of Lake Tahoe transportation planning are in place;
 - b. Clarify that the TTD or other local governments are allowed to charge a fee for public parking at certain paved rights-of-way and off-highway parking areas along the State Route 28 Scenic Corridor that are connected by improved paved paths. The fees collected will remain in the Lake Tahoe Basin to be used by the partnering federal, state, and local agencies to administer the parking management programs, operate and maintain the public parking lots, connecting trails, and associated facilities (i.e., sanitation, signage), as well as public transit that provides the public access to their public lands; and

- c. Impose a public transit surcharge on the per-night charge for rental of any transient lodging in the Lake Tahoe Basin. The proceeds of the surcharge are to be paid by the lodging operator to the applicable county for distribution to the TTD. In Nevada, the surcharge shall be \$4.25 per night. Of the \$4.25 surcharge, \$0.25 will be distributed by TTD to the Tahoe Science Advisory Council to support its activities. The remainder of the surcharge will be used to support transportation needs in the Lake Tahoe Basin. The Board of the TTD will have the authority to provide a waiver of the \$4 surcharge to entities that already have a comparable surcharge to support transportation in the Lake Tahoe Basin.

This bill will not become effective until the State of California enacts substantially similar legislation. **(BDR –)**

- 5. Request the drafting of a bill amending or eliminating certain reporting requirements by the State Department of Conservation and Natural Resources, as follows:
 - a. Eliminating the requirement for annual reporting to the LCB regarding fire prevention and forest health in the Nevada portion of the Lake Tahoe Basin. The report is required by NRS 528.150 and was established in 2009; and
 - b. Amending the reporting requirement to the State Board of Examiners regarding the Nevada Land Bank report on lands or interests in land transferred, sold, exchanged, or leased in the Lake Tahoe Basin from quarterly to annually. The report is required by NRS 321.5954. **(BDR –)**
- 6. Request the drafting of a bill authorizing the release of the next phase of general obligation bonds in an amount of \$19 million to continue to implement Nevada’s portion of the Lake Tahoe Environmental Improvement Program (EIP) for the 2025–2027 Biennium and including authority for the expenditure on EIP projects of any interest accumulated on proceeds from bond issuances for the EIP. **(BDR –)**
- 7. Request the drafting of a bill to provide that a logging permit is not required for cutting operations conducted by a landowner unless the operations conducted qualify as a legally defined logging operation. **(BDR –)**
- 8. Request the drafting of a bill granting Nevada’s Division of State Parks an exemption from the requirement that funds collected in a day exceeding \$10,000 be deposited no later than the next working day and instead allow up to ten working days for such deposits. **(BDR –)**

RECOMMENDATIONS FOR COMMITTEE ACTION

- 9. Send a letter to the Governor, the Senate Committee on Finance (FIN), and the Assembly Committee on Ways and Means (WM) expressing the Committee’s support for a State General Fund appropriation to maintain the State of Nevada’s one-third share of operating funding for the TRPA for the 2025–2027 Biennium. The historic funding ratio for the TRPA is one-third/two-thirds for Nevada and California, respectively.

10. Send a letter to the Governor, FIN, and WM expressing support for a State General Fund appropriation of \$2.5 million for each fiscal year of the 2025–2027 Biennium for Nevada’s portion of the funding strategy set forth in the Lake Tahoe Transportation Action Plan.
11. Send a letter to the TRPA requesting that the Agency provide the Committee with the status of its update of the environmental analysis conducted in the 2012 Regional Plan, TRPA’s Threshold Standards, and other environmental updates, prior to the start of the 2025 Legislative Session.
12. Send a letter to the TRPA encouraging the Agency to utilize the following priorities in its decision-making processes, work, and resources: (1) preservation, protection, and restoration of the Lake; (2) enhancing the visitor experience; (3) mitigating impacts on residents; and (4) economic considerations.
13. Send a letter to the TRPA encouraging the Agency to consider exempting local events (i.e., Douglas County, South Lake Tahoe, and El Dorado County) from the current restriction on the total number of events and activities that can take place at the Tahoe Blue Event Center per year. Request that the TRPA provide an update on the status of permit restrictions for local events prior to the start of the 2025 Legislative Session.



MEMORANDUM

Date: August 28, 2024
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Presentation of the Draft Short-Range Transit Plan for Fiscal Years 2024 through 2029 and Begin Public Comment Period

Action Requested:

It is requested the Board receive the presentation of the draft Short-Range Transit Plan (SRTP) for Fiscal Years 2024-2029 and open the public comment period.

Fiscal Analysis:

All expenditures associated with these items for the fiscal year are in the approved FY25 budget.

Work Program Impact:

All work associated with these efforts is captured under respective elements of the approved FY25 Work Program, with corresponding allotted staff time under respective projects. Transit system reporting aligns with Strategic Goal **SG-3** "Fund and operate regional multi-modal transportation systems."

Background:

An SRTP documents how a public transportation system will operate and serve the community over a period of five years. An SRTP is, foremost, a regulatory document that provides long-term service goal descriptions relevant to the Regional Transportation Plan (RTP) goals and serves as a short-term plan, describing the steps towards long-term attainment, to be achieved over the next five-year period.

An SRTP is also a management and policy document for TTD, as well as a means of providing the necessary regulatory information to meet regional fund programming and planning requirements. It describes and justifies the system's capital and operating budgets clearly and concisely.

The SRTP supports requests for federal, state, and grant funds for capital and operating purposes. The financial component details TTD's financial capacity to carry out proposed levels of operations and the associated capital improvement plan. This assists the Federal Transit Administration (FTA) in making its own assessment of TTD's financial capacity.

Finally, the SRTP also provides the Tahoe Metropolitan Planning Organization (TMPO) with information on projects and programs of regional significance; compliance with federal Title VI

TF/ja

AGENDA ITEM: VIII.B.

reporting requirements; Environmental Justice outreach and public participation; related service planning; and the results of the most recent FTA Triennial Review and related corrective actions.

The last SRTP adopted in 2017 advised that before Staff could deliver an ambitious transformation of the Basin's transit network consistent with the region's Long Range Transit Plan, Linking Tahoe: Lake Tahoe Basin Transit Master Plan (TMP), key fundamentals must be resolved. These included enhanced funding, safety, workforce recruitment & retention, fleet expansion and replacement, and facility capacity and modernization.

Staff have addressed safety and fleet renewal and continue to work toward improving recruitment and retention of staff. Facilities modernization and capacity remain significant challenges to operating efficient and effective transit system. Staff are pursuing facility location options and will be bringing a report forward for Board decision this fiscal year and have secured design funds for a new facility. Improvements at existing facilities will require long term agreements to access discretionary federal funds. Funding will remain the most salient issue with new reductions in formula funds, and any other demands for existing funds.

The SRTP 2017 proposed two action strategies to address funding restraints and tailor the transit system to existing levels of funding: The Progressive Track or The Regressive Track. Both proposed action strategies included a path to securing a core, reliable labor force that can operate and maintain the system with minimal overtime.

The Progressive Track was an unconstrained, dual-action solution requiring an aggressive pursuit of new, robust sustainable funding sources at all levels—local, regional, state, and federal—needed for the development of an enhanced region-wide transit network consistent with the TMP, while also moving to support a revised system operational plan and capital plan that balances service levels with existing funding.

The Regressive Track was the constrained option. It was an alternative to the vision of the adopted RTP/SCS. The Regressive Track refocused transit by revising the system operational plan and capital plan to balance service levels to existing funding. The Regressive Track plan included focusing on either system coverage (geographic density) or system productivity (ridership). As the cost-of-service provision typically escalates more rapidly than existing funding, transit services would slowly contract. The allocation of capital funds would shift to consolidation of facilities and asset preservation.

The Board adopted the 2017 SRTP supporting the Progressive Track option. However, new, sustainable funding sources were not implemented and the transit system, by default, followed the Regressive Track.

Discussion:

The draft 2024 SRTP begins with recognizing that the mobility needs and desires on the South Shore greatly exceed the revenues available to meet them. The South Shore has benefited from the large influx of pandemic era support funds:

- Coronavirus Aid, Relief, and Economic Security (CARES) Act - 2020
- Coronavirus Response and Relief Appropriations Act (CRRSAA) - 2021
- American Rescue Plan Act of 2021 (ARP) - 2021

However, these balances are exhausted, and transit will need to evolve to persist. The draft SRTP for FY24-29 contemplates two service scenarios and a third scenario that highlights other efforts underway, but not yet developed enough to model.

Scenario 1 – Business as Usual | Fiscal Challenges

Scenario 1 presumes no change to the reduced funding that started in FY24, which included roughly \$1 million less in federal funding but does include one-time funds from California’s SB125 program. As a result, the first several years of the plan are envisioned to remain stable but service changes would be required by FY27 if there is no change in the forecasted funding pattern. The service changes could be as noted below:

- Potential reduced service on Route 50 to 60 minutes FY27
- Potential Route 55 transitioned in FY29
- Route 19x may be transitioned FY26 to create a new Route 21x linking Carson City with South Lake Tahoe with five trips per day
- Paratransit may have a reduced service as soon as FY25 as the ADA+ areas (Meyers and North Upper Truckee) are suspended to focus on FTA required service

Scenario 1 Service Profile	FY 25	FY 26	FY 27	FY 28	FY 29
Route50: South Lake Tahoe	30 minutes; 6 AM-9 PM	30 minutes; 6 AM-9 PM	60 minutes; 6 AM-9 PM	60 minutes; 6 AM-9 PM	60 minutes; 6 AM-9 PM
Route55: Neighborhoods	65 minutes; 6 AM-9 PM	65 minutes; 6 AM-9 PM	65 minutes; 6 AM-9 PM	65 minutes; 6 AM-9 PM	-
Route19X: Carson City	Two AM; One Midday; Two PM	Two AM; One Midday; Two PM	Two AM; One Midday; Two PM	Two AM; One Midday; Two PM	Two AM; One Midday; Two PM
Route21X: Carson City	-	Three AM; One Midday; Three PM	Three AM; One Midday; Three PM	Three AM; One Midday; Three PM	Three AM; One Midday; Three PM
Route22: Minden/Gardnerville Express	Two AM; Two Midday; Two PM	Two AM; Two Midday; Two PM	Two AM; Two Midday; Two PM	Two AM; Two PM	Two AM; Two PM
Route28: East Shore Express (Summer Only)	Constant Loop	Constant Loop	Constant Loop	Constant Loop	Constant Loop
Paratransit (smaller service area)	6 AM-9 PM	6 AM-9 PM	6 AM-9 PM	6 AM-9 PM	6 AM-9 PM
Total Modeled RevHrs Hours	32,168	36,730	31,595	30,135	22,470

Scenario 2 - Progressive Connectivity

Scenario 2 is based on the premise that a new local funding source can be established that eases the annual risk and uncertainty that surrounds a system that is heavily reliant on federal government grant programs. FTA funding is expected to peak at 75% of TTD operational funding in 2027 and then drop to 62% by 2029. This means that new funding sources must be found to offset the existing deficits that are predicted by 2028 as well as allow the system to expand and grow.

The plan envisions a change to the focus of TTD to creating regional and basin-wide connectivity to create opportunities to provide improved connections to housing opportunities in the Carson Valley and Reno/Sparks for workers. It also forges a stronger link between the North and South Shores over time. It provides for access to recreational opportunities within the Lake Tahoe Basin for residents and finally links the North and South Shores with regularly scheduled service.

In this plan there is a singular presumption that allows transit connectivity in the region to be significantly enhanced – namely the creation/identification of a local source of constant and reliable funding that has two functions:

- A. Allows for expansion of the network of transit service connections to allow residents, workers and tourists to come into the basin and travel as needed without the continuing impacts of congestion caused by private vehicles
- B. Reduce the impact of fluctuating Federal funding levels for transit that do not allow for a sustained future for transit services due to the transitory nature of the funding

The service plan would seek to slowly increase transit connectivity knowing that funding takes time to acquire and implement and staffing issues still need to be resolved.

- The Route 50 would stay at 30 minute service levels
- Route 55 would transition in FY27 to a microtransit zone(s)
- A new Route 2 would be created to connect Incline Village with the Spooner Summit Mobility Hub in FY26 with 60-minute service and then would be extended to Stateline in FY29
- The 19x transition to the 21x would occur on the same timeframe as was noted in Scenario 1 in FY26
- A new microtransit service would be created in the Al Tahoe – Tahoe Valley area of the south shore
- A second west side connector between Stateline, Incline and Truckee (Route 14) would be created in FY27 allows greater connections to both Amtrak and TART services
- A new microtransit service created in the Meyers area in FY29
- Route 28 operates as it is with a constant loop

Scenario 2 Service Profile	FY 25	FY 26	FY 27	FY 28	FY 29
Route 50: South Lake Tahoe	30 minutes; 6AM - 9 PM	30 minutes; 6AM - 9 PM	30 minutes; 6AM - to 9PM	30 minutes; 6AM - to 9PM	30 minutes; 6AM - to 9PM
Route 55: Neighborhoods	65 minutes; 6AM - 9PM	65 minutes; 6AM - 9PM	Transitioned to microtransit	-	-
Route 2: Incline Village - Spooner Summit		60 minutes; 6AM - 9PM	60 minutes; 6AM - 9PM	60 minutes; 6AM - 9PM	Extended to Stateline
Route 2: Incline Village - Spooner Summit - Stateline					60 minutes; 6AM - 9PM
Route 19X: Carson City	Two AM; One Midday; Two PM	Transitioned to Route 21X			
Route 21X: Carson City		Three AM; One Midday; Three PM	Three AM; One Midday; Three PM	Three AM; One Midday; Three PM	Three AM; One Midday; Three PM
Route 14: South Lake Tahoe to Truckee			60 minutes; 6AM - 9PM	60 minutes; 6AM - 9PM	60 minutes; 6AM - 9PM
Route 22: Minden/Gardnerville Express	Two AM; Two Midday; Two PM	Two AM; Two Midday; Two PM	Two AM; Two Midday; Two PM	Two AM; Two Midday; Two PM	Two AM; Two Midday; Two PM
Route 28: East Shore Express (Summer Only)	Constant Loop	Constant Loop	Constant Loop	Constant Loop	Constant Loop
Paratransit	6 AM - 9PM	6 AM - 9PM	6 AM - 9PM	6 AM - 9PM	7 AM - 9 PM
Microtransit - WestSLT			Constant Loop	Constant Loop	Constant Loop
Microtransit - Route 55 area			Constant Loop	Constant Loop	Constant Loop
Microtransit - Meyers					Constant Loop
Total Hours	32,168	34,141	41,785	55,387	62,737

Scenario 3 – New Paradigms

Scenario 3 contemplates how mobility could change on the South Shore over the course of the SRTP. As noted above, the South Shore’s mobility needs far exceed available resources. Scenario 1 detailed how these resources could be used to provide continuity for existing transit while demonstrating the impacts of the exhaustion of one-time funds like SB125 and pandemic era relief. Scenario 2 imagines what could be done with additional funds and charts a course for the expansion of public transit serving the South Shore and beyond. Scenario 3 discusses

some of the other options that are not yet clear enough to develop a service plan, but the impacts of which should be explored further.

These include:

- 1) Expansion of microtransit.
- 2) City of South Lake Tahoe and El Dorado County Joint Powers Authority (JPA).
- 3) Tahoe Transportation District as an Administrator

The public comment period begins September 4, 2024. Comments received will be recorded and addressed in the SRTP materials. The public comment period will remain open until the November 6 Board meeting. In keeping with Board direction, the schedule is to bring the final document to the December Board meeting for approval. Comments can be submitted to SRTP@tahoetransportation.org

Additional Information:

If you have any questions or comments regarding this item, please contact George Fink at gfink@tahoetransportation.org or (775) 589-5325.

Attachment:

- A. Draft Short-Range Transit Plan for Fiscal Years 2024-2029



Tahoe Transportation District

Short Range Transit Plan – Fiscal Years 2024 through 2029



Updated: (August 18, 2024)



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Chapter 1 – Overview





1 Introduction

1.1 What is a Short-Range Transit Plan?

A Short Range Transit Plan (SRTP) is developed every five years to create a funding framework for the provision of transit services. It is a regulatory document/plan providing short-term service goal descriptions contained in the Regional Transportation Plan (RTP) goals. A SRTP:

- Describes short-term goals over a five-year period
- Describes TTD's financial capacity to carry out proposed levels of operations pursuant to Federal Transit Administration (FTA) guidelines
- Contains regulatory information to meet regional fund programming and planning requirements
- Provides the Tahoe Metropolitan Planning Organization (TMPO) with information on projects and programs; compliance with federal Title VI reporting requirements; Environmental Justice outreach and public participation; related service planning; and results of FTA Triennial Review and related corrective actions.
- Supports requests for federal, state, and local grant funds for capital and operating purposes

FTA statutes require that the TMPO, in partnership with state and local agencies, develop and periodically update the Regional Transportation Plan (RTP)/Sustainable Community Strategies (SCS), and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP/SCS. To effectively execute these planning and fund programming responsibilities, the TMPO, in cooperation with Region IX of the FTA, requires each transit operator receiving federal funding through the TIP to prepare, adopt, and submit an SRTP to the TMPO.

The SRTP describes existing TTD transit services and facilities, financial forecasts, and planned improvements scheduled for implementation during fiscal year (FY) 2024 through FY 2029. TTD's FY runs from July 1 through June 30.

1.2 General SRTP Goals

The SRTP sets the vision and communicates the actions necessary over the next five years, consistent with the RTP/SCS and TTD's longer range transportation plans such as the Linking Tahoe: Lake Tahoe Basin Transit Master Plan (TMP) and Linking Tahoe: Corridor Connection Plan. The SRTP will:

- Review TTD's role in supporting and providing transit operations
- Document and analyze current issues facing transit services regionally and within the Lake Tahoe basin (Basin)



Lake Tahoe Short Range Transit Plan (SRTP)



- Provide a five-year financial forecast that:
 - demonstrates proposed operations within forecasted financial means and constraints
 - provides for connected, stable, and integrated services
 - focuses on safety, efficiency, and greenhouse gas emissions (GHG) and vehicle miles traveled (VMT) reductions
 - Provides alternate scenarios that may occur if there are changes to funding or operating circumstances

A Business As Usual (BAU) scenario will focus on the organizational planning objectives surrounding the need to understand where to best allocate funding for services and infrastructure over the first three (3) years of the plan followed by the potential reduction of federal funding that may necessitate changes to the service for the final two (2) years that will form the basis of the subsequent SRTP. It will consider all transit service options, but will focus on what is feasible to implement within the SRTP timeframe and what is more challenging to implement and may take longer (either due to funding, acquisition of rolling stock, infrastructure or jurisdiction).

1.3 SRTP 2017

The 2017 SRTP presented an optimistic future for transit in the Basin and for TTD, however several events occurred that caused transit to stray from the recommended and adopted Progressive pathway. The SRTP showed two distinct pathways (Progressive and Regressive) that were bound to funding opportunities, but could not have anticipated certain circumstances that have impacted transit. The Regressive pathway was a constrained model with no new funding sources that detailed a descending slope resulting in less service with stagnant funding because cost increases over the years would erode purchasing power. Unfortunately, even the 2017 SRTP's Regressive pathway proved optimistic.

Staff immediately responded to Board direction contained within Resolution 2017-011, which stated, “[T]he TTD Board of Directors hereby adopts the SRTP for fiscal years 2017 through 2021 and acknowledges the challenges cited in the SRTP and resolves itself to work assertively with its partners and Staff to address them over the course of the plan to establish a foundation upon which to build the service of the future.” Over the next few months, Staff worked on strategies to improve safety, create a core labor force, identify opportunities for fleet renewal, and explore sites to locate a new maintenance and administration facility.

In early 2018, Staff identified four key factors pressuring TTD's transit service and sustainability:

1. Workforce development and retention
2. Funding availability and forecast
3. Performance measures for regulatory compliance



4. Fleet and capital asset replacement and improvement

Staff committed to bring options to the Board for sustainable transit services. Throughout 2018, Staff worked with the Board to develop service packages that were cognizant of funding levels and sensitive to public expectations for transit connectivity. At the July 2018 Board meeting, Staff were directed to finalize the development of the “2019 Transit Plan.”

The 2019 Transit Plan included the following:

Features:

- Service day of 14 hours
- Operating
 - Modified Route 50 to operate two buses to increase frequency
 - Modified Route 53 to operate two buses to increase frequency
 - Created commuter service to Meyers along Hwy 50 (Route 18x), satisfying an unmet transit need
 - Consolidated Routes 20X and 23 to create Route 22, maintaining commuter service. The route serves Kingsbury Grade, Tramway Dr. and Quaking Aspen Ln. In the morning and evening hours, this route extends over Daggett Pass to Minden/Gardnerville.
 - Continue Route 19x connecting Minden, Gardnerville, and Carson City, offering connections to Jump Around Carson (JAC), Douglas Area Rural Transit (DART), and Washoe Regional Transportation Commission (Washoe RTC).
 - Continue East Shore Express operations with two buses
 - Continue Paratransit service to include Kingsbury Grade communities within the one-mile service envelope

Change Summary:

- Reduced the operating day from 20 hours to 14 hours
- Discontinued West Shore service (Emerald Bay Shuttle) and its connections to Tahoe-Truckee Area Regional Transit (TART)
- Discontinued winter shuttle routes (discussed in detail below)
- Consolidated the Paratransit service area to a one-mile corridor from fixed routes with a few exceptions. The proposed service area is still beyond the federal requirement under the Americans with Disabilities Act (ADA) of $\frac{3}{4}$ of a mile beyond the regularly scheduled fixed route system. Paratransit service was not proposed to serve Christmas Valley, North Upper Truckee, and the Nevada communities north of Round Hill Shopping Center. The proposed changes to the paratransit service area were estimated to adversely affect 16 individuals or approximately 3.5% of existing active passengers.



Lake Tahoe Short Range Transit Plan (SRTP)



- Reduced revenue fleet size and labor needs that were required to accommodate seasonal influxes from winter shuttles and west shore service
- Discontinued staffing for Explore Tahoe/Stateline Transit Center and vacate the building

Compliance:

- Fixed route services were expected to exceed California's required farebox recovery ratios
- Paratransit service requires some local fare replacement subsidy within the next four years to meet California farebox recovery requirements.

The Board adopted the 2019 Transit Plan in August 2018 with Resolution 2018-007, finding the 2019 Transit Plan consistent with California Environmental Quality Act (CEQA), the RTP, TMP, and SRTP.

While the 2019 Transit Plan did increase frequency, it also reduced the temporal coverage of transit services at Lake Tahoe and shifted the focus from visitor to community ridership. This shift in focus aligns with the funding received that is based mostly on local needs. TTD has not yet been able to focus on transporting the tens of millions of visitors to Lake Tahoe each year, due to continued constrained resources.

Since the adoption of the 2019 Transit Plan, minor modifications were made for operational and efficiency purposes. Route 18X serving Meyers was discontinued in March 2019 due to extremely low ridership; Route 50 was re-routed for safer circulation, better connections at the Lake Tahoe Community College (LTCC), and to accommodate the charging necessary with battery electric buses; and a third bus was added to the East Shore Express on busy weekends to handle demand.

Concurrent with transit changes were efforts by the Board and TTD Staff to address funding gaps for transportation. TTD worked with Morse and Associates to identify a sustainable local funding source with sufficient magnitude to cover the funding shortfall identified in TRPA's 2017 RTP/SCS. That effort was titled One Tahoe and would have generated the local funding necessary to leverage state and federal resources, as well as directly fund projects to move Tahoe forward. TRPA worked on a similar project, held a Bi-State Consultation which resulted in adoption of the 7-7-7 strategy¹ to deliver key projects in the next ten years.

However, the stability of the 2019 Transit Plan and alternate funding program momentum would be short-lived. Just 18 months later, the world experienced the COVID-19 pandemic. COVID had multiple effects on TTD's transit operation:

¹ 7-7-7 Strategy refers to the Bi-State Consultation framework which envisioned federal, state, and local/private partners each contributing \$7 million per year for high priority, regionally significant transportation projects in the Region.

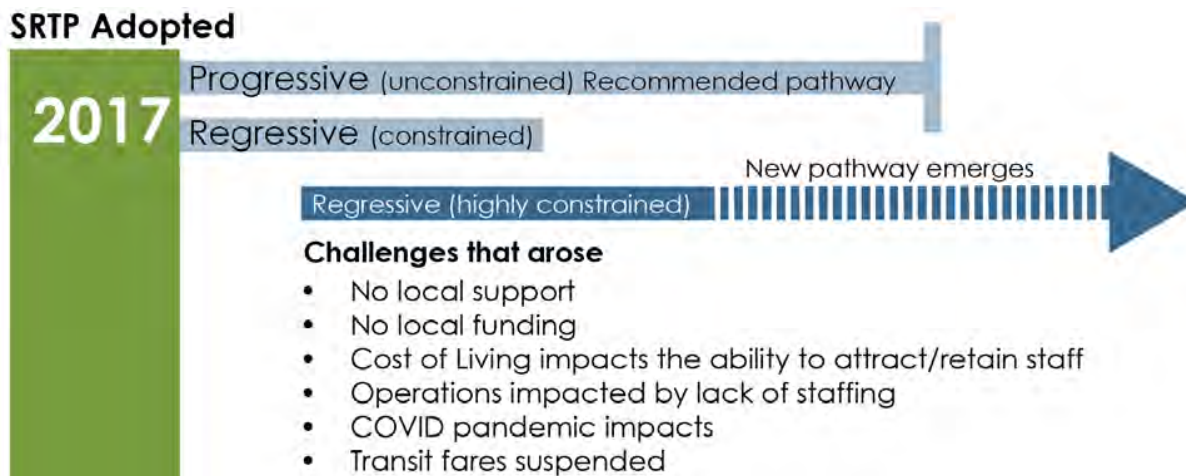


Lake Tahoe Short Range Transit Plan (SRTP)



- o Increased operational costs
- o Shifting ridership patterns
- o Staff availability
- o Rapid increases in cost-of-living on staffing
- o More difficulty in attracting and retaining staff
- o Stagnating momentum on sustainable funding solutions
- o Supply chain slowdowns
- o Fleet and capital asset replacement impacts
- o Influx of one-time funding

The 2017 SRTP Progressive pathway did not materialize because the funding solutions required for implementation did not materialize. Further, while COVID-19 certainly had a profound impact on transit, travel patterns were already changing due to the introduction of micromobility solutions, like shared bicycles, shared scooters, and microtransit services such as Chariot and Lake Link. This has led to the current, unforeseen, pathway that is an even more constrained version of the 2017 SRTP’s Regressive option.





Chapter 2 – TTD History





2 Tahoe Transportation District History

2.1 Legislative Framework

TTD was originally governed by a Board of Directors representing the counties within the Region and the City of South Lake Tahoe. Recognizing that transit is a public-private partnership, Article IX of the Compact was amended, by the states of California and Nevada in 1997, to provide for private sector representation on the Board. The Tahoe Basin's transportation management associations, transit providers and representatives of any special transit districts (formed under California law) are now represented.

TTD facilitates, implements, and delivers transportation projects in the Tahoe Basin. The District also provides bi-state operational authority for transit services within its boundaries. Under this authority, TTD is currently operating South Lake Tahoe's transit service, commuter services connecting the South Shore to the Carson Valley, and seasonal service connecting Sand Harbor and Incline Village.

The District's responsibilities also include: providing transit vehicles to public transit operators, implementing the rental car mitigation fee, managing state and federal grants including FTA and Federal Highway Administration (FHWA) funds, and advising the TRPA and TMPO through the Tahoe Transportation Commission (TTC).

2.2 TTD Board of Directors

TTD receives policy direction from a twelve-member Board of Directors (Board) comprised of one member appointed from each of the following: the Boards of Supervisors of El Dorado and Placer Counties, the City of South Lake Tahoe City Council, the Boards of County Commissioners of Douglas and Washoe Counties, the Carson City Board of Supervisors, the Truckee-North Tahoe Transportation Management Association (TNT-TMA), the South Shore Transportation Management Association (SSTMA), a California Governor and Nevada Governor appointee, and an appointee from the Tahoe Regional Planning Agency. A member at large, representing a public or private transportation system operating in the region, is appointed by a majority of the other voting Directors. Representatives of California Department of Transportation (Caltrans) and Nevada Department of Transportation (NDOT) sit on the Board as non-voting members. When sitting as the TTC, two additional Board members are added as voting members, the Washoe Tribe and the United States Forest Service (USFS). The Board meets first Wednesday of every month.

TTD is led by a District Manager who reports to the Board. The District Manager oversees all TTD activities in three distinct categories: capital projects, transit operations, and administration. Staff in each of these functional areas support the District Manager.



2.3 Designation of the Lake Tahoe Urbanized Area

In 2007, TTD and TMPO began working toward designating Lake Tahoe as an Urbanized Area (UZA). This move was contemplated to add the stability of formula funding sources to the existing competitive funding sources. The UZA designation would also change TTD's eligibility to apply for other federal funding sources and expand the number of programs available. In short, the UZA designation would "grow the pie." On December 4, 2015, President Obama signed the Fixing America's Surface Transportation Act (FAST Act) into law. FAST Act was the first multi-year transportation bill passed by Congress in over a decade and included the pivotal change for transportation funding TTD and TMPO had sought for the Tahoe Basin. The FAST Act contains specific language regarding the Tahoe Basin, which resulted in a key shift in the region's designation from a Rural Area to the new large UZA designation. The new designation establishes formulaic, non-discretionary funding from several federal transportation programs and expands TTD's eligibility for competitive funding sources. The new designation established formulaic, non-discretionary funding from several federal transportation programs and expands TTD's eligibility for competitive funding sources. The new language also established a population factor that recognizes a portion of visitors to the public lands located within the Basin.

2.4 Mission, Vision and Values

Mission

The Tahoe Transportation District aims to deliver outstanding transit service and transportation project improvements for the greater Lake Tahoe Region.

Vision

The Tahoe Transportation District is a key part of Tahoe's success where our environment is protected, our communities are connected, and the quality of life is sublime.

As noted in the 2017 SRTP, TTD adopted the following transit vision:

Transit Vision

Our transit vision is to develop an interregional transit system that provides safe, reliable, and attractive transit service for Tahoe residents, visitors, and commuters.

Over the course of the fall of 2015, the Board further clarified the intent of each aspect listed within the Transit Vision as follows:

Safe: provide the highest possible safety conditions for the public.



Reliable: deliver consistent, dependable service, within budget. Pursue sustainable funding sources to expand transit, consistent with environmental strategies to reduce the impacts from transportation, and support the regional economy.

Attractive: make transit a desirable choice for transportation needs and a feature of our community that is valued by the public and local businesses.

2.5 SRTP 2024 Goal

Developing and updating the SRTP is a constructive operational step in the ongoing efforts of the Board of Directors and TTD staff to fulfill the agency's mission and vision, along with the agency's transit specific vision. The SRTP proposes strategies that will guide transit development while containing costs within available revenues and simultaneously seeking new funding opportunities.

The goal is to utilize available financial resources in the best possible way to help move people to and around the Basin without requiring a car. This will help maintain and support the local desires to reduce the impact of tourism on the environment and keep the Basin from becoming more congested and less desirable to live, work, or visit in the future. One of the SRTP goals is to highlight connectivity based on the 2017 Linking Tahoe: Corridor Connection Plan. However, as funding and service needs adapt to new conditions, it may alter the calculus for deciding which new services are implemented. As such, the SRTP only contemplates what is possible to be delivered by TTD based on funding and not on what might be delivered by additional transit operators in the region.

There are three potential scenarios that are contemplated based on existing funding:

Scenario 1 – Business as Usual | Fiscal Challenges – this examines no changes in the funding that is currently known and considers adjustments to service levels to match available funding.

Scenario 2 – Progressive Connectivity – this examines potential new services that could be offered within the SRTP horizon with additional funding and highlights additional capital projects necessary to grow transit.

Scenario 3 – Additional Transit Authorities – this examines TTD's role with additional modes and splitting existing resources. It envisions shifting TTD resources from South Lake Tahoe to regional connections to fulfill TTD's mission in other areas.

TTD continues to pursue the mode split aspirations set out in the RTP, the legislative goals to reduce VMT and meet the greenhouse gas goals set for the region in the TMP. The 2040 RTP is currently being updated and is not expected to be adopted until 2025. Those goals are reflected in Scenario 2 with new services, however the funding needed to support those goals must materialize.



2.6 Reporting Platform

There are significant reporting requirements for TTD as a direct recipient of federal funds, as well as California and Nevada state funds. Regional funding through either the TRPA or TMPO also require robust reporting and TTD's private partners at Liberty Utilities and SRECTrade also require data. Table 2-1 below details TTD's reporting responsibilities.



Lake Tahoe Short Range Transit Plan (S RTP)



ENTITY REPORTING PLATFORM	FREQUENCY			DATA REQUESTED																						
	Monthly	Quarterly	Annual	Ridership (UPT)	Vehicle Revenue Miles (VRM)	Vehicle Revenue Hours	VOMS	Grant Admin & Reporting	Safety Compliance	Driver Records & Licensing	Conditional Reporting	System Profile	Funding Sources	Operating Expenses	Operating Cost	Programming	Performance Measures	Community Support & Satisfaction	Emissions	Minor Incidents / Assaults	Major Incidents	Vehicle Conditions	Road Calls	Fleet Replacement Schedule	Energy Usage	
FEDERAL																										
Federal Transit Administration (FTA)																										
National Transit Database (NTD)	X		X	X	X	X	X					X	X	X	X		X						X	X	X	
Transit Award Management System (TrAMS)		X	X					X				X				X									X	
Safety & Security	X		X						X		X									X	X					
Transit Asset Management (TAM)			X						X													X			X	
Disadvantage Business Enterprise (DBE)			X								X															
Title VI			X								X															
Triennial (**Every 3 years)			**																							
Americans with Disabilities Act (ADA)			**																		X	X	X	X	X	X
Public Transit Agency Safety Plan (PTASP)			**						X		X									X						
STATE																										
California State Controller's Office (SCO)																										
SCO Annual Report			X					X							X	X										
Transportation Development Act (TDA)			X				X						X	X	X											
State of Good Repair (SGR)			X					X					X	X	X											
Triennial TDA (**Every 3 years)			**				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
California Department of Transportation (Caltrans)																										
Low Carbon Transit Operations Program (LCTOP)			X				X					X	X					X		X						
California Air Resources Board (CARB)			X				X	X	X			X						X		X						
California Highway Patrol (CHP)																										
Vehicle Inspections			X							X	X													X		
Nevada Department of Transportation (NDOT)																										
Black Cat Transit	X		X				X	X	X	X		X	X	X	X			X			X	X				
Transit Asset Management (TAM)			X				X	X	X									X			X	X			X	
Safety & Security	X		X						X											X	X	X				
Disadvantage Business Enterprise (DBE)	X		X								X															
Title VI			X								X															
Americans with Disabilities Act (ADA)			X								X															
Vehicle Inspections			X						X	X													X			
State Board of Equalization																										
Fuel Usage (Gas Tax)		X																								X
REGIONAL																										
Tahoe Regional Planning Agency																										
East Shore Express Statistics			X				X	X				X														
Environmental Improvement Program Tracker (EIP Tracker)																										
Transportation Development Act (TDA)			X				X	X	X	X			X	X	X			X								
Ad-Hoc Requests	X						X	X	X	X		X	X	X	X			X	X	X	X	X			X	
Tahoe Metropolitan Planning Organization (TMPO)																										
Transportation Tracker (LT Info)	X		X				X	X	X	X			X	X	X			X								
Environmental Improvement Program Tracker (EIP Tracker)																										
Federal Transportation Improvement Program (FTIP)		X	X										X				X									
State Transportation Improvement Program (STIP)		X	X										X				X									
Regional Transportation Planning Agency (RTPA) {TRPA/TMPO}																										
Unmet Transit Needs			X								X															
LOCAL & OTHER																										
Liberty Utilities																										
Valance		X																		X						X
SRECTrade																										
Valance		X																	X							X
Ad-Hoc Requests	X						X	X	X	X		X	X	X	X			X	X							

Table 2-1 Reporting Requirements



2.7 TTD History and Notable Milestones

TTD was established in 1980 and began its foray into the running of transit services in the region in 2010 when it assumed South Shore transit operations from South Tahoe Area Transit Authority (STATA). The designation in 2015 of an Urbanized Zone meant that TTD, despite being a smaller agency, could act as a larger transit agency in seeking expanded funding opportunities for transit in the Tahoe service area that benefits the entire region. TTD has significantly improved safety in transit operations after taking on the responsibility of being the operating entity and introduced seasonal transit (East Shore Express) on Tahoe's East Shore in 2012 and is the first to implement battery electric buses, on-route charging, and hybrid buses in the Basin in 2022.

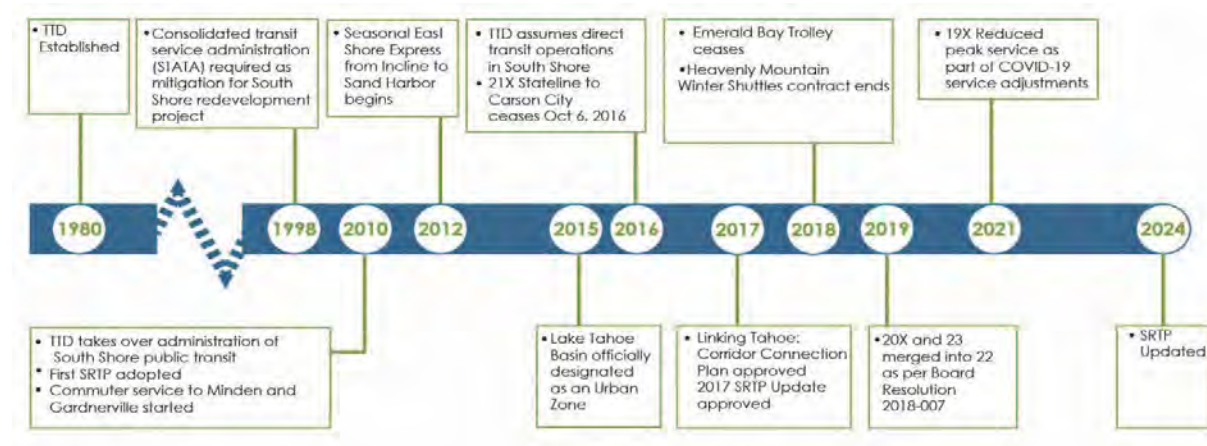


Figure 2-1 - Key Milestones

2.8 Tahoe Basin, Reno/Carson Valley and Trans Sierra Connectivity

Connectivity is one of the key challenges facing the communities ringing Lake Tahoe and those adjacent, and inexorably linked, to the Basin such as Reno, Carson City, or the Carson Valley. Concerns about the entries and exits to the Basin are dominated by connectivity. The movement of goods and services from areas further afield like Sacramento and the Bay area are critical needs highlighted periodically by the closure of one or more access points by accidents or weather. Ingress and egress to the Basin requires careful consideration as the former fuels the economy at Lake Tahoe and the latter could be a matter of grave necessity in the event of wildfire.

Different groups of customers who live, work, or recreate in the Basin, require different types of connections that can be challenging to provide due to the various governing districts, distances involved and the range of potential operators. It was noted in the 2017 Linking Tahoe: Corridor Connection Plan and TMP, that the Basin does not sit in isolation but is closely tied to the Carson Valley for workers, to the Bay area and Reno for short term visitations, but access is constrained. Those who live or work in the South Shore area tend not to connect to the North Shore and vice versa. The problem is the geography of the Lake, limited access (two lane highways all the way around the lake), and the difficulty in sustaining transit connections between the shores. This is



further compounded by the range of operators in the area – two public transit operators within the Basin (TART and TTD) and a larger number of quasi-public and private operators serving specific needs (Diamond Peak, Heavenly, Kirkwood, Lakeland Village, Northstar Resort, Ridge Club, Sierra-at-Tahoe, South Shore Water Taxi, SSTMA, Tahoe Beach Retreat, Zephyr Cove shuttles), three in Carson City (JAC, TTD, Washoe RTC), three in the Carson Valley (DART, Eastern Sierra Transit, TTD), along with interregional connections provided by Amtrak rail (North Shore) and Amtrak Thruway Bus- Capital Corridor (South Shore).

This plan focuses both on the challenges of funding and the implications to connectivity as well as the possibilities that could be created with new funding.



Figure 2-2 - Existing Services within and into the Tahoe Basin

2.8.1 COVID-19 Impacts

As it did for many agencies, the enduring impact of the COVID-19 pandemic is one of a long road to recover patronage in the system, as people got used to a new travel paradigm that reflected a lower



desire to be in larger groups when traveling. This has impacted transit systems around the world, as well as rideshare services catering to group trips. One major implication for TTD was the suspension of the fare payments in a bid to retain as much of the ridership as possible during the pandemic. During this time, California suspended farebox recovery requirements and TTD has been relying on Congestion Mitigation Air Quality (CMAQ) funds to replace the lost fare revenue. However, once California's farebox recovery requirements return in 2026, the farebox revenue stream needs to be replaced with another funding source – a local source. Bus ridership on TTD's core urban routes 50 and 55 peaked post-pandemic in FY 22 posting ridership greater than FY 19. Since that time and corresponding with service suspensions due to labor availability and the implementation of microtransit, Routes 50 and 55 have carried 49,701 passengers less in FY 24 than in FY 22. Paratransit, however, has added 4,882 passengers between FY 22 and FY 24, but is still down 18% from FY 19. The decrease in paratransit trips is attributed to the closure of Choices, a popular adult day program for individuals with disabilities in 2020.



Chapter 3 - Challenges





3 Challenges to Transit Provision

3.1 Impact of Labor Shortage

The attraction and retention of transit-related labor (operators, maintenance staff, etc.) has been an ongoing concern and challenge for TTD – partly due to local labor shortages based on the unaffordability and unavailability of local housing in the Basin and thus the requirement to commute from regional centers, such as Reno, Carson City, Minden and Gardnerville. And, partly due to exacerbating factors, such as the nationwide shortage of commercial drivers (CDLs), stiff local competition for CDLs, pay and benefits, and Lake Tahoe’s challenging operating conditions. A common retort to TTD’s recruitment pitch is, “why should I drive an hour from Reno to South Lake Tahoe to make the same or less money?”

Recruitment and retention were exacerbated by the COVID-19 pandemic where staff vacated their positions due to health and safety concerns. This issue continues to challenge TTD with shortages in operators to deliver service and maintenance staff to provide vehicles for service, resulting in an overall loss of service. It impacts TTD’s reputation within the Basin and further stresses ridership levels as the reliability or ‘trust factor’ that is so important in the provision of public transit services, is severely strained. This is not unique to TTD as other operators within the Basin, both public and private, have similar experiences. The ability to gain and retain staff is not endemic to only transit operations, but also many other entities within the Basin that rely on workers who are not resident within the local area in which they work. Similar issues may occur if residents in the North Shore cannot access work opportunities in the South Shore if transit connections do not exist due to labor shortages.

3.2 Impact of COVID-19 Pandemic

The COVID-19 pandemic severely impacted the already reduced ridership on TTD routes due to significant service cuts from the 2019 Transit Plan. Due to health and safety concerns, TTD’s zero fare program was moved forward. In April 2020, transit fares were suspended to minimize human interaction and minimize the risk of transmission thereby depleting a source of revenue. The reduction in services on the South Shore and Carson Valley connections due to the pandemic and other issues, also meant lower ridership levels and lower overall confidence in TTD services as the offerings have slowly been eroded. This is often referred to as a downward spiral where lower ridership means lower revenues which results in cuts in service which further reduces ridership.

3.3 Impact of Non-Coordinated Services

One of the key opportunities when implementing a new mode such as microtransit and micromobility options is determining how to successfully integrate it with existing services. This may manifest as improved access to neighborhoods, a reduction in VMT which is a key measure of the pollutants that make up GHG, or a new service may just deliver the same trips in a different



way. It is incumbent that existing operators and the operators of new mobility options come together to ensure the public's needs are being met.

In 2018, South Lake Tahoe was introduced to app-rentable micromobility devices. Suddenly, both bikes and scooters were available for rent on one's smartphone. These new mobility options quickly gained a following and people were zooming all over the South Shore on bikes and scooters. From a transportation planning perspective however, it was not known whether the new micromobility options were trips that otherwise would not have been taken, or replaced other modes like walking or transit, or whether the trips replaced vehicle trips. The latter of which is most important to reducing VMT and GHG. Simple splash screens that ask users how they would've traveled had this mode not been available can yield critical data.

Also launched during the summer of 2018 was Lake Tahoe's first microtransit pilot operated by Chariot. Unfortunately, Chariot had only one summer of limited service before the company ceased operations.

Microtransit would return to the South Shore first as a mitigation to offset trips to the new Tahoe Blue Events Center before being expanded to include half of the City of South Lake Tahoe and a portion of Douglas County, Nevada that extended on US 50 to Round Hill. Launched one year ahead of the opening of the Tahoe Blue Events Center, Lake Link microtransit quickly proved a popular option.

There are key differences between Lake Link and the Chariot pilot. First, Lake Link adopted a zero fare model where all trips are free to the user. All transit became free to the user during the pandemic and transit operators have pushed to maintain a zero fare system for ease of use to visitors and residents. Second, Lake Link expanded outwards and maintained a single zone structure. That means people could request a Lake Link vehicle to travel from mid-town South Lake Tahoe all the way to Round Hill a six miles trip through a very congested and slow corridor. This created another alternative to fixed route transit. Rather than reaching into a neighborhood to connect passengers with a fixed route, Lake Link planners opted to complete the entire trip in a single vehicle. These single seat trips, when shared with others, act as another form of public transit. However, if the single seat trip is not shared with others, then the trip more closely resembles a private vehicle trip.

An important goal of public transit maximizing shared rides is to reduce VMT and GHG. Shared trips, or those using micromobility rather than driving, contribute to the further reduction of overall GHG emissions in the region. Microtransit has a role in both providing shared ride trips and helping move passengers from their home to the mainline hubs to complete their trip on fixed route. Micromobility's role is similar in that bikes and scooters are used to complete short trips or access the mainline hubs. Through the utilization of mainline hubs, the microtransit and micromobility trips are shorter and more efficient quickly freeing up the resources for others to use. Rather than waiting 50 or 70 minutes for a microtransit ride, the wait would be five to seven minutes before



catching the mainline operating at 30 minute intervals. The resulting level of service is better, and the trip is faster.

Figure 3-1 depicts TTD's two South Shore fixed routes with the Lake Link microtransit zone overlaid. In this configuration, Lake Link, Route 50, and Route 55 are all providing similar service within the walkshed of the fixed routes.

Figure 3-2 below shows the overlapping areas based on a five minute / quarter mile walk from existing bus stops. With Figure 3-3 contrasting that walkshed with a ten minute / half mile walk. While the two services differ somewhat in conveyance (van versus bus), the level of service within the walkshed is similar. This creates a higher level of service with the introduction of an additional choice but is inefficient. Additionally, depending on the utilization of shared rides, VMT and GHG reductions could be minimal.

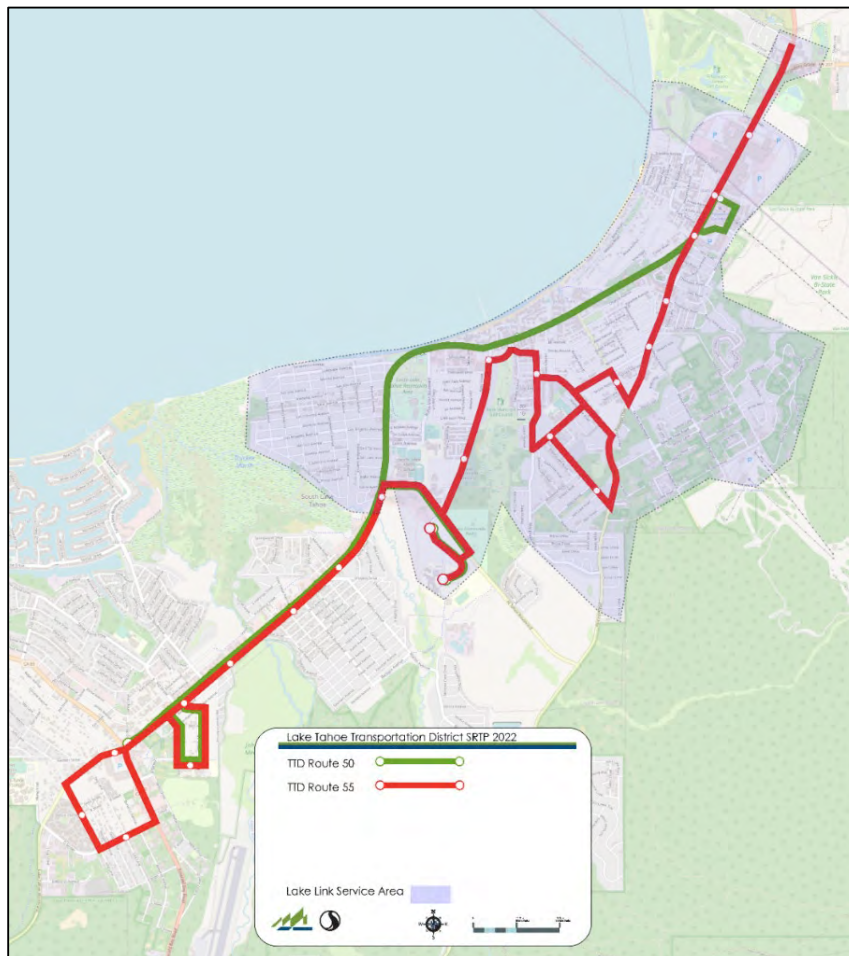


Figure 3-1 - Service Area Overlap

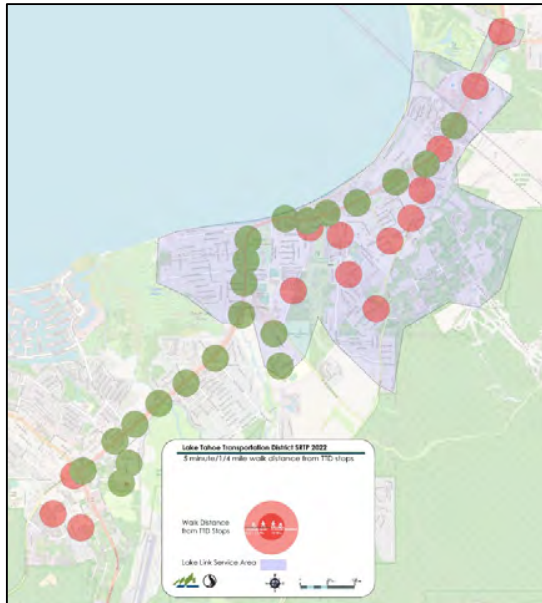


Figure 3-2 - Five Minute / One Quarter Mile

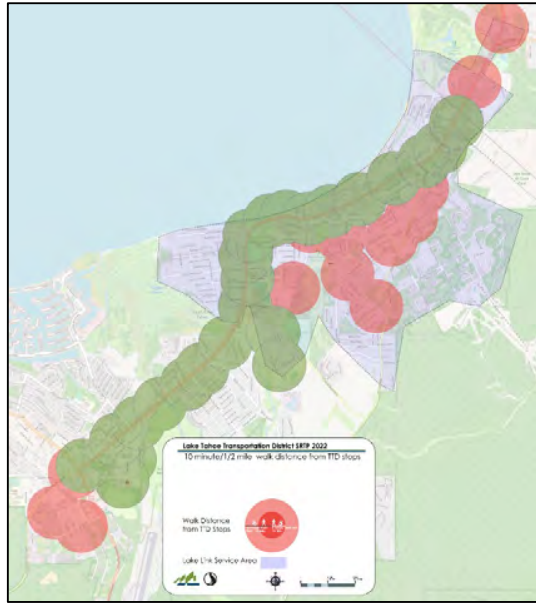


Figure 3-3 - Ten Minute / One Half Mile

The true impact of the overlap will be shown by the pick-up and drop-off patterns of the Lake Link service.

The impact of the implementation of the Lake Link service in terms of increasing the overall ridership base in the South Shore or redistributing existing ridership was investigated using data from 2022. Based on the information through to the end of August 2022 (see Figure 3-4), it appears that ridership on the South Shore has increased in totality since the start of the Lake Link service from highs ranging between 1,050 and 1,100 per day to highs of 1,300 rides per day and an average

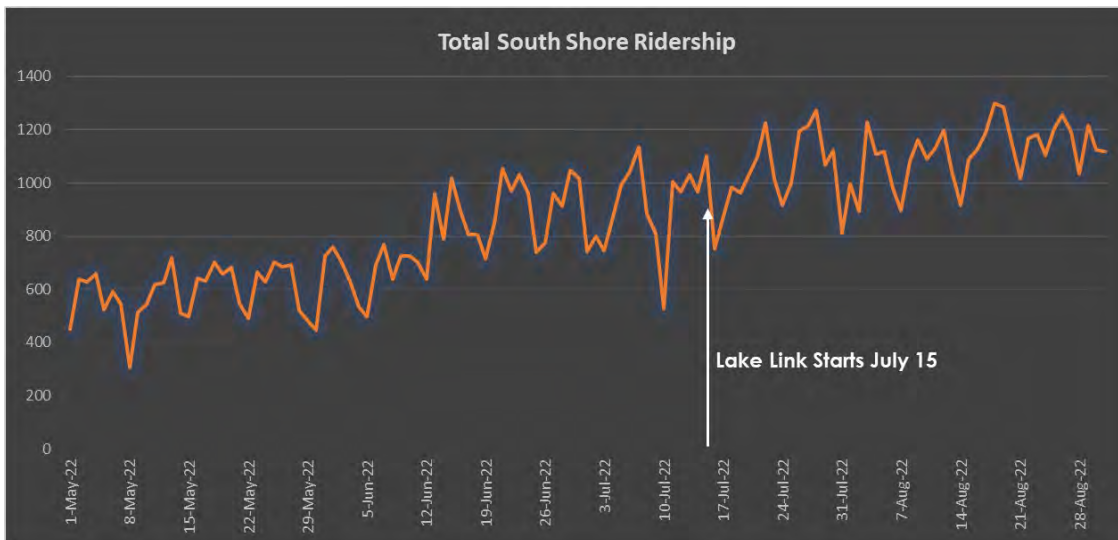


Figure 3-4 - Total South Shore Ridership



of 1,100 per day since the middle of August. This suggests that there was an overall increase in daily ridership of about 170 rides per day in the South Shore compared to the first few weeks in July.

A nominal increase to the overall ridership on the South Shore is observed demonstrating that ridership is largely being shared between the two modes. As noted, TTD’s average share of the South Shore ridership varies by day of week, ranging from 70 to 72% during the week and down to 64 to 65% on the weekends (see Figure 3-5).

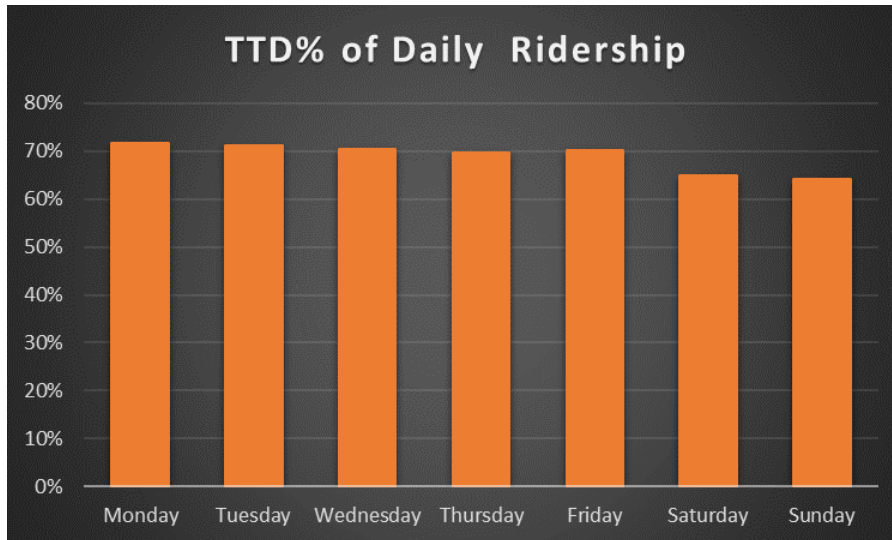


Figure 3-5 - TTD Combined Daily Percent of Trips

TTD routes are stable during the week and dip on the weekends whereas the Lake Link ridership improves on the weekend (see Figure 3-6).

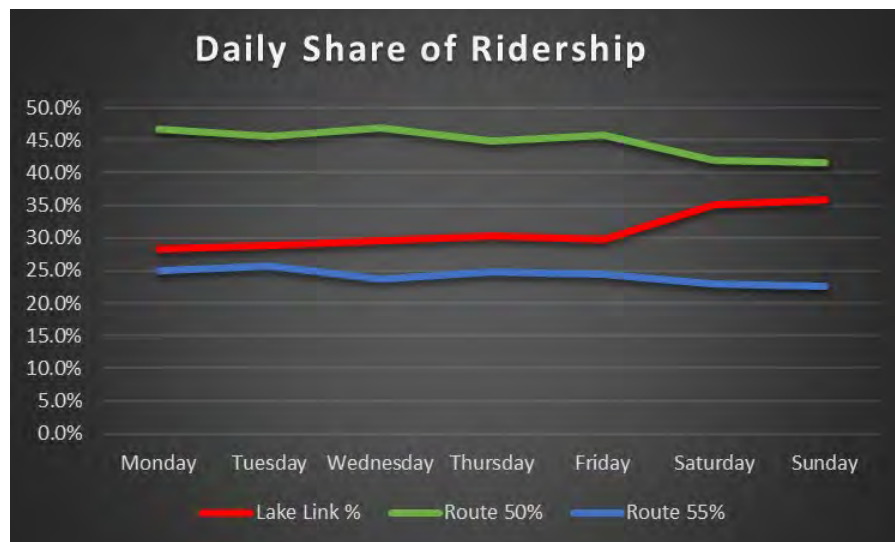


Figure 3-6 - Daily Share of Ridership



When the South Shore ridership is examined on a weekday basis, Route 50 is the largest component of the three services and TTD accounts for the majority of ridership (see Figure 3-7).

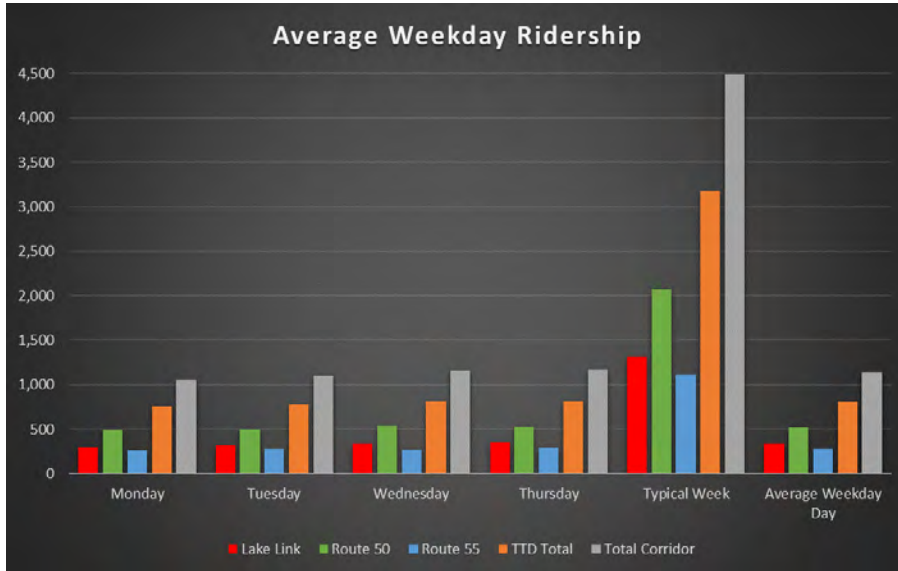


Figure 3-7 - Average Weekday Ridership

During the weekend, total ridership is lower than during the weekday and although Route 50 is the largest component of the rides, the Lake Link is similar in size, particularly on Saturday and Sunday as noted in Figure 3-8.

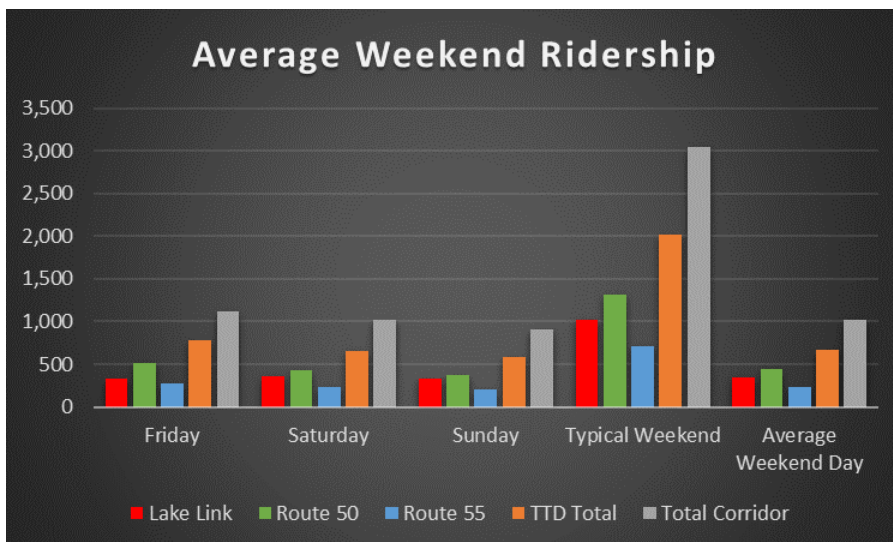


Figure 3-8 - Average Weekend Ridership

Overall, though ridership in the South Shore has increased, there has been an impact to both TTD routes. TTD is committed to continuing to work with Lake Link to coordinate the two services, complement each other, build ridership, customer choice, and convenience into the transit system



on the South Shore and beyond. Lake Link is currently working with Transit App to offer trip planning options that will allow passengers to integrate with fixed route.

3.4 Mobility Hub Development

The success of regional transportation in the Basin depends on integration and coordination amongst systems. Mobility hubs serve as transfer points for various transportation modes in a key location. Hubs near recreation corridors are designed to provide parking and encourage the use of transit and active transportation to access popular recreation destinations. The 2020 RTP calls for 17 mobility hubs around the Tahoe region and in neighboring regions in the next 25 years. Since the last SRTP, TTD partnered with the FTA, LTCC, and Liberty Utilities to deliver the Basin’s first electric charger mobility hub in 2021.

3.4.1.1 Spooner Mobility Hub

TTD is currently partnering with the NDOT, TRPA, and USFS on the Spooner Mobility Hub project, which includes design and construction of a transit mobility hub with roughly 250 parking spaces and restroom(s), permanent aquatic invasive species inspection station, 0.5 miles of multi-use path and a pedestrian crossing from Spooner State Park to the junction of SR28 and US50 adjacent to transit mobility hub. All agencies participate in design meetings. TTD is leading coordinated efforts for post construction operations and maintenance planning, as well as efforts for the USFS special use permit. NDOT has provided conceptual site plans for stakeholder review. TTD, USFS, and TRPA had a work session in July 2024 to refine conceptual plans. NDOT is also proposing a roundabout on SR28 at Spooner State Park and the mobility hub entrance.

3.4.1.2 Incline Village Mobility Hub

The Incline Village Mobility Hub project addresses the SR28 Corridor Management Plan, Washoe County Tahoe Transportation Plan, Washoe County Tahoe Area Plan and Linking Tahoe: Corridor Connection Plan to construct a mobility hub within the Incline Village limits. This project would provide mobility hub facilities, parking, and multi-modal appurtenances. This project has been delayed, while the TTD team focuses on feasibility analysis. Staff expects draft site feasibility report to be completed fall of 2024.



Chapter 4 – Service Area Characteristics





4 Service Area Characteristics

4.1 Lake Tahoe Basin Background

Lake Tahoe is the largest alpine lake in North America and one of the deepest and clearest lakes in the world with its surface at an elevation of 6,225 feet above sea level. As such, the Lake Tahoe Basin has been a popular vacation destination since the late 19th century. The Lake Tahoe Region offers impressive scenery within the Lake Tahoe Basin and throughout the surrounding Sierra Nevada Mountains.

Native American tribes inhabited the Basin for hundreds of years until the Lake’s “discovery” by General John C. Fremont’s exploration party in 1844. The region was soon exploited for its vast lumber resources, and by 1881, more than two billion board-feet of lumber had been extracted from the region. Lake Tahoe then started to become a hugely popular vacation destination for visitors looking to get away from the hustle and bustle of city life. The biggest change for the Basin came in 1960 when the Olympic Games at Squaw Valley generated international attention to Lake Tahoe, which spawned a new era of development within the Basin. Significant pressures from development and a growing tourism industry accelerated these changes. By the mid-1960s, the Basin’s full-time residential population had risen to nearly 18,000 from just a couple thousand in the decade before. There were even plans for a city at Lake Tahoe with 750,000 residents. During this same time period, tourism had also increased exponentially from a modest 30,000 summertime visitors to roughly 150,000 during the summer months. This sharp increase in development and tourism had a notable impact on the region.

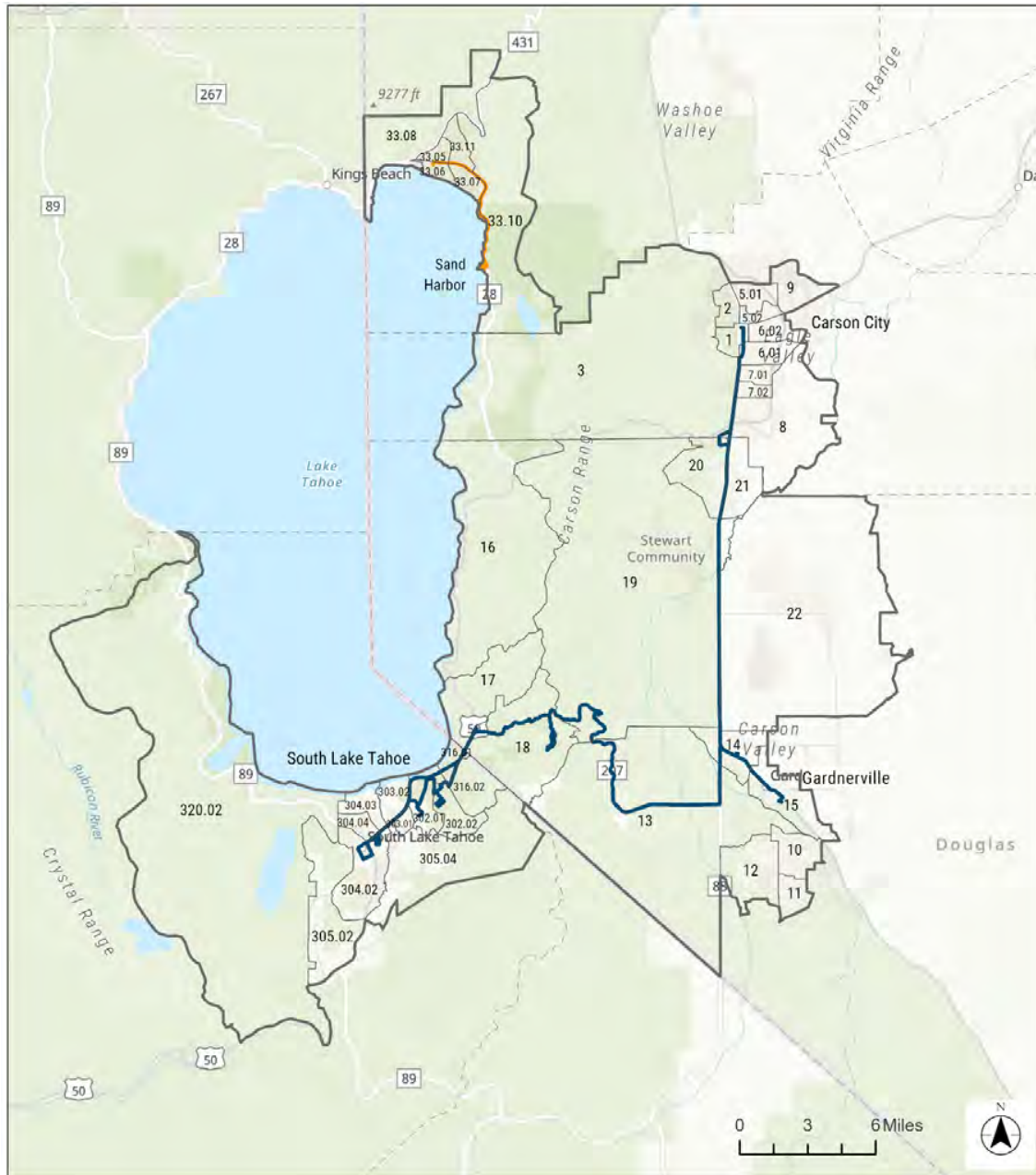
Today, with approximately 56,160 residents², visitation is the main driver of the Lake Tahoe Region’s \$5 billion annual economy with millions of visitors every year, based largely on seasonal tourism and outdoor recreation³. But this puts metropolitan-level travel demands on the region’s limited and largely rural transportation system.

The study area for the 2024 SRTP includes the areas of Incline Village and the East shore; South Lake Tahoe and the surrounding recreational areas, such as Zephyr Cove; and Minden and Gardnerville area up to US 50 towards Carson City (see Figure 4-1). The current transit operations provided by TTD include:

- Seasonal service between Incline Village and Sand Harbor (Route 28)
- Service from Carson City to Gardnerville (Route 19), and Gardnerville via Highway 207 into the South Shore (Route 22)
- Routes 50, 55 and paratransit serving the South Shore.

² U.S. Census Bureau, 2020 American Community Survey 5-Year Estimates | S0101 Age and Sex

³ TRPA, 2020 Regional Transportation Plan



Legend

Study Area (black outline)
 Census Tracts (numbered boxes)
 TTD Services
 Year-round (blue line)
 Summer (orange line)

Short Range Transit Plan Update, Project Study Area Census Tracts

The study area includes U.S. Census tracts within the Tahoe Basin and Carson City, Minden and Gardnerville.

Client: Tahoe Transportation District (TTD)
Project: TTD Short Range Transit Plan

Source: Replica U.S. Census tract boundaries, 2010



Prepared by CA 2022-09-12 | IR by FT 2022-09-30
Project Number: 2073016490

Figure 4-1 - Project Study Area Census Tracts



4.2 Study Area Socioeconomic Characteristics

4.2.1 U.S. Census Demographics

The 2020 population (within the study area) of 124,500 is two and a half times that of the Basin. Figure 4-2 illustrates the population intervals associated with each tract. Aside from a few tracts in South Lake Tahoe, the higher population areas are outside of the basin.

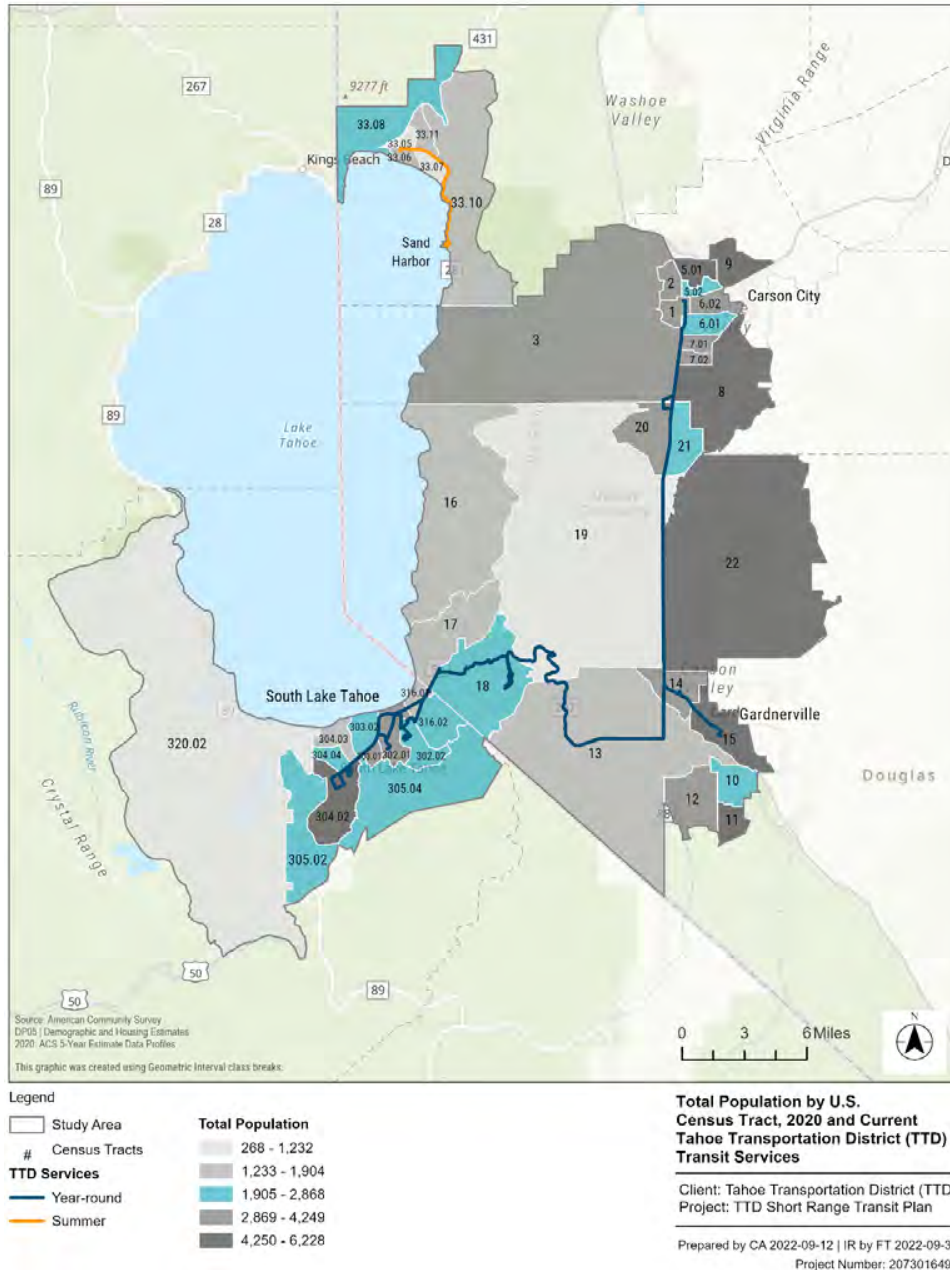


Figure 4-2 - Total Population by U.S. Census Tract, 2020



The population distribution between the two states in the study area is approximately 76% in Nevada and 24% in California. The data shows that the higher demand for transit services originates in El Dorado County based on a series of socio-demographic factors. The relatively small percentage of Nevada’s population in Incline Village and the visitors from outside the Basin enjoy the seasonal transit service to Sand Harbor. Residents of Carson City and Douglas County likely rely upon the available transit services (including those not provided by TTD) for employment reasons.

Table 4-1 - Study Area Population

Study Area Population		
Nevada		
Incline Village	9,339	
Carson City	43,393	
Douglas County	41,298	
Total	94,030	76%
California		
El Dorado County	30,427	24%
Study Area Population Age		
Nevada		
0 – 19	18,461	20%
20-64	52,389	56%
65 – 79	17,989	19%
80 +	5,191	6%
California		
0 – 19	5,105	17%
20-64	20,080	66%
65 – 79	2,523	8%
80 +	2,718	9%

The ratio of Nevada residents between the ages of 20 to 64, the predominant age range for workers, is substantially lower at 56% compared to El Dorado County’s proportion of 66%. Where Nevada counties have a much higher rate of residents over the age of 65 years, El Dorado County’s population rates for residents under 20 years and over 65 years is noticeably lower. The higher percentage of working-age California residents is another reason to further examine services in the South Lake Tahoe area to increase ridership.



4.2.2 Households and Families

South Lake Tahoe is home to both a large number of employers and employees, as well as renters and homeowners. For this reason, the data related to housing and homeownership is presented for this analysis. The Lake Tahoe Basin and the study area for the S RTP is highly varied in terms of housing types and costs, as well as incomes and employment opportunities.

According to a rent research firm, zumper.com, the average rent for a one-bedroom apartment in South Lake Tahoe was \$1,650 in October 2022, which represents an increase of more than 15% from the previous year. The median sale price for homes in South Lake Tahoe dropped by 7% (September 2022 year over year) to \$636,250 for all home types, according to Redfin.com. Rents and home values in Lake Tahoe are some of the highest in the region (the current median in Minden-Gardnerville is \$615K; Carson City is \$474K, and \$1.6M in Incline Village), highlighting the importance of public transportation, especially for lower-income households and families.

Home values in this price range may explain the slightly lower ratio of owner-occupied units (63%), compared to 66% nationally⁴. Approximately 36% of the study area housing is occupied by renters (Figure 4-3). However, the study area includes the suburban residential areas of Minden-Gardnerville and Carson City, popular retirement destinations for California residents, with higher homeownership rates than in South Lake Tahoe. Figure 4.4 illustrates how living expenses in a portion of the S RTP study area contribute to numerous challenges for TTD in their ability to provide consistent and sustainable service.⁵

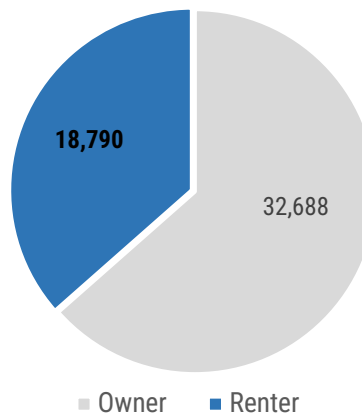


Figure 4-3 - Study Area Distribution of Housing

⁴ <https://www.statista.com/statistics/184902/homeownership-rate-in-the-us-since-2003/#:~:text=The%20homeownership%20rate%20in%20the,are%20occupied%20by%20the%20owners.>

⁵ High in-Basin living costs require many bus drivers to commute from long distances making it harder to recruit and retain skilled labor. High living costs requires employers to pay higher salaries to attract skilled labor. High living costs require employees to commute from long distances. The hotel/motel and retail economy compensate workers at a lower wage increasing demand for public transit from longer distances.



According to payscale.com, the overall expenses including housing, utilities, food, and transportation are higher than the national average as noted in Figure 4-4. The disparity is significant for housing costs where prices are 52% above the national average. High housing costs explain why many workers live outside the Basin.

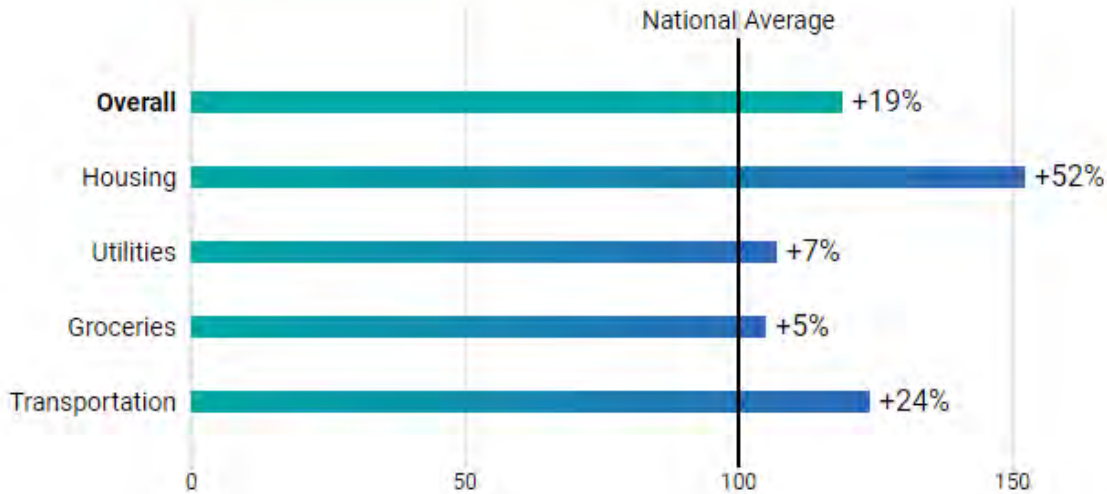


Figure 4-4 - Cost of Living in South Lake Tahoe, California by Expense Category

Payscale.com research for the South Lake Tahoe area indicates the average base hourly rate is \$19.65/hour. A full-time worker at this rate, after taxes, earns approximately \$2,043 per month. Assuming housing costs do not exceed the recommended ratio of 30% of the monthly income, an average-paid employee has approximately available \$613 for rent. However, the average rent for a one bedroom apartment in South Lake Tahoe is \$1,625 (November 2022, Zumper.com). Average rental costs in Carson City are slightly lower at \$1,416 a month and lower still in the Gardnerville area at \$1,154 per month. The Minden area is the most expensive with average rental costs exceeding \$2,300 a month. The high cost of housing and living, in general, supports the need for a long-term sustainable and collaborative transit service to ensure that workers needed in-Basin (and the Lake Tahoe Basin as a whole), can efficiently get to work. Reduced reliance on the private vehicle to curb congestion and reduce CO² emissions is essential.

Census tract 320.02 in El Dorado County, reported just 94 occupied housing units and zero renter-occupied units. However, the 2020 median income was just \$14,519, well below the poverty income level for individuals. The highest median income of \$94,762 was reported in census Tract tract 33.08, located in Incline Village and extending west to the California state line.

A total of 2,275 occupied housing units in eight census tracts reported no access to private vehicles. Several tracts were predominantly public land, which accounts for the absence of vehicle-less households. Further investigation into four tracts (tract 302.01 in El Dorado County, tract 14 in Douglas County, and 33.05, 33.07 and 33.11 in Washoe County) that reported



households without vehicle access that warranted transit services due to being densely populated, reported over 2,000 occupied units without vehicle accessibility which is considered significant.

The data also indicates approximately 14,477 occupied units have access to a single vehicle; a further indication of potential demand for transit as a travel option to employment destinations within the Basin.

4.2.3 Employment



Figure 4-5 - Inflow Outflow Analysis of Jobs within the Study Area, 2019

Using the U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics for the study area boundary, a profile report was developed that includes the total number of jobs, worker age, earnings, jobs by NAICS Industry sector, race, ethnicity, and educational attainment. These attributes provide a greater understanding of the health of the workforce and the potential demand for public transportation. Before examining the details, Figure 4-5 illustrates the in-area employment efficiency for all jobs. Approximately 56,800 are employed in the study area. Of this total, 31,400 live and are employed within the study area, which is notable given the high cost of living. However, approximately 25,495 workers commute into the study area for employment⁶. Addressing the high cost of housing by constructing more affordable housing could reduce this number and move the Lake Tahoe Basin, and the study area as a whole, to be more job efficient location. In a perfect scenario, the number of workers commuting in or commuting out would not equate to figures similar to those who live and work inside the study area. Highly efficient transit services with proper messaging, marketing, incentives, and desirable headways are necessary to serve both the inbound and outbound commuters.

⁶ The U.S. Census OnTheMap tool cannot differentiate between the number of workers who live outside the study area and reportedly work inside the study area but work from home. Therefore, the actual count of work commuters may be lower than the figure reported.



Figure 4-6 illustrates the employment commuting patterns and indicates the direction is predominantly to California communities. Given the geographic distances shown, it is reasonable to assume some proportion of these employees work remotely from home, but are tabulated as having an employment destination outside the study area and Tahoe Basin.

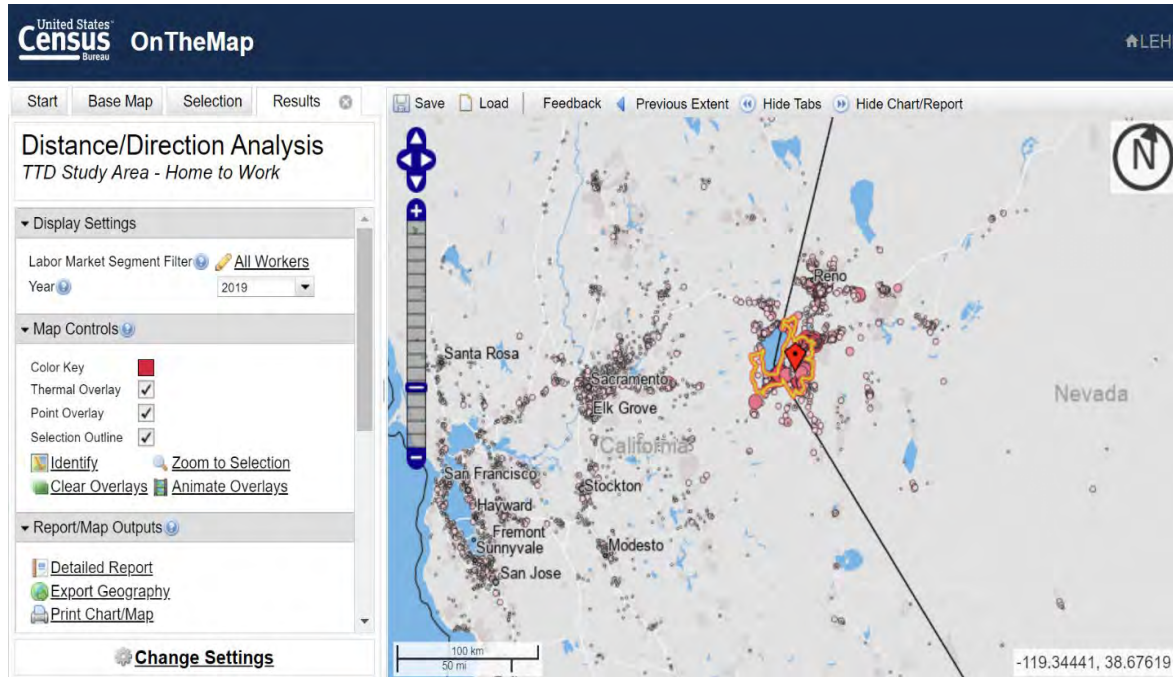


Figure 4-6 - Distance Direction Analysis of Workers from the Study Area to Employment, 2019



The total number of all jobs within the study area steadily increased between 2015 and 2019 from 49,100 in 2015 to 55,200 in 2019. In general, over half of all jobs belong to workers between the ages of 30 and 54. Figure 4-7 illustrates the top employment industries in the study area with a high proportion of tourist based jobs as might be expected.

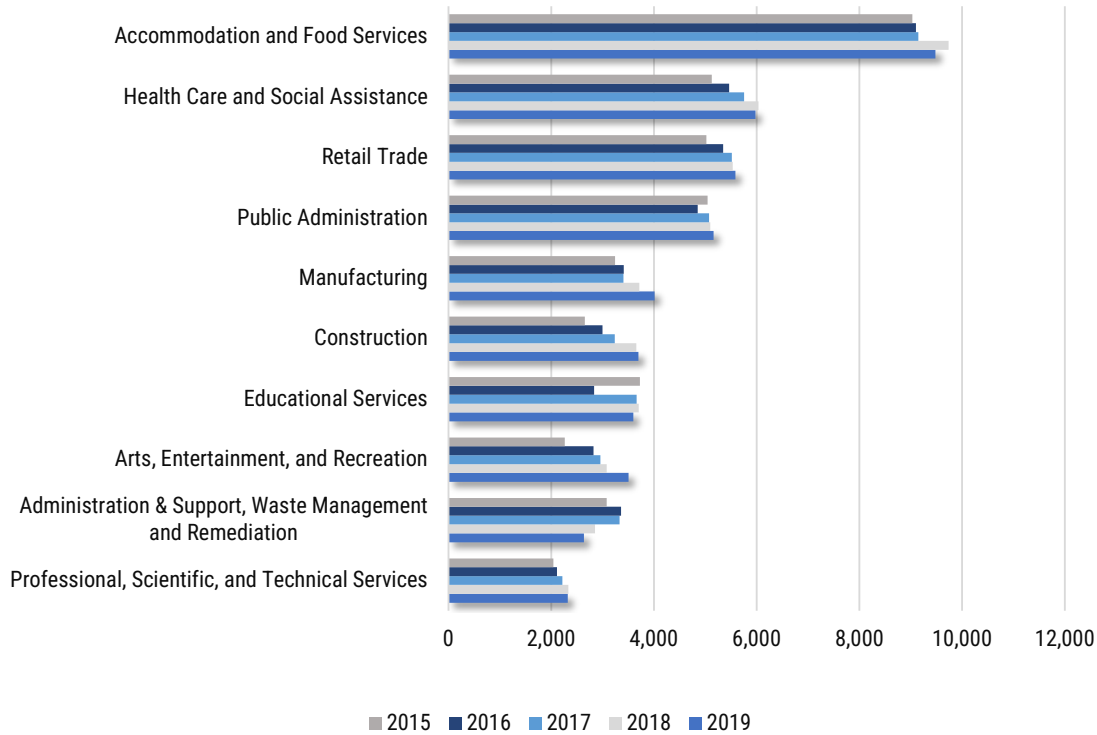


Figure 4-7 - Jobs by NAICS Sector that exceeded a ratio of 4% of all Jobs, 2015-2019

The number of jobs in the accommodation and food services sector declined in 2019 after four years of steady increase. Most of the other sectors revealed increases year over year. However, the number of jobs in accommodation and food services is nearly five times that of the professional, scientific and technical services sector. These two sectors, generally speaking, represent the low and high ends of the salary spectrum. According to gopher.com, full-time employees in the arts, entertainment and recreation services and the accommodation and food services industry sector earn an annual average salary of \$38,708, or \$3,225 per month. Based on an average rental of \$1,650/month, single occupancy renters of one-bedroom units might therefore spend as much as 50% or more of their monthly income on accommodation. The importance of affordable housing, as well as efficient and reliable public transportation cannot be overstated to support the economy of the Basin.

4.3 Means of Transportation to Work

The 2020 American Community Survey table S0801 provides data on the Means of Transportation to Work. To complete this investigation, 42 census tracts that comprise the study area in the data.census.gov website were aggregated to ascertain detailed transportation information at the



tract geography. Census data depicting means of transportation is provided in Table 4-2. The table includes numerous social demographic attributes for each census tract that comprises the study area and is current 2020 data. The national average for workers using transit services is 5% and for carpoolers is 9%. Below is a list of key takeaways from the transportation data:

- Overall, the use of public transit is well below the national average, but carpooling is higher in three of the four counties. This might indicate that people are carpooling rather than relying on public transit.
- El Dorado County stands out for the sheer number of public transit users, carpoolers, and the number of workers who used ‘other’ means of transportation versus driving alone. “Other” denotes walking, scooter, bike/bikeshare, or working from home which demonstrates the value of proximate housing with employment.
- Carpooling in both Carson City and Douglas County represents approximately 11% of work-related transportation for workers. This number is considered healthy for the region, but the transit ridership counts for workers from these areas into the study area is extremely low. This suggests that there are opportunities to expand ridership.
- While the number of total workers residing in Incline Village located in Washoe County is comparatively low, the ratio of active modes to those who drive alone is over 41%. This also indicates workers live near employment opportunities.

Table 4-2 - Summary of Workers by Mode of Travel (2020)

County	Workers aged 16 and over	Travel Mode			
		Public Transit	Carpool	Drive Alone	Other*
Carson City	19,428	85	2,176	15,593	1,574
%		0%	11%	80%	8%
Douglas County	18,433	24	1,997	14,060	2,352
%		0%	11%	76%	13%
El Dorado County	15,003	422	848	10,377	3,356
%		3%	6%	69%	22%
Washoe County	4,909	56	572	2,884	1,397
%		1%	12%	59%	28%

* This is not a classification in table S0801 but rather was calculated as the difference between the sums of each category and the total number of workers.

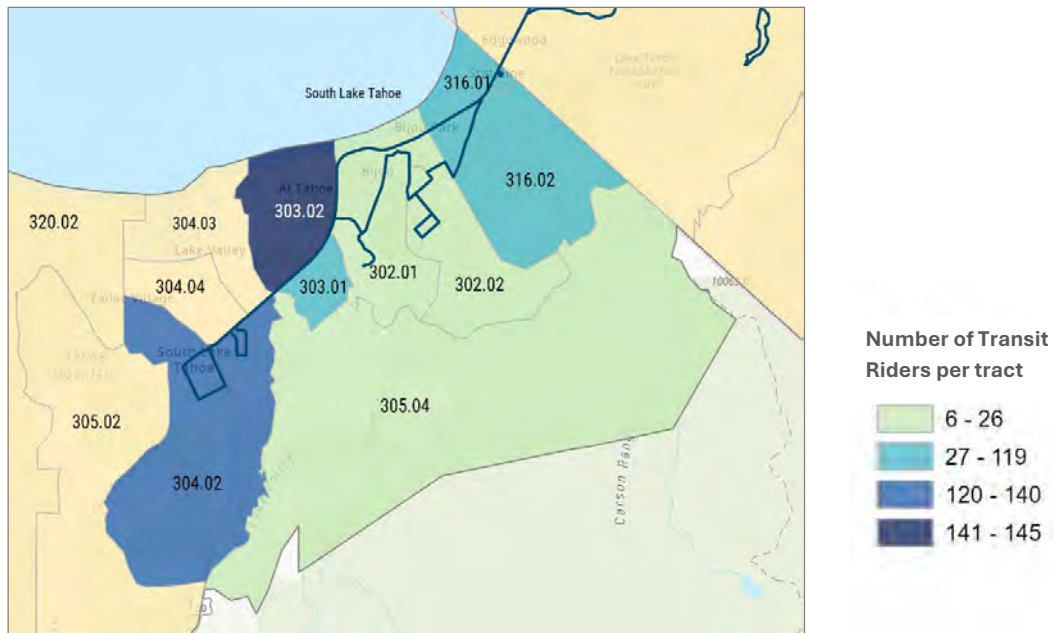


Figure 4-8 - Transit Commuters by Census Tract, El Dorado County 2020

To guide decisions on where to expand transit, U.S. Census data was examined to identify the distance and direction of workers to the employment destinations from the low ridership tracts in El Dorado County and the Minden-Gardnerville area (Figure 4-8).

Data for El Dorado County indicated that approximately 5,000 resident workers from the two tracts with the lowest transit ridership travel less than 10 miles to their work census block and that short distance trips are predominately from the north and northeast into downtown South Lake Tahoe. Outreach and communication with the residents should focus on identifying obstacles and challenges to shift from the private vehicle to more active commuting options including transit. This may also indicate that expansion of transit service in some form may be required to lessen the distance between the home and access to transit to entice people not to drive.

Most workers residing in Minden-Gardnerville areas drive north into Carson City and Reno-Sparks for employment. There are approximately 200 workers that commute to the west to destinations on Highway 207, the Stateline area, and into the City of South Lake Tahoe. Similarly, approximately 1,500 work destinations are located southwest of Carson City and destinations include Zephyr Cove, Stateline, Kingsbury, South Lake Tahoe, and the Y. Therefore, there is a demand for transit service if appropriate services are provided and barriers to use are identified and overcome.

4.4 Environmental Justice

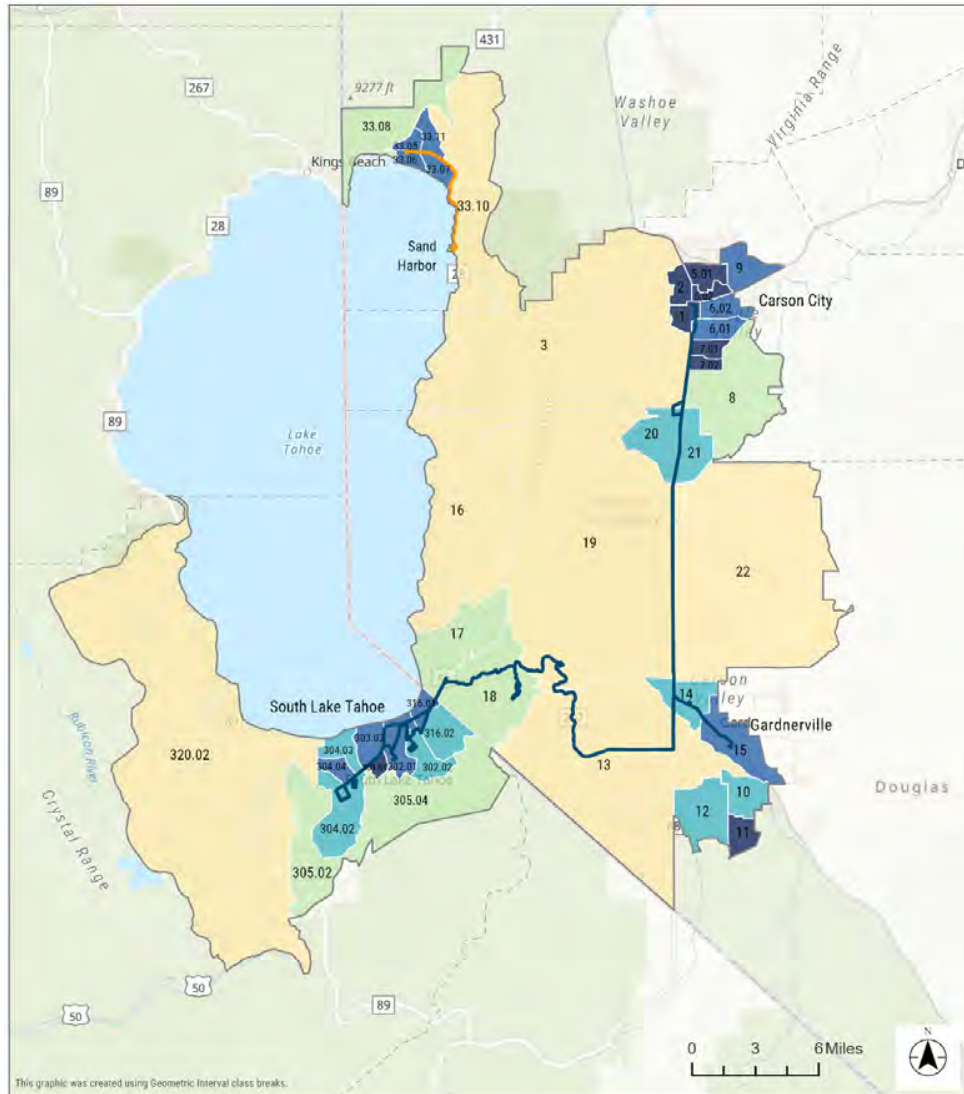
The social demographics have been engineered to address the environmental justice requirements for transit planning. The following figures illustrate location characteristics and those with the greatest potential for using existing and future transit services. Figure 4-9 shows the relative



density of census tracts that coincides generally with TTD transit services when viewed at the macro scale. This should indicate that the transit services are in the right locations, however, ridership shows that there are challenges to using those services. US 50 flows through the middle of the high-density areas in South Lake Tahoe, but the distance to residences from bus stops based on the road network is long enough to act as a deterrent to travel as is likely the frequency of services. The success of Lake Link and expected integration with fixed route is expected to better penetrate into the neighborhoods and should help residents shift from private vehicles to public transit options.



Lake Tahoe Short Range Transit Plan (SRTP)



Legend

- Study Area
- # Census Tracts
- TTD Services**
- Year-round
- Summer

Population Density per Sq Mi	
	3.6 - 174.1
	174.2 - 540.4
	540.5 - 1,327.2
	1,327.3 - 3,017.3
	3,017.4 - 6,647.6

Estimate of Population Density per square mile by U.S. Census Tract

Per the USDA, rural areas consist of open areas with population densities less than 500 persons per square mile or places less than 2500 people.

Client: Tahoe Transportation District (TTD)
Project: TTD Short Range Transit Plan

Prepared by CA 2022-09-12 | IR by FT 2022-09-30
Project Number: 2073016490

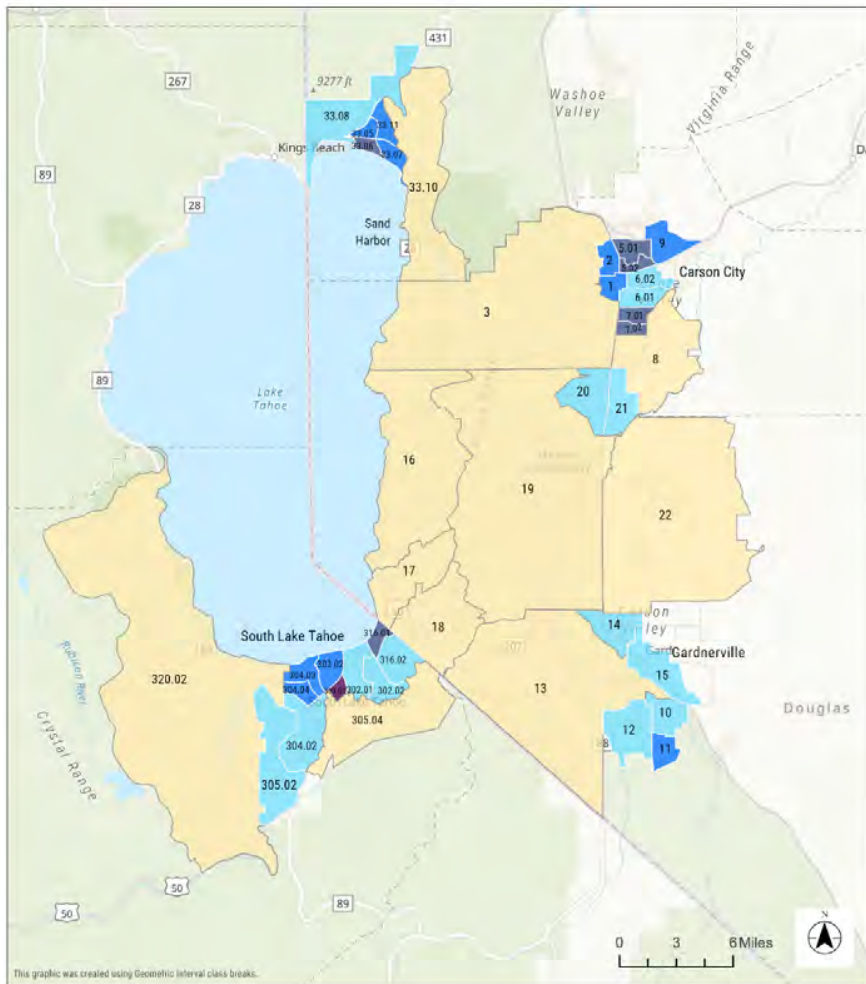
Source: American Community Survey
DPVS | Demographic and Housing Estimates
2020 - ACS 5-Year Estimate Data Profiles

Figure 4-9 - Population Density by U.S. Census Tract



4.4.1 Housing Density Per Square Mile by Census Tract

- The study area is considered predominately rural from a housing density perspective other than a limited number of residential communities within and immediately outside the Tahoe Basin.
- Housing was calculated per square mile to depict where transit service would best be targeted.
- Routes 50 and 55 currently serve the highest housing concentrations, south of Al Tahoe Blvd.
- The lower densities and significant travel distances in the Minden-Gardnerville and Carson Valley areas exacerbate the challenge of offering cost-effective transit services to employees in the Basin with limited means and thus a greater demand for transit services.



Legend

Study Area

Census Tracts

TTD Services

Year-round

Summer

Housing Units per Square Mile

17 - 250

251 - 1,000

1,001 - 2,000

2,001 - 3,000

3,001 - 4,100

Source: American Community Survey (ACS) | Demographic and Housing Estimates | 2020 ACS 5-Year Estimate Data Profiles



Estimate of Housing Density per square mile by U.S. Census Tract

Per the USDA, rural density is classified as 500 persons per square mile or approximately 225 dwelling units @ 2.33 persons per dwelling.

Client: Tahoe Transportation District (TTD)
Project: TTD Short Range Transit Plan

Prepared by CA 2022-09-12 | IR by FT 2022-09-30
Project Number: 2073016490

Figure 4-10 - Estimate of Housing Density per square mile by U.S. Census Tract



4.4.2 Percent of Renter Occupied Housing by Census Tract

- The density of housing doesn't necessarily correlate to tracts with higher rental properties.
- The number of census tracts in developed areas (Incline Village, Carson City, Minden-Gardnerville and majority of South Lake Tahoe) exceeding the national renters average (36%) confirms the extremely high cost of housing and difficulty of attracting workers to the Basin.

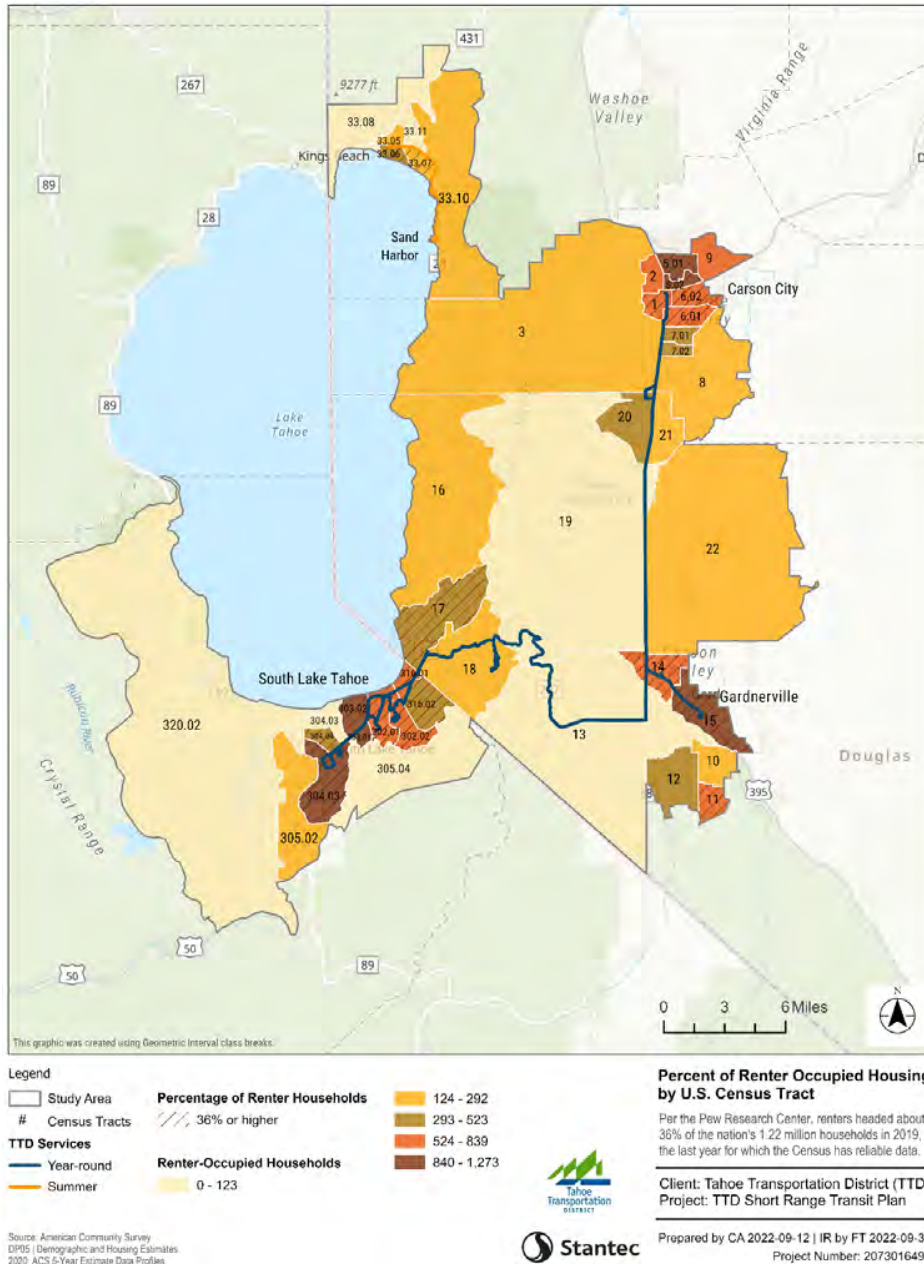
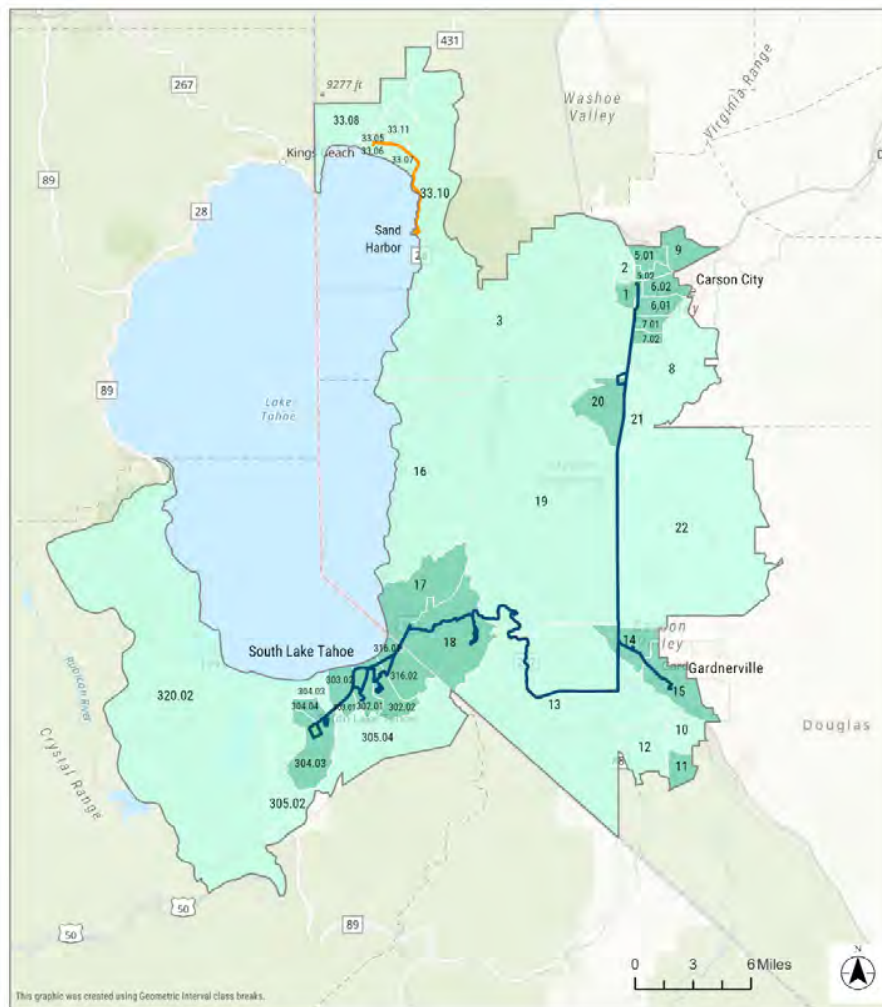


Figure 4-11 - Percent of Renter Occupied Housing by U.S. Census Tract



4.4.3 Median Household Income and Poverty Status by Census Tract

- The 2021 U.S. median household income was \$70,800 and the poverty threshold for a family of four was \$27,500.
- No census tracts reported incomes at the national poverty level; however, the majority of tracts served by TTD reported household incomes above the poverty level but, below the national median. These include all the areas TTD serves except the residents of Incline Village.
- Therefore, it is imperative that TTD continue serving these communities.



Legend

Study Area

Census Tracts

TTD Services

Year-round

Summer

Median Household Income

HH Income Equivalent to U.S. Poverty status

HH Income Below Median but above Poverty status

HH Income Above U.S. Median

Source: American Community Survey (ACS) | Median Income in the Past 12 months (in 2020 inflation-adjusted dollars) | 2020 ACS 5-Year Estimate Data Profiles

Median Household Income and Poverty Status by U.S. Census Tract

Per the U.S. Census, U.S. median household income was \$70,800 in 2021 and the poverty threshold for a family of four (2 parents, 2 children) was \$27,500.

Client: Tahoe Transportation District (TTD)
Project: TTD Short Range Transit Plan

Prepared by CA 2022-09-12 | IR by FT 2022-09-30
Project Number: 2073016490



Figure 4-12 - Median Household Income and Poverty Status by U.S. Census Tract



4.4.4 Estimates of Population within the Economically Active Age Range of 25-64 by Census Tract

- According to American Public Transportation Association (APTA), 79% of transit riders fall within the ‘economically active’ age range of 25 to 54 years.
- The census tracts with the highest numbers within this group include the south shore, Gardnerville, and Carson City, and are highlighted in darker gray and blue shades.
- There are multiple census tract overlaps of this group with populations living below the median household income level and tracts with the highest housing densities.

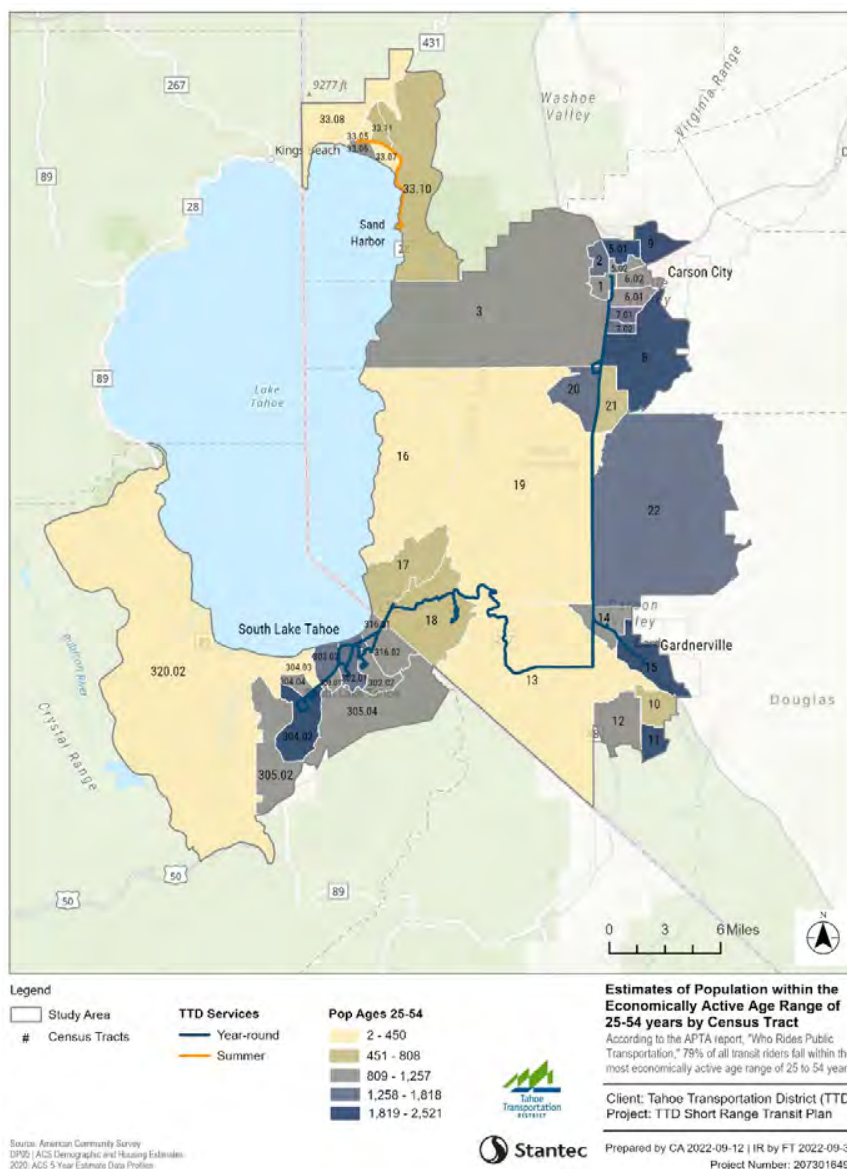


Figure 4-13 - Estimate of Population with the Economically Active Age Range of 25-54 years by U.S. Census Tract



4.4.5 Occupied Households with No Available Vehicles by Census Tract

- Nationwide, households without vehicles is estimated at 8.5%. This may be due in part to income, or a lack of need (in many large metropolitan areas the transit networks are well developed to allow travel without the need to own a vehicle).
- In the study area, access to a vehicle is important for mobility due to limited public transportation options.
- Red colored census tracts represent households that are at or above the national average without vehicles.
- Orange colored tracts range from 4% up to the national average, further supporting transit to these communities.
- The Minden-Gardnerville area falls in the low end of the geometric interval but reports other characteristics that emphasize the need for public transportation.

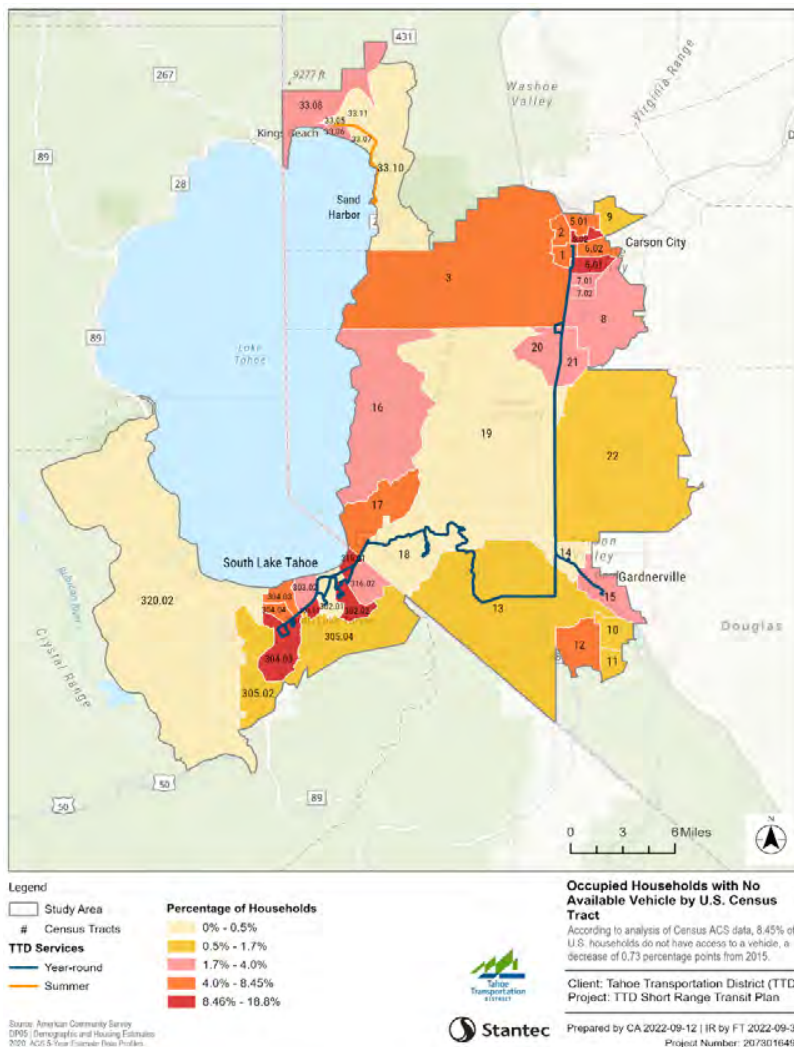


Figure 4-14 - Occupied Households with no Available Vehicle by U.S. Census Tract



4.4.6 Estimates of Non-White Population by Census Tract

- From a density perspective, the study area would be considered non-urban, except for the communities of South Lake Tahoe and Carson City.
- Among urban residents, 34% of black people and 27% of Hispanic people report taking public transit daily or weekly compared with only 14% white people. Persons of color are also less likely to have access to a vehicle.
- The tracts in south shore and Carson City report much higher ratios of people of color and higher ratios of households without a vehicle that reiterates the importance of public transit travel options.

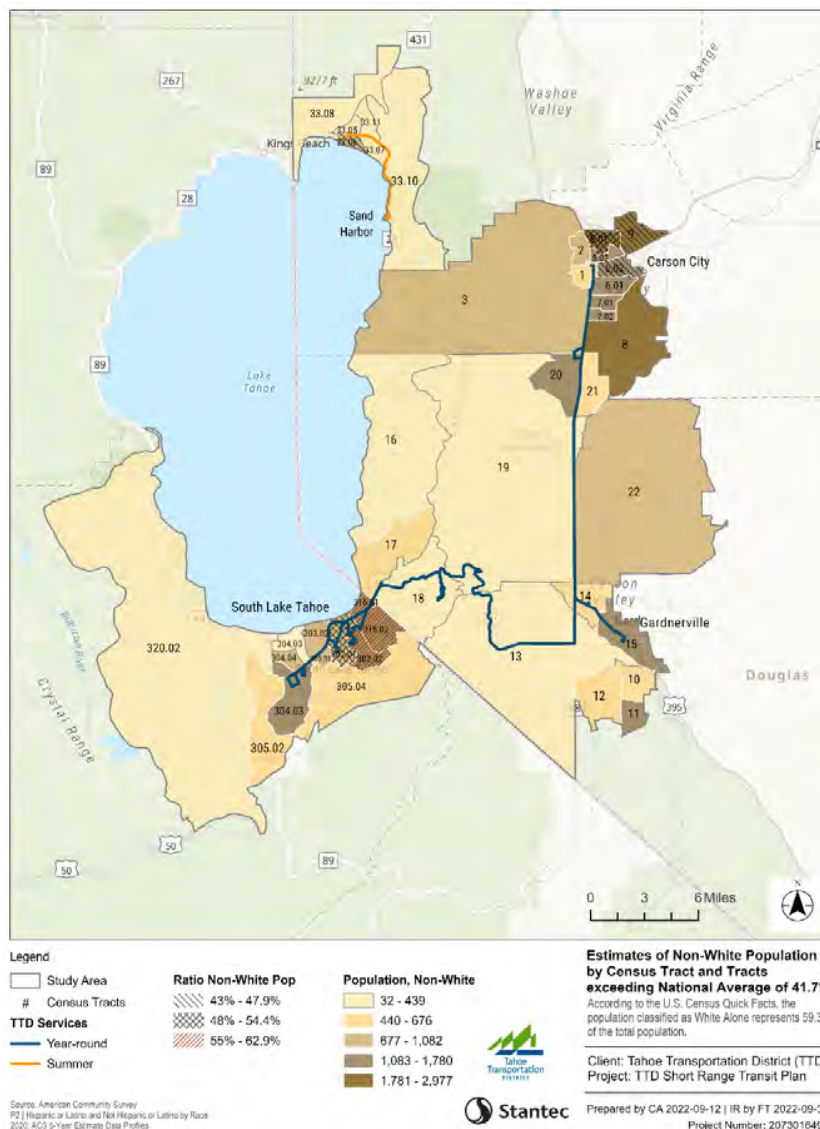


Figure 4-15 - Estimate of Non-White Population by Census Tract and Tracts Exceeding National Average



4.5 Travel Pattern Methodology

4.5.1 2017 SRTP

Three distinct public transit target markets within the Tahoe Basin can be identified:

- **Residents** – people who permanently live in the Basin
- **Commuters** – people who live outside the Basin but work within it, or people who live in the Basin but work outside of it. These potential users need to travel between external areas and the Basin on a regular basis for work purposes. This could also include commuting for educational purposes as well.
- **Visitors** – people who travel to the Basin for short periods of time (e.g. day trips or extended visits) and require access to recreational facilities as well as commercial services (e.g. food and beverages) and may require accommodations, such as hotels, bed and breakfasts, or camping facilities.

The travel patterns for each of these target market categories were extensively examined in the Linking Tahoe: Corridor Connection Plan that was undertaken in 2017 and the subsequent SRTP utilized this travel pattern information from that study to develop service recommendations.

In terms of trip-making characteristics of **residents**, the study showed that the majority of trips remain in South Lake Tahoe and trips between the south and the north side of the Basin are limited.

For **commuters**, the study identified that the most popular commuting destinations are to the City of South Lake Tahoe, Carson City and Gardnerville, as well as a smaller number to Reno. As is typical in resort areas, affordable housing opportunities for workers in the Tahoe Basin are becoming more and more limited leading to the establishment of “commuter communities” outside the area.

The previous SRTP confirmed that **visitors** to the Basin originate from almost every U.S. state, particularly in the summer when overall visitation is at its peak. Nearly 43% of visitors are day visitors, arriving and departing the Basin on the same day and therefore do not contribute to transient occupancy room taxes (TOT). The highest proportion of visitors arrive via US 50 West in both the winter and summer peak periods.

4.5.2 Location-Based Services Data

For this update of the SRTP, it was critical to gain an understanding of how the travel characteristics of the three user groups have changed since the STRP in 2017, as well as the impact of the pandemic, to allow for the identification of a realistic five-year transit program. Stantec utilized both StreetLight and Replica location-based services (LBS) data for this study to provide



travel characteristics. The primary source for this update to the SRTP has been the StreetLight LBS platform, with emerging patterns and trends also examined in Replica to corroborate any findings.

StreetLight data is sourced from two different types of location ‘big data’, namely navigation-based GPS data and LBS data. As of July 2018, this data is derived from approximately 65 million devices, which represents approximately 23% of the US and Canadian population; however, as more data providers are added from different suppliers, it is anticipated that sample rates will also increase.

GPS data provides a smaller sample size than LBS data, but it is ideal for commercial travel pattern analysis and for fine-resolution travel time analysis. This data is derived from navigation GPS devices in personal and commercial vehicles, as well as turn-by-turn navigation in smartphone apps.

LBS data is gathered from a mix of GPS and sensor proximity data from apps on smart devices with a spatial precision ranging from 5 to 25m and a regular ping rate (the rate at which the device is asked for its location) to allow for precise spatial analysis. This makes it more useful than traditional cell tower data because those lack spatial precision and ping infrequently. The apps on devices collect locations when they are operating in the foreground, but data is also collected when the app is open in the background and the device is moving, using a variety of sensors which also enable spatial tracking when devices have no cell service or are in airplane mode.

Both these sources of data are then processed, normalized, transformed and validated using data from traffic counts and sensors. Based on traffic count data comparisons in different locations, the data is factored up to provide a representative estimation of vehicle trips.

Data is analyzed by identifying a set of zones within a study area and then examining the origin and destination of trips between the zones. The base StreetLight data is referenced to granular zones, such as census blocks or tracts, which are referred to as ‘preset geographies’ in the platform. Study area zones are then agglomerated from these preset geographies in order to focus on the origins and destinations of trips and the distribution of traffic.

For the purpose of this study, Incline Village, South Lake Tahoe and Zephyr Cove were identified as zones within the Basin, together with a number of “pass-through” zones located on the major access roads to the Basin. To provide further insight into trip patterns from outside the Basin, an additional zone was identified to incorporate the Minden/Gardnerville area.

4.5.3 Data Validation

Before undertaking the detailed data analysis, a validation exercise was undertaken to confirm the accuracy levels of the data. To do this, 2019 StreetLight traffic volumes were compared to Annual Average Daily Traffic (AADT) counts from both Caltrans and NDOT.



AADT counts were selected at count stations in proximate to the pass-through zones to maximize comparability and Table 4.3 below shows the results of this comparison. It shows that the average daily traffic volumes compare well (varying between 83% and 116%) to corresponding AADT counts and are thus considered as being reliable.

Table 4-3 - StreetLight Metrics Compared to AADT 2019

Pass-through Zone	Closest AADT Count Station		StreetLight Annual Daily Volume	AADT	Variance
	State	#			
Pioneer Trail and Highway 50 (South)	CA	71.48	18,100	15,800	115%
Highway 89	CA	8.9	9,800	11,200	88%
Highway 267	CA	9.28	12,200	10,500	116%
Highway 207	NV	53150	10,200	12,300	83%
Highway 431	NV	310369	6,100	6,700	91%
Highway 50 (East)	NV	250280	14,000	14,300	98%
Total			70,400	70,800	99%

4.5.4 Trip Classification

Trips are classified as follows:

Trip Classification

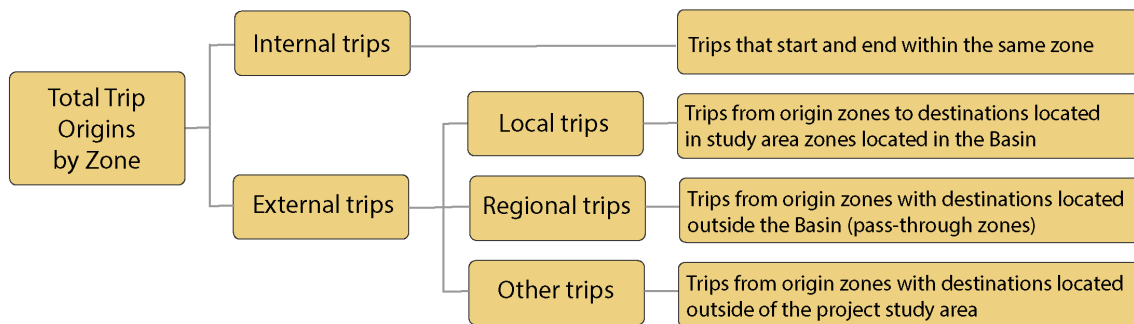


Figure 4-16 - Trip Classification

4.5.5 Zone Types

Pass-through zones: As the name implies, these are zones without destinations where trips simply pass through and are located on the major access roads leading into the Basin. Trips passing



through these zones are defined as Regional trips. These zones are also used to compare and validate StreetLight data against AADT traffic counts at the closest counting stations. The following pass-through zones were identified:

- Highway 207 – Kingsbury Grade Road
- Highway 50 West (connecting to Meyers)
- Pioneer Trail
- Highway 89
- Highway 267
- Highway 431
- Highway 50 East (connecting to Carson City)

Origin/Destination Zones: These are zones in the study area that generate and/or attract trips and serve as trip origins and destinations. Origin/Destination and Pass-through zones are shown in Figure 4-17.



Figure 4-17 - StreetLight Origin-Destination and Pass-Through Zones



The resultant trip matrices were condensed to exclude negligible movements and eliminate margins of error (due to the detailed location of some pass-through zones) to better illustrate the major movements.

4.5.6 Travel Analysis

4.5.6.1 Total Trip Volumes

Total trip volumes of all trips to zones in the Basin were examined to identify travel trends in recent past years. Both 2019 and 2021 were assessed to see how traffic volumes might have changed for trips that started and ended within the zones in the Basin (South Lake Tahoe, Zephyr Cove and Incline Village), as well as regional traffic volumes passing through the pass-through zones from the pre-pandemic travel patterns to later pandemic travel patterns and Figure 4-18 shows that internal and local trip volumes have declined by 7.5% from 81 million in 2019 to 75.5 in 2021. In contrast, regional trips traversing pass-through zones have remained relatively constant over the same period at approximately 22 million.

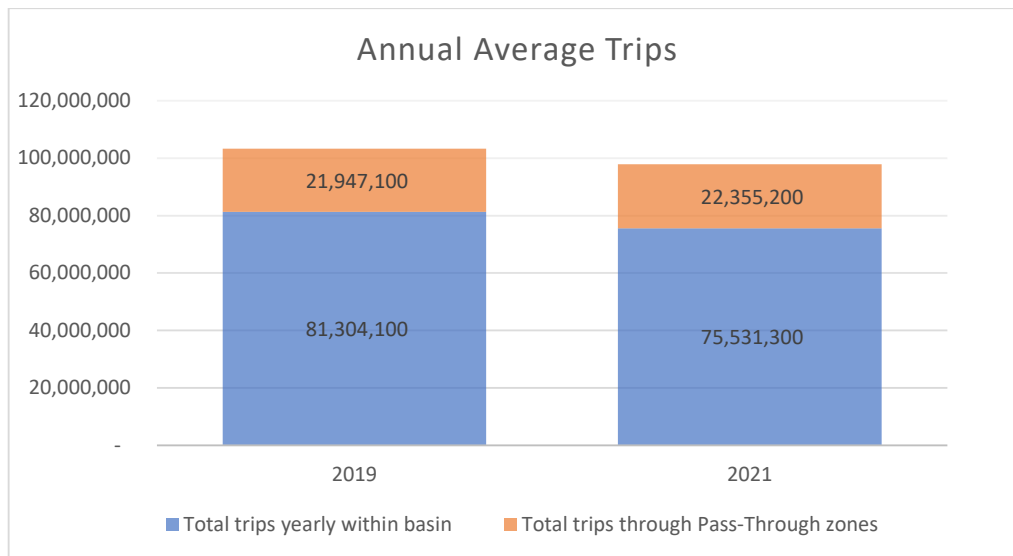


Figure 4-18 - Annual Trip Volumes

4.5.6.2 Seasonal Trip Making

The variation in total trips by month for 2019 and 2021 is shown in Figure 4-19. It illustrates that there is a pronounced peak in average daily trip volumes in the summer months - specifically in July (approximately 10 million) – with a secondary peak in the winter season (7 million).

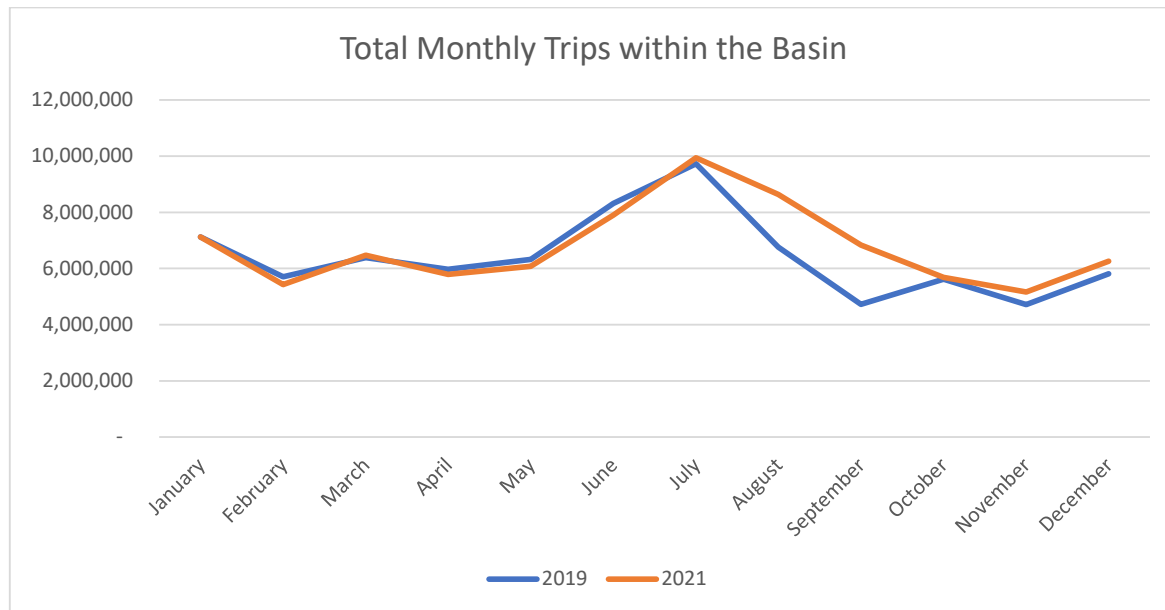


Figure 4-19 - Total Average Daily Trips by Month within the Basin – 2019 and 2021.

4.5.6.3 Internal Trip Making

Figure 4-20 shows the total trip activity for Origin-Destination (OD) zones within the Basin and illustrates South Lake Tahoe as the primary generator and attractor of trips followed by the Zephyr Cove area – indicating that there is likely activity between those zones as well, given the proximity to each other.

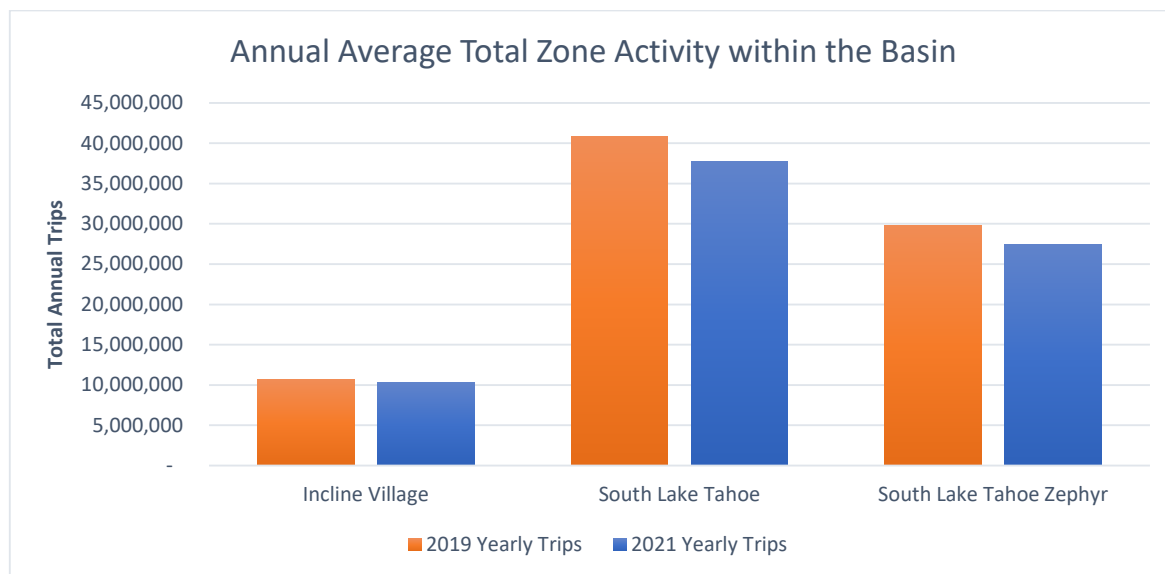


Figure 4-20 - Total Trips by OD Zones within the Basin



Table 4-4 depicts the distribution of trips between the OD zones within the Basin for 2021 and shows that the majority of trip origins are internal (beginning and ending within the same zone). It also indicates limited demand between the northern and southern parts of the Basin – only 7% of Incline trips travel south to Zephyr Cove and South Lake Tahoe with 1% traveling northbound from the southern zones to Incline.

Table 4-4 - Origin-Destination Matrix for Average Annual Trips Inside the Basin Zone, 2021

Average Annual Trips		Destinations		
		Incline Village	South Lake Tahoe	Zephyr Cove
Origins	Incline Village	1,776,500 93%	37,200 (2%)	89,100 (5%)
	South Lake Tahoe	30,300 (0.2%)	11,007,300 (76%)	3,551,100 (24%)
	Zephyr Cove	79,900 (0.8%)	3,666,800 (37%)	6,233,500 (62%)

4.5.6.4 Zonal Analysis

As the peak travel months have been identified as the summer season, average daily trips in this season in 2021 have been used in this examination. Where appropriate, comparable winter statistics are shown to illustrate seasonal variability.

The zonal analysis is supplemented with maps from the Streetlight platform to provide an indication of the more granular census block origins and destinations. Trip origins are shown on a color scale from blue to grey with the brightest blue indicating the highest volumes of trip origins, whereas destinations are shown on a scale of yellow to grey, with the brightest yellow representing the highest volumes of trip destinations.

As internal trips, that start and end in the same zone are, make up the majority of trips, they have been excluded from the calculations shown in the figures below to emphasize the distribution of external trip destinations.



4.5.7 Directions of Approach

Directions of the approach of regional trips with destinations in the Basin are shown for the 2021 summer and winter seasons in Figure 4-21.

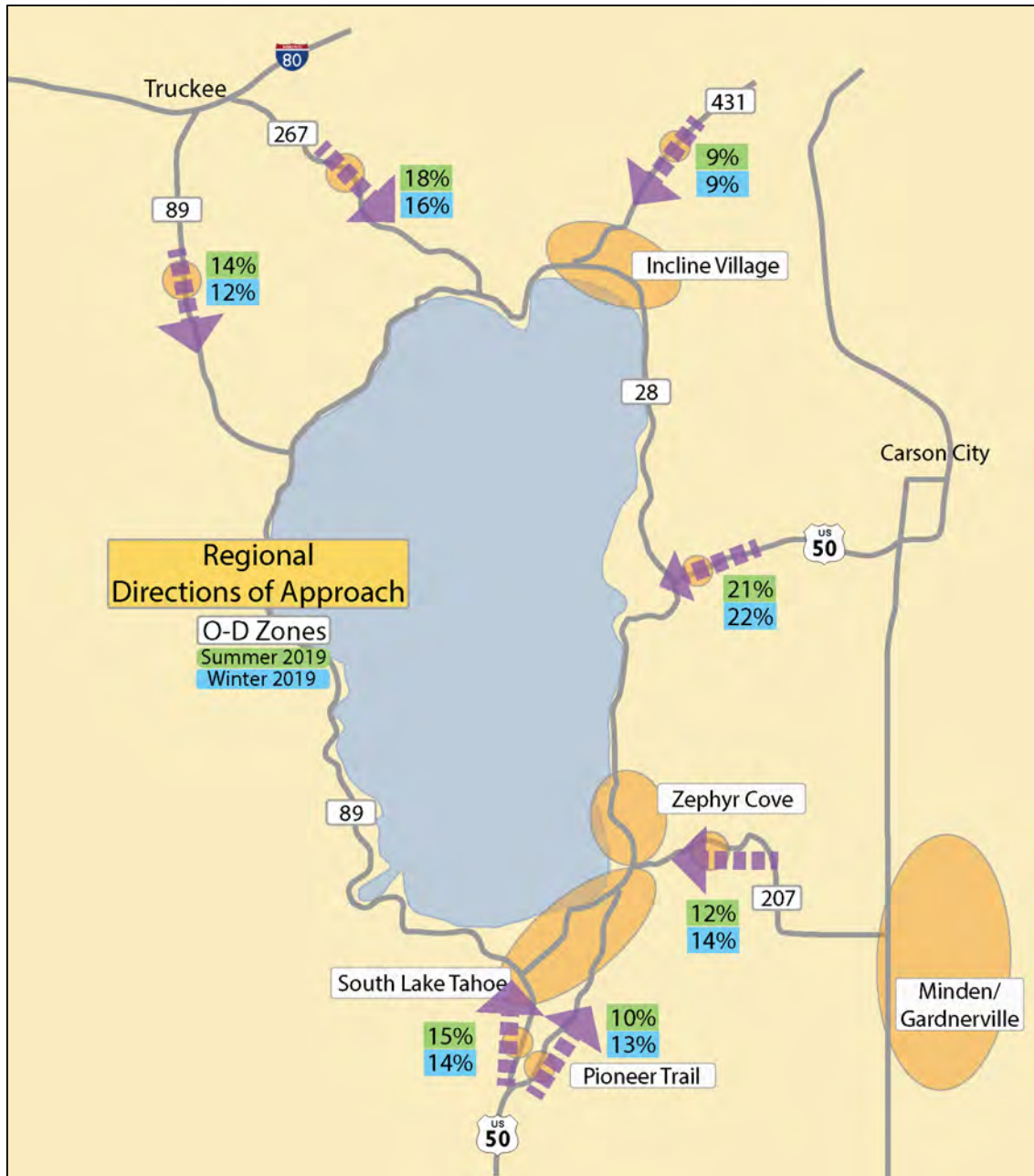


Figure 4-21 - Directions of Approach

This shows that visitors primarily access destinations in the Basin from the northwest and southeast access roads and volumes are relatively evenly distributed among these access roads.



Access via Route 431 into Incline Village shows the lowest proportion of trips (9%) into the Basin. The figure also shows very little variation in trip distribution between the summer and winter peak seasons.

4.5.7.1 *South Lake Tahoe*

Due to the variation in visitation throughout the year, both the summer and winter peak periods have been examined for the South Lake Tahoe zone to determine how trip distribution varies between seasons.

In summer, on average, approximately 61,700 daily trips have a destination in South Lake Tahoe. Of this, approximately 38,000 (62%) of these trips have origins located within the zone (internal trips). Figure 4-22 provides a summary of the major origins of external trips to the SLT zone in the summer and winter seasons to reveal the seasonality in trip patterns:

- More than 50% of external trips to SLT originate in Zephyr Cove
- As expected, the primary regional origin is US 50 in the south followed by Highway 207 and Pioneer Trail in the southeast
- There is very little variation in trip patterns between the summer and winter seasons
- The demand for travel from Incline to SLT is less than 1% of trips in both the summer and winter seasons.



Figure 4-22 - Trip Origins to South Lake Tahoe

As South Lake Tahoe is the primary area of focus for the study, trip patterns are presented showing the location of the origin and destination of trip distribution on a regional and local scale.

4.5.7.2 Zephyr Cove

Internal trips (47%) make up the majority of the approximate 44,7000 average daily trips with destinations within Zephyr Cove.

Figure 4-23 depicts the major origins of external trips to the Zephyr Cove zone. This shows that:

- The seasonal variation in trip patterns is minimal
- The majority of trips originate from South Lake Tahoe
- Other major origins are regional trips from US 50W, Highway 207 and Pioneer Trail in the south
- Trips from Incline Village to Zephyr Cove are minimal (1-2%).



Figure 4-23 - Trip Origins to Zephyr Cove



4.5.7.3 Incline Village

Approximately 66% of average daily trips (9,300) to Incline Village destinations are internal trips and Figure 4-24 shows the origins of external trips to the village.



Figure 4-24 - Major Trip Origins to Incline Village

It illustrates that the major trip origins are regional trips entering the Basin via US 431 and 267 in the north, and US 50 in the east. It also shows that the travel demand from the southern shore zones of South Lake Tahoe and Zephyr Cove is insignificant (less than 1%) and that the linkages need to be with the north shore communities.



4.5.7.4 Minden | Gardnerville

Approximately 61% of the average daily trips from Minden/Gardnerville (55,400) have internal destinations and Figure 4-25 shows the destinations of external trips. Of the external trips, the vast majority (85%) have the Carson City area as their primary destination with only 7% of trips destined for Zephyr Cove and South Lake Tahoe in summer. It also shows that the volume of trips to the Basin declined to 4% in winter. The trip distribution emphasizes the importance of considering the expansion of transit services within the Minden/Gardnerville area, as well as maintaining a regional service into the Basin.

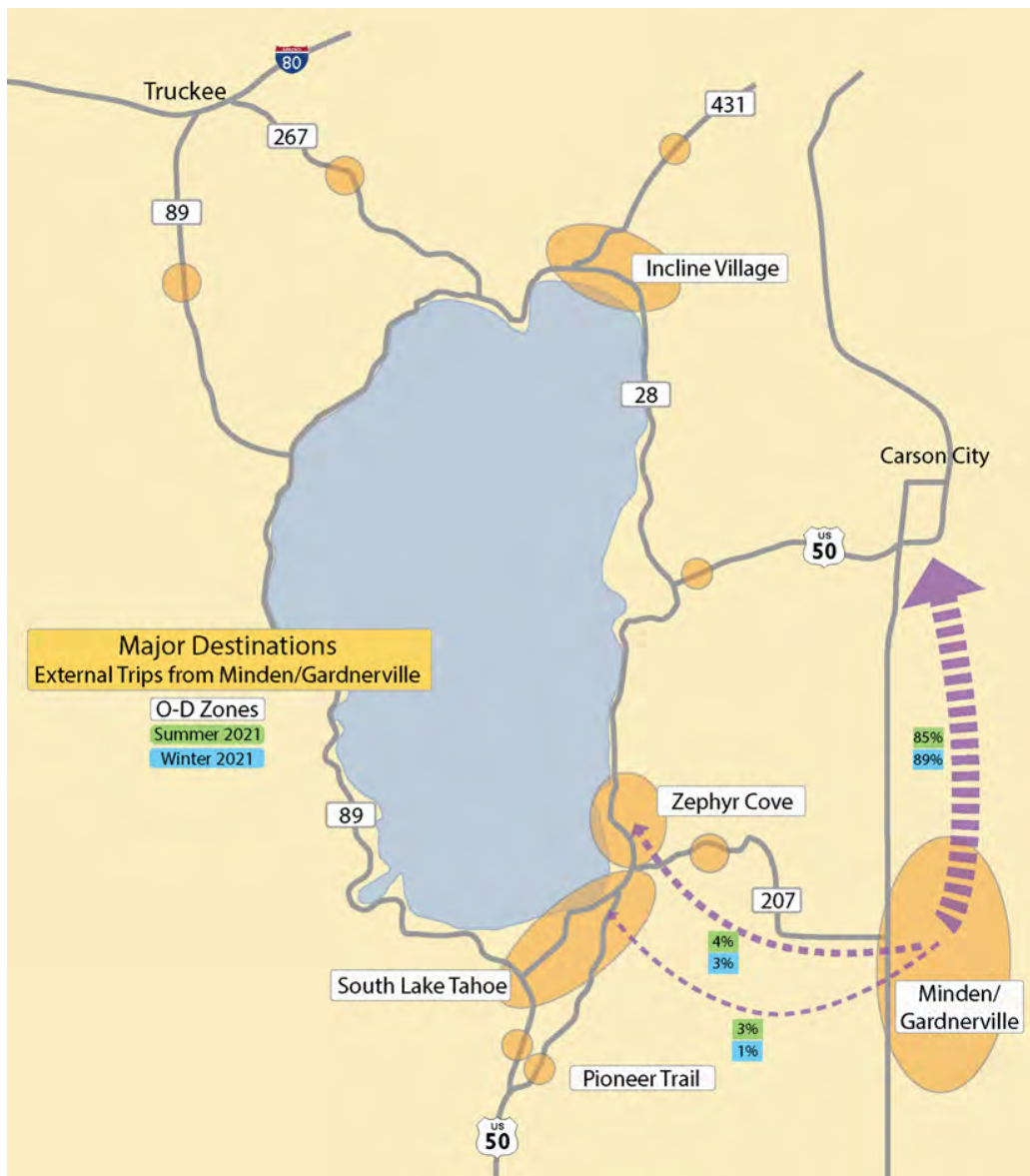


Figure 4-25 - Trip Destination from Minden/Gardnerville



Despite the low volume of trips from South Lake Tahoe and Zephyr Cove, demand appears to be increasing. Table 4-5 shows that in 2018 there were approximately 300 trips per day from South Lake Tahoe to Minden/Gardnerville and this has increased significantly to approximately 500 in 2021. A slightly smaller increase is shown for trips from Zephyr Cove - up from 600 in 2018 to 800 in 2021. This would suggest an increasing level of demand from the South Lake Tahoe area into Minden / Gardnerville, which could potentially be an indicator for a counter commute service that could increase bi-directional ridership on the commuter route.

Table 4-5 - Trips to Minden/Gardnerville

Origin	Destination	2018	2019	2020	2021
Carson City	Minden/Gardnerville	2,000	2,300	1,900	2,000
Incline Village		20	50	50	50
South Lake Tahoe		300	600	500	500
Zephyr Cove		600	900	700	800
Minden/Gardnerville		50,900	32,500	29,500	35,400
Total		53,820	36,350	32,650	38,750

While trips from Minden/Gardnerville to the Basin are low, Table 4-7 shows that this number has slowly been increasing over the past number of years, suggesting that there is a growing demand for travel options.

Table 4-6 - Daily Trips from Minden/Gardnerville

Origin	Destination	2018	2019	2020	2021
Minden/Gardnerville	Basin	926	1415	1211	1212
Percentage of External Trips		2%	4%	4%	3%

4.5.7.5 Highway 267

Most trips (82%) from the pass-through zone on Highway 267 go to destinations outside of the study area zones. Figure 4-26 depicts the distribution of the balance of these trips to study area zones. Incline Village attracts 13% of these trips and 5% to the southern zones of Zephyr Cove and South Lake Tahoe.

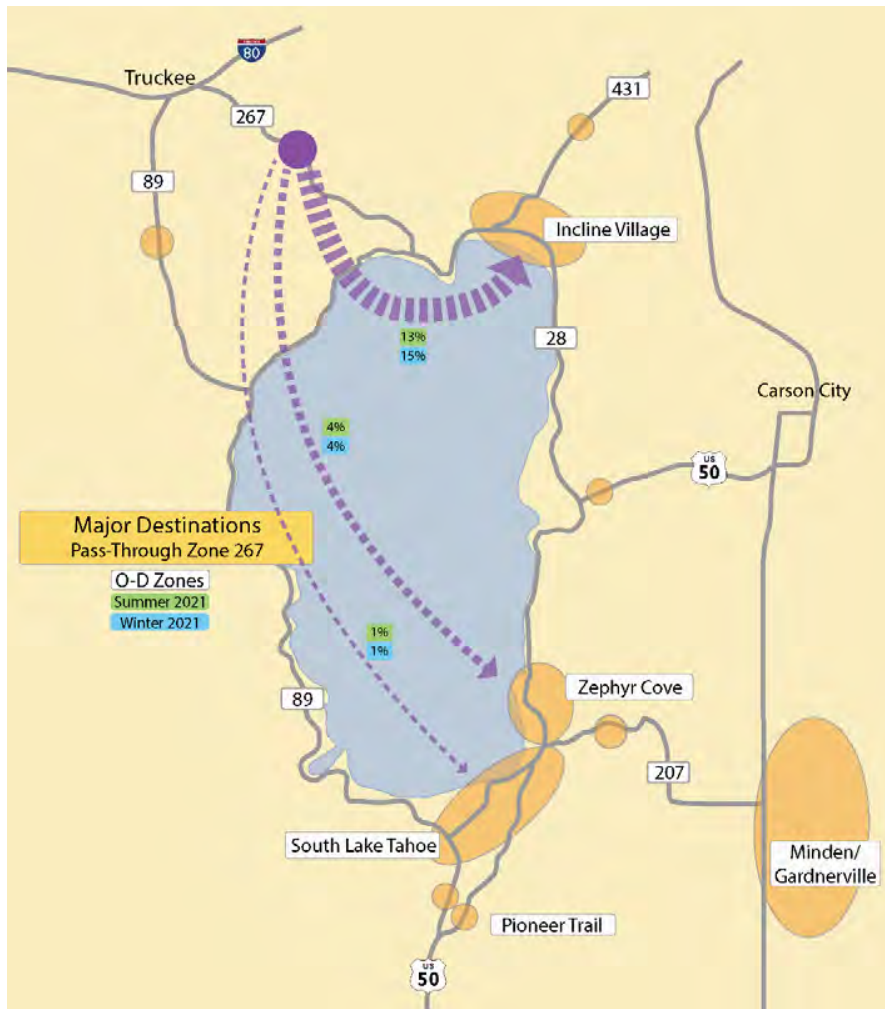


Figure 4-26 - Major Destinations from Highway 267



4.5.8 Highway 431

Sixty-seven percent of all trips entering the Basin from Highway 431 have destinations outside of the study area zones. Figure 4-27 The figure below shows the distribution of the balance of these trips and as expected, the majority (30%) have destinations in Incline Village with a very small percentage (4%) that travel southbound to Zephyr Cove and South Lake Tahoe.

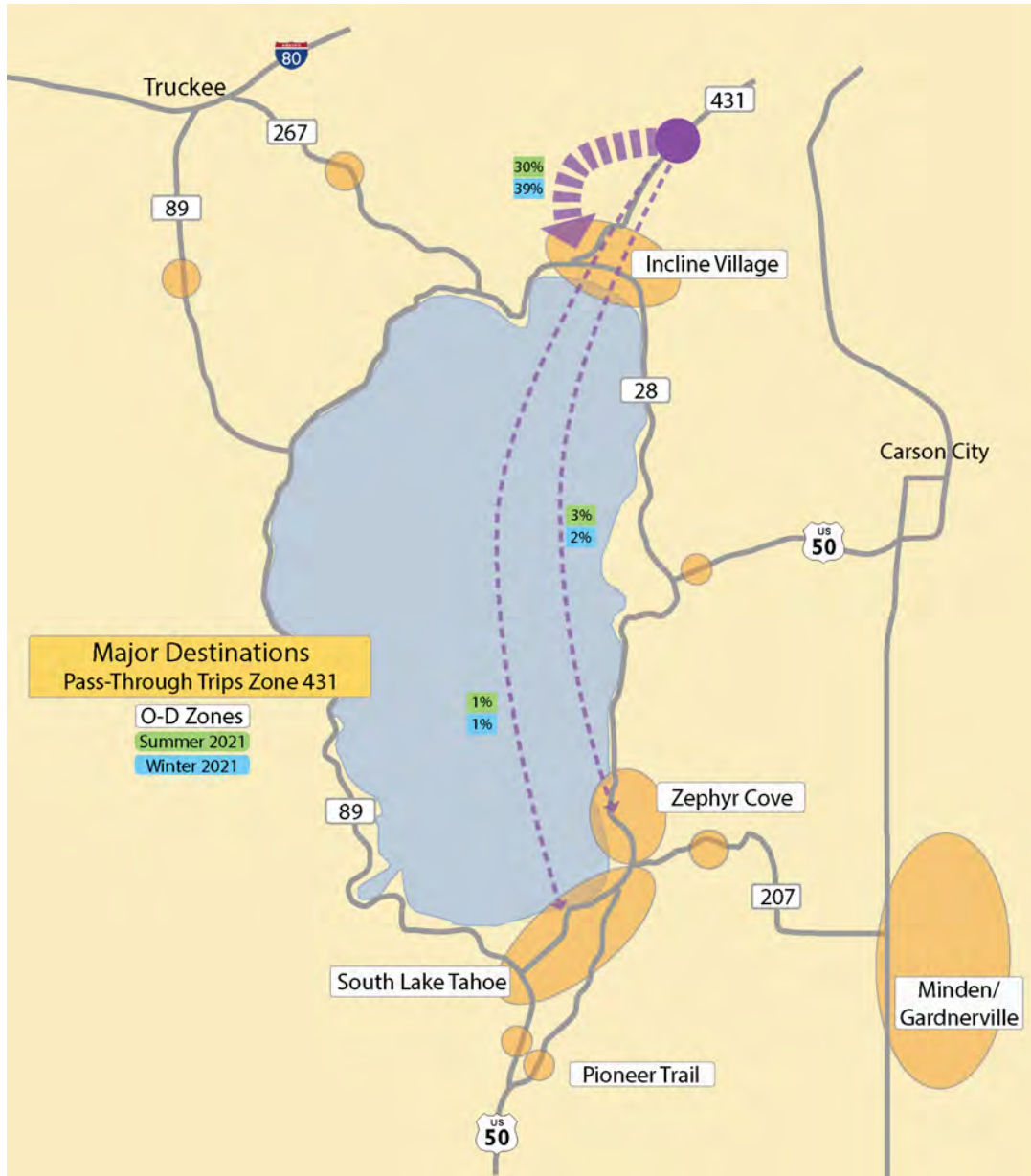


Figure 4-27 - Major Trip Destinations in the Basin from Highway 431



4.5.8.1 Highway 50 (West)

Nearly 40% of all trips from US 50 West that enter the Basin have destinations outside the study area zones. The figure below Figure 4-28 shows the major destinations of the remainder of these trips and the majority are destined for Zephyr Cove (31%) followed by South Lake Tahoe (23%). A very small percentage (7 to 11%) travel northbound to Incline Village.

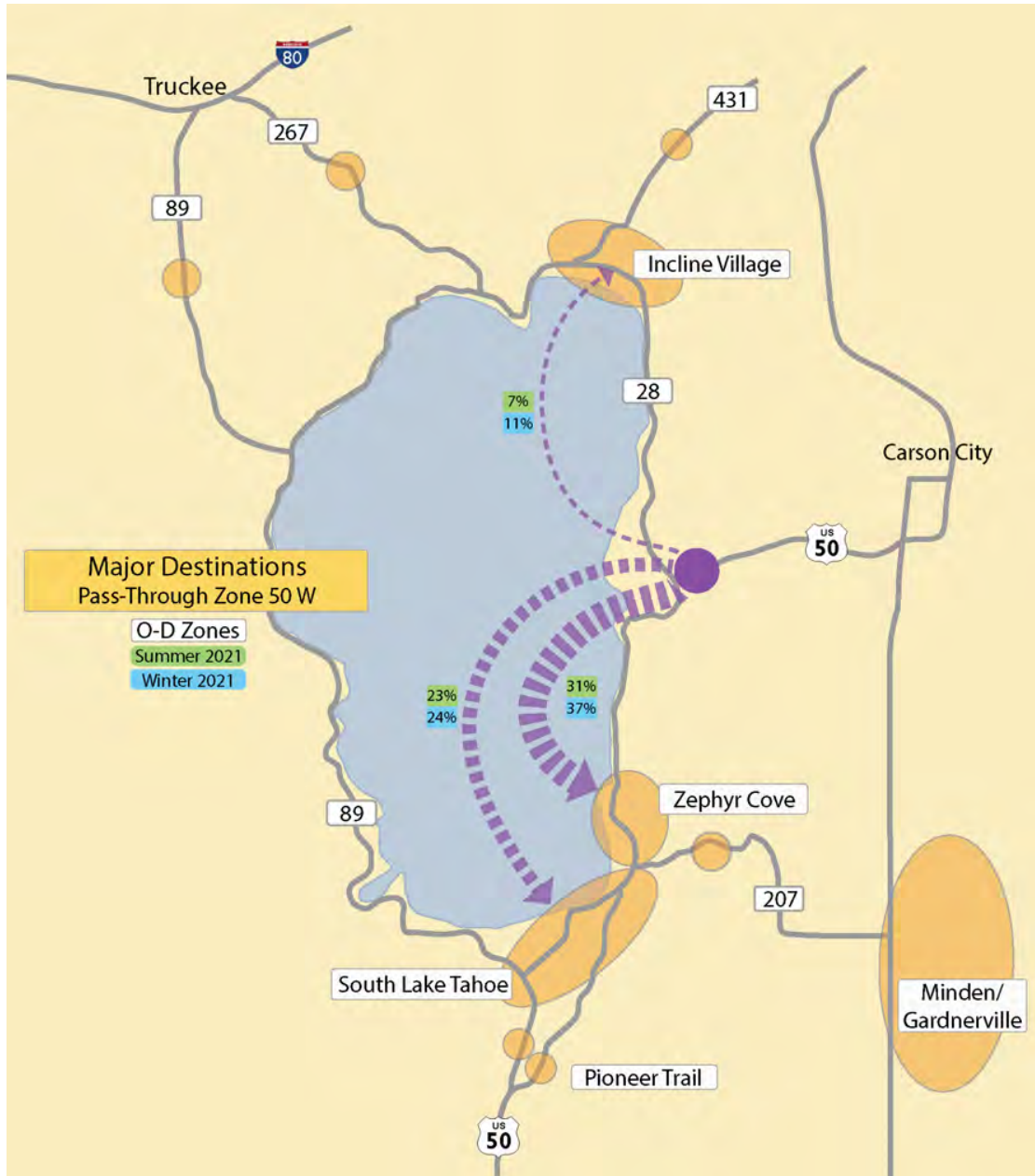


Figure 4-28 - Major Trip Destinations in the Basin from Highway US50 West



4.5.8.2 Highway 207

Only 20% of all trips entering the Basin from Highway 207 have destinations outside of the study area zones and Figure 4-29 shows the distribution of the balance of trips. As expected, the vast majority of these trips are destined for Zephyr Cove and South Lake Tahoe. There is an insignificant movement from this location to the north shore of the lake.



Figure 4-29 - Major Trip Destinations in the Basin from Highway 207



4.5.8.3 Highway 50 (East)

Twenty-five percent of traffic entering the Basin from this pass-through zone is destined for locations outside the study area zones. Of the balance, Figure 4-30 confirms that most trips have destinations in South Lake Tahoe (61%) with the remainder destined for Zephyr Cove (13 to 17%). Again, there is an insignificant movement from this location to the north shore of the lake.



Figure 4-30 - Major Trip Destinations in the Basin from Highway US50



4.5.8.4 Pioneer Trail

Similar to trips from US 50E, approximately 30% of trips from Pioneer Trail have destinations outside of the study area zones. The figure below Figure 4-31 shows that the primary movement from Pioneer Trail is to destinations in Zephyr Cove (on average approximately 50%) with South Lake Tahoe destinations comprising 25%. There is also insignificant movement from this location to the North Shore of the Basin.



Figure 4-31 - Major Trip Destinations in the Basin from Pioneer Trail



4.5.8.5 Highway 89

As expected, the majority of trips from Highway 89 are destined for locations outside of the study area. Of the balance, Figure 4-32 shows that trips distribute equally between South Lake Tahoe, Zephyr Cove and Incline Village with little variation between summer and winter seasons.

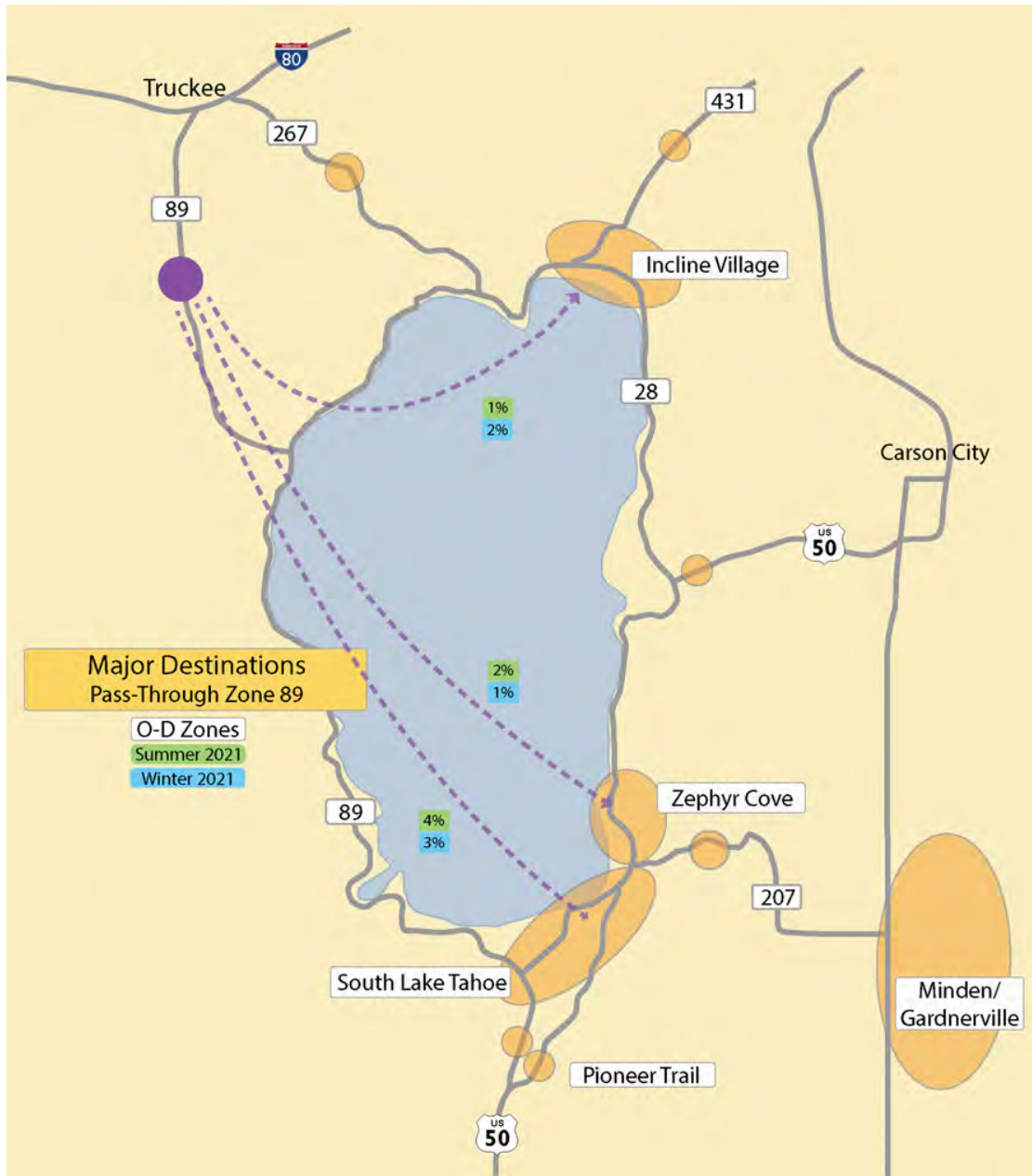


Figure 4-32 - Major Trip Destinations in the Basin from Highway 89



4.6 Summary

When considering annual trip volumes, internal and local trip volumes within the Basin have declined by 7.5% from 2019 to 2021. This reduction is likely due to the impact of the COVID pandemic; and based on global trip making characteristics can be considered a temporary reduction. In contrast, regional trips that traverse pass-through zones into the Basin have, however, remained relatively constant over the same period.

When considering monthly travel volumes, there is a pronounced peak in average daily trip volumes in the summer. A secondary peak occurs in the winter season when average monthly trips decline from 10 to 7 million.

The major directions of approach of regional trips into the Basin are from the northwest and southeast and volumes are relatively evenly distributed among these access roads. There is little evidence of variance in trip distribution when summer characteristics are compared to winter.

It should also be noted that a simplified zoning system was developed and examined in accordance with the objectives of the SRTP. There are, thus, areas and therefore trips that are excluded from this analysis. Approximately 33% of total trips have destinations outside the study area zoning system. Over one-half of trips generated by the three zones within the Basin (South Lake Tahoe, Zephyr Cove and Incline Village) are internal trips that start and end in the same zone. The percentage of internal trips range from 47% to 66% of total trips by zone. In terms of overall trip volumes, South Lake Tahoe generates and attracts the most trips, followed by Zephyr Cove and Incline Village. Travel demand between the North and South Shore of the Lake is low.

A summary of findings for each zone is provided in the table below:

Table 4-7 - Summary of Findings by Zone

Zone	Summary of Findings
South Lake Tahoe	<ul style="list-style-type: none"> • More than 50% of external trips originate from Zephyr Cove • Primary regional origins are US 50N followed by Highway 207 and Pioneer Trail • Travel demand from Incline Village is less than 1% of trips
Zephyr Cove	<ul style="list-style-type: none"> • More than 50% of external trips are from South Lake Tahoe • Primary regional origins are Highway 207, Pioneer Trail and US 50W as opposed to 50N. This confirms that trips from Meyers and origins further south primarily use US 50N for access to South Lake Tahoe and Pioneer Trail is the route of choice for access to Zephyr Cove. • Similar to South Lake Tahoe, travel demand from Incline Village is minimal.



Incline Village	<ul style="list-style-type: none"> • Primary trip origins are from access routes in close proximity (i.e. Highway 431 and 267 and US 50) • Travel demand from the southern shore zones of South Lake Tahoe and Zephyr Cove is less than 1%
Minden Gardnerville	<ul style="list-style-type: none"> • As this area is part of TTD’s service area, the destination of trips from Minden and Gardnerville were examined. • Apart from internal trips, the vast majority (85%) of external trips have northern destinations and the Carson City area. • Only 7% of trips are destined for Zephyr Cove and South Lake Tahoe in summer, which reduces to 4% in winter. • The trip distribution emphasizes the importance of considering the expansion of transit services within the Minden/Gardnerville area as well as maintaining a regional service into the Basin.
Highway 267	<ul style="list-style-type: none"> • The majority of trips go to destinations outside of the study area with Incline Village attracting 13%
Highway 431	<ul style="list-style-type: none"> • 67% of trips serve destinations outside of the study area zones. Of the balance, Incline Village attracts 30%
US50 W	<ul style="list-style-type: none"> • Major destinations from this pass-through zone are Zephyr Cove (31%) and South Lake Tahoe (23%)
Highway 207	<ul style="list-style-type: none"> • Major destinations from this pass-through zone are Zephyr Cove (51%) and South Lake Tahoe (27%)
US50 N	<ul style="list-style-type: none"> • Major destination is South Lake Tahoe (61%).
Pioneer Trail	<ul style="list-style-type: none"> • Major destination is South Lake Tahoe (42%).
Highway 89	<ul style="list-style-type: none"> • The majority of trips are destined for locations outside of the study area with minimal trip volumes to destinations in South Lake Tahoe, Zephyr Cove and Incline Village.

4.7 Replica Data Analysis

Replica is a location-based data platform that uses a diverse set of third-party data from public and private sector sources in the following five categories:

1. **Mobile location data** – data collected from personal devices and in-dashboard telematics from the following sources:
 - a. Location-based services: data from smartphone apps that report the device's location. Users have the option to permit the sharing of location information when using apps.
 - b. Cellular network data: telecommunication records of connections between devices and cellular networks.
 - c. Vehicle in-dash GPS data: data on vehicle speeds and road segments.



- d. Point of Interest data: Aggregate data on the number of mobile devices present in particular destinations (e.g. parks, shopping malls, etc.). Aggregators of this information provide a total count of devices in their sample, providing an estimation of the relative occupancy weighting of different destinations.
2. **Consumer resident data:** demographic data is used from public and private sources to provide information on characteristics, such as where people live and work as well as socio-economic characteristics of the population (e.g. age, race, income, employment status, etc.).
3. **Land use data:** zoning data, development data (e.g. building use, square footage, etc.), and transportation network data are used to determine where people live, work, and shop, and by what means it is possible to travel between destinations.
4. **Credit transaction data:** transactions from financial companies are used to model consumer spending, which allows Replica to identify the type of spending occurring at particular locations at particular times.
5. **Ground truth data:** this data is used to calibrate and improve the model. This includes data such as auto and freight volumes, transit ridership, and bike and pedestrian counts.

4.7.1 *Replica Analysis*

For the analysis of Replica data, the census tracts shown in Figure 4-33 were identified as the boundary for the South Lake Tahoe area. All trips that entered these zones have been analyzed on the following maps to show the origins of trips to South Lake Tahoe for the winter and summer peaks in 2019 and 2022.



Figure 4-33 - South Lake Tahoe Census Tracts



4.7.1.1 South Lake Tahoe - Replica Travel Patterns – 2019

Figure 4-34 shows that in winter, the majority of trips to South Lake Tahoe are local trips that have origins and destinations within the South Lake Tahoe area boundaries. In addition, there is also a cluster of trips originating from Carson City and Minden. Further afield, there are also higher numbers of trips originating in Placerville and the El Dorado hills area.

Tracts In South Lake Tahoe

Distribution of Trip Origins

Origins of all trips ending in this geography, average month

Month of Feb 2019

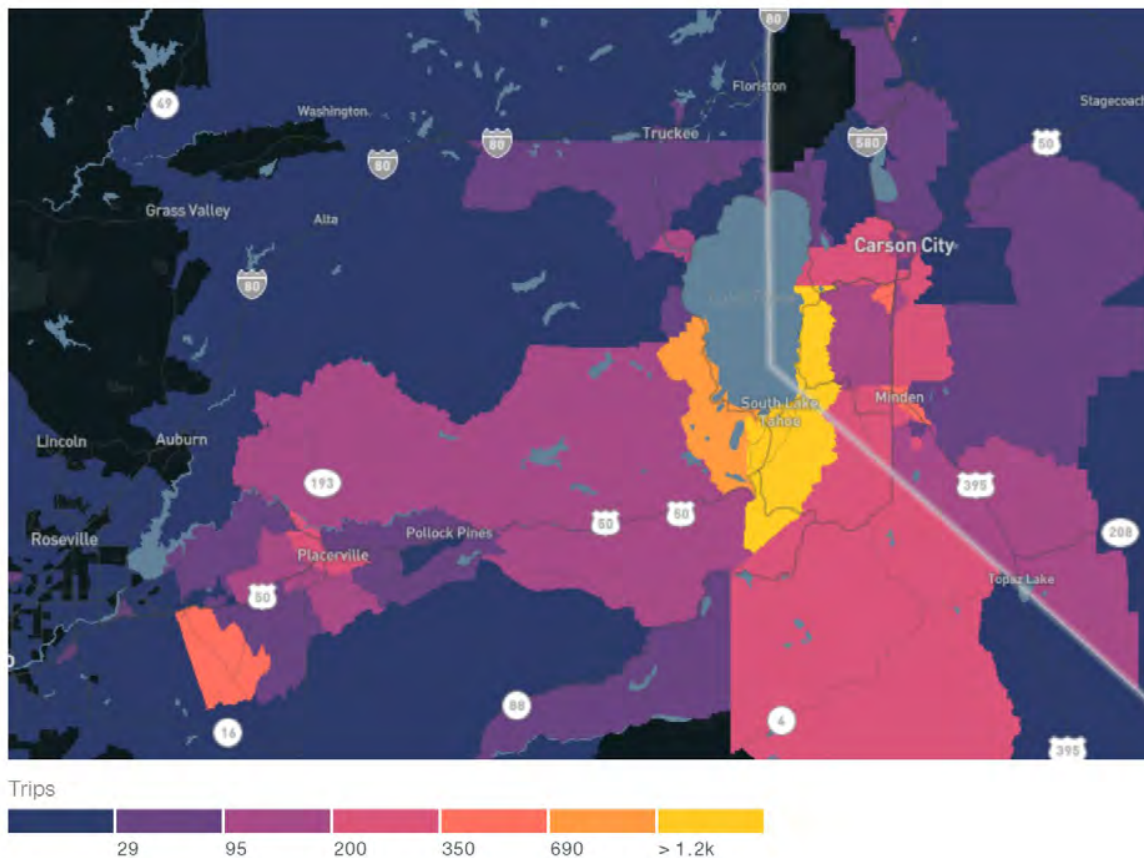


Figure 4-34 - Distribution of Trip Origins that end in South Lake Tahoe (Feb 2019)



As shown in Figure 4-35, a similar pattern for trip distributions is evident in the summer peak month, with monthly trip volumes being slightly higher (160k) compared to winter (150k). In addition, the overall spread of trips accessing South Lake Tahoe is greater compared to the winter peak, with more trips originating from more areas. Origin hot spots remain similar but they intensify in the summer, e.g. more trips originating from areas such as Carson City and Minden.

Tracts In South Lake Tahoe

Distribution of Trip Origins

Origins of all trips ending in this geography, average month

Month of Aug 2019

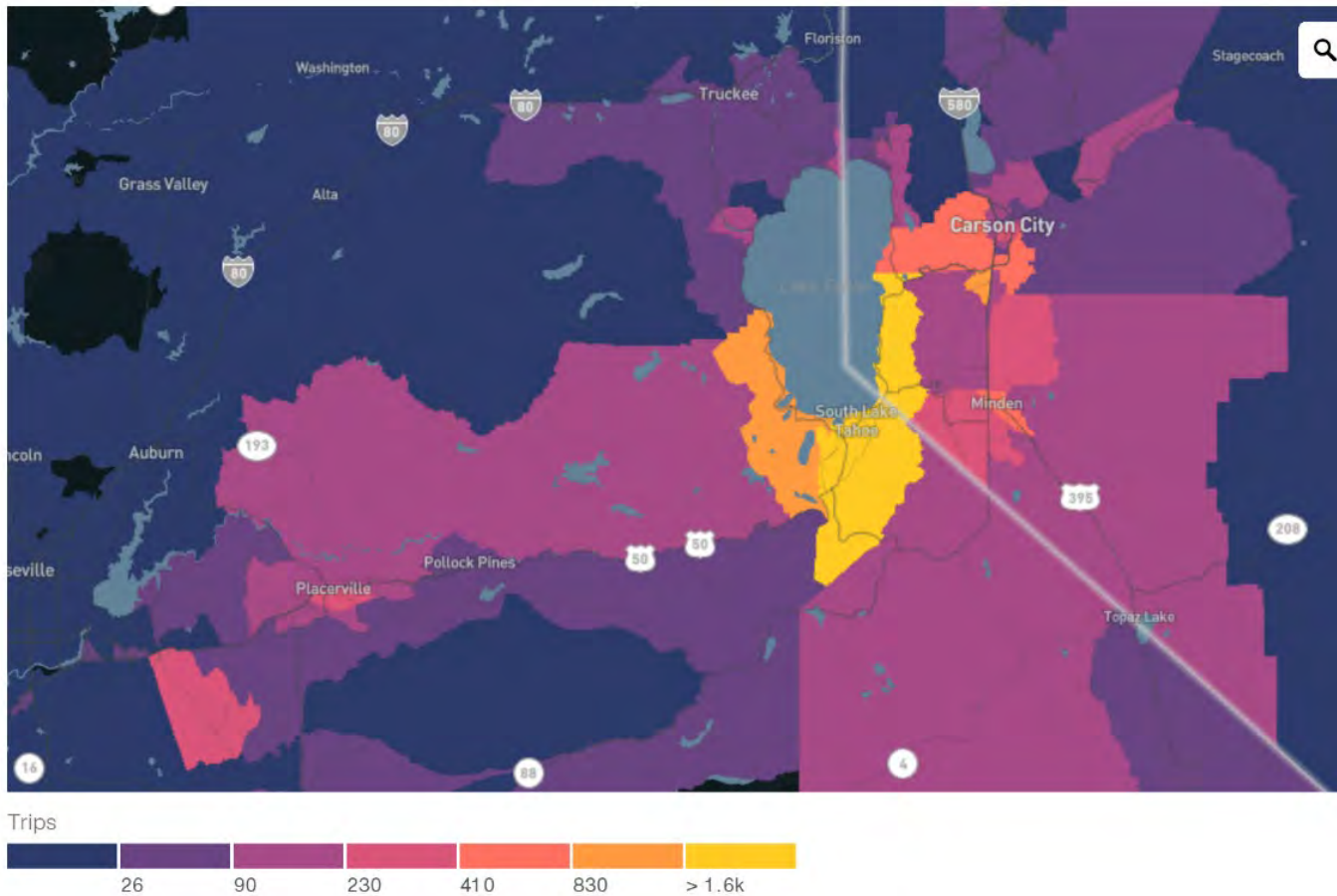


Figure 4-35 - Distribution of trip origins that end in South Lake Tahoe - average Summer Weekday (Aug 2019)



4.7.1.2 Replica Travel Patterns - 2022

Winter 2022, the data shows an increase from 150k to 170k in the total trips to South Lake Tahoe in comparison to winter 2019. As shown in Figure 4-36, the distribution of trips remains similar to 2019 with the majority of trips originating from within the local area boundaries and the hot spots of Carson City and Minden previously identified.

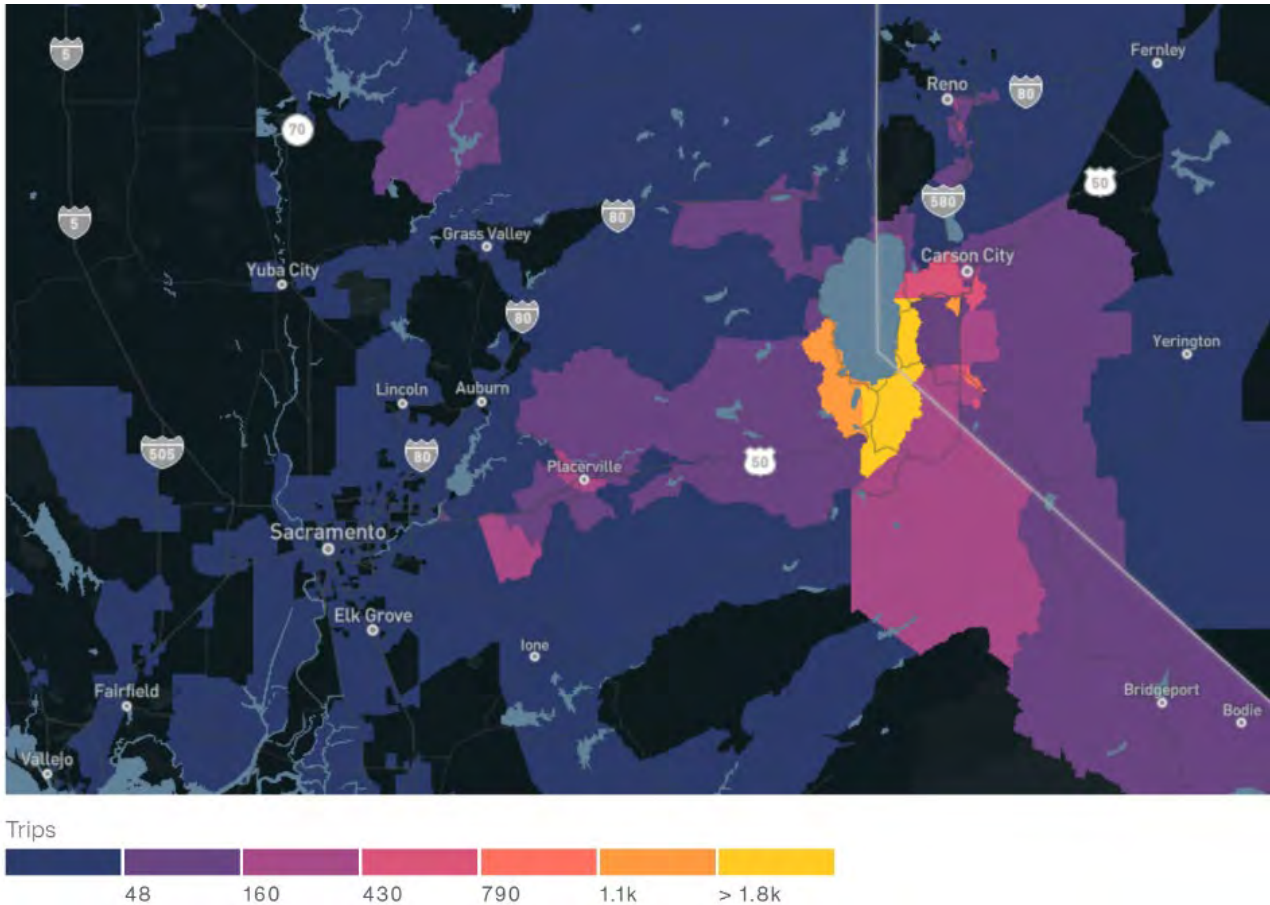


Figure 4-36 - Distribution of trip origins that end in South Lake Tahoe - average day in Winter, Feb 2022



The Figure 4-37 shows the 2022 summer peak, where the overall trips have increased in comparison to winter 2022 and summer 2019. However, the overall pattern of trip distribution remains broadly similar to previous periods, with a few more locations emerging as trip origin hot spots, for example around Tahoe City and Reno.

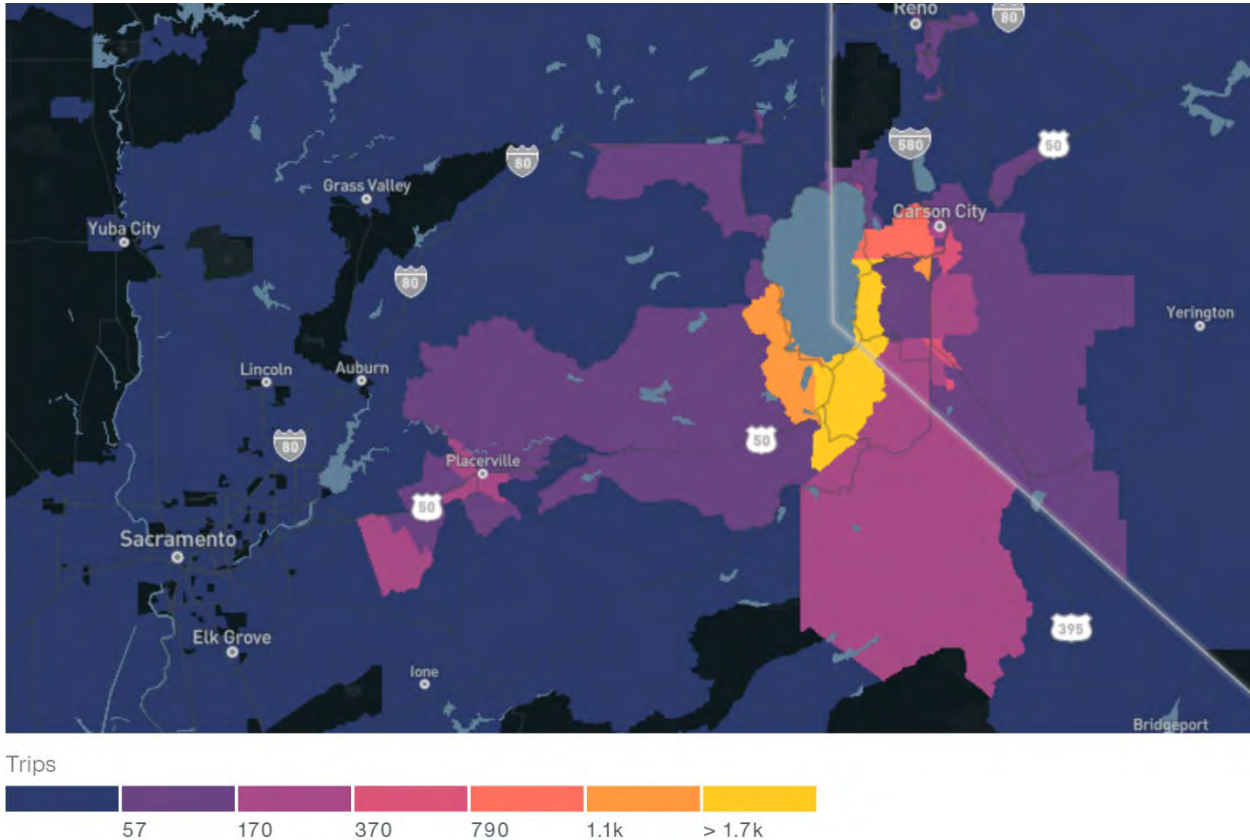


Figure 4-37 - Distribution of trip origins that end in South Lake Tahoe - average day in summer, Aug 2022



The purpose for trips to South Lake Tahoe were also examined for the winter and summer peak periods. The Replica data in Table 4-8 suggests that the differences in trip purpose between the months are minimal, with trips to ‘home’ making up approximately 34% of trips in both February and August. Recreational purposes make up the largest proportion of trips to South Lake Tahoe at approximately 40 to 42%. This shows that broadly in the winter and summer peaks, the travel purposes and distributions are similar. A similar pattern is also reflected in 2022, with trips to home remaining similar, however, there appears to be a decrease in trips for work in 2022. At the same time, there appears to be a slight increase in the proportion of trips being made for recreational purposes.

Table 4-8 - Trip purposes for trips to South Lake Tahoe, 2019 and 2022

Trip Purpose	% of trips in February 2019	% of trips in August 2019	% of trips in February 2022	% of trips in August 2022
Home	34	34	33	36
Work	18	16	15	13
Recreation (Eat, Social, Shop, Recreate)	40	42	44	45
Other	8	7	8	6

4.7.2 Carson City

4.7.2.1 Replica Travel Patterns - 2019

Within the area to the east of the Lake, three specific areas are of most interest. These are Carson City, Gardnerville and Minden, as they are thought to be the main locations of trips to and from the Basin. As a result, the destinations of trips originating in these three areas have been examined.

For Carson City, the following tracts were selected as the origin of trips as shown in Figure 4.38. The maps and figures on the following pages examine the destinations of trips from these census tracts to determine where journeys from this area are ending.

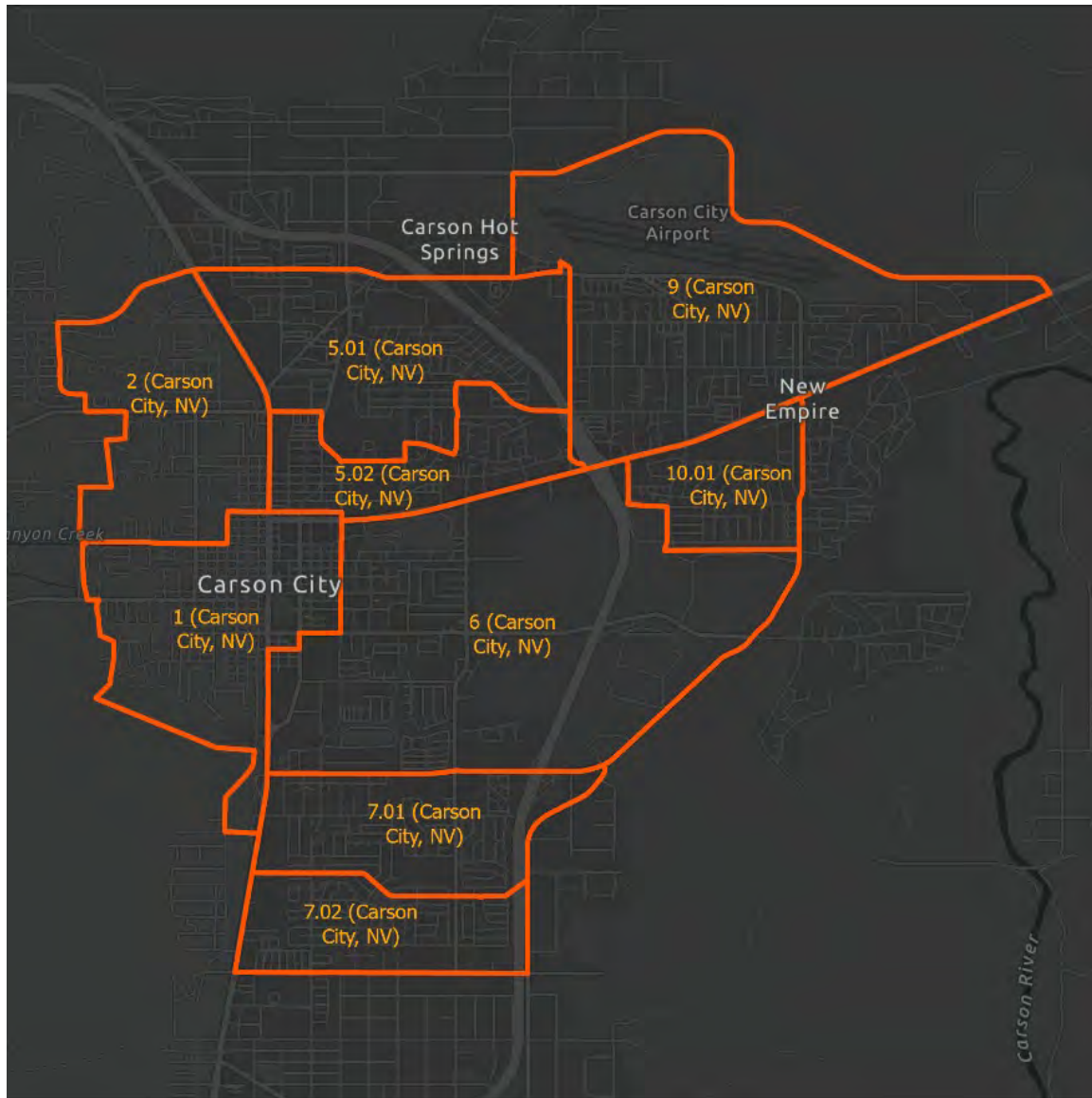


Figure 4-38 - Census tracts for Replica analysis for Carson City



As shown in Figure 4-39, the winter trip destinations from Carson City are mostly localized within the city area. There are also a number of trips that head northwards and end in Reno, as well as head south down Highway 395 to Minden. Overall, the trips to the Basin area are limited being on the lower end of the scale.

Tracts In 1 (Carson City, NV) & 8 Other Areas

Distribution of Trip Destinations

Destinations of all trips starting in this geography, average month

Month of Feb 2019

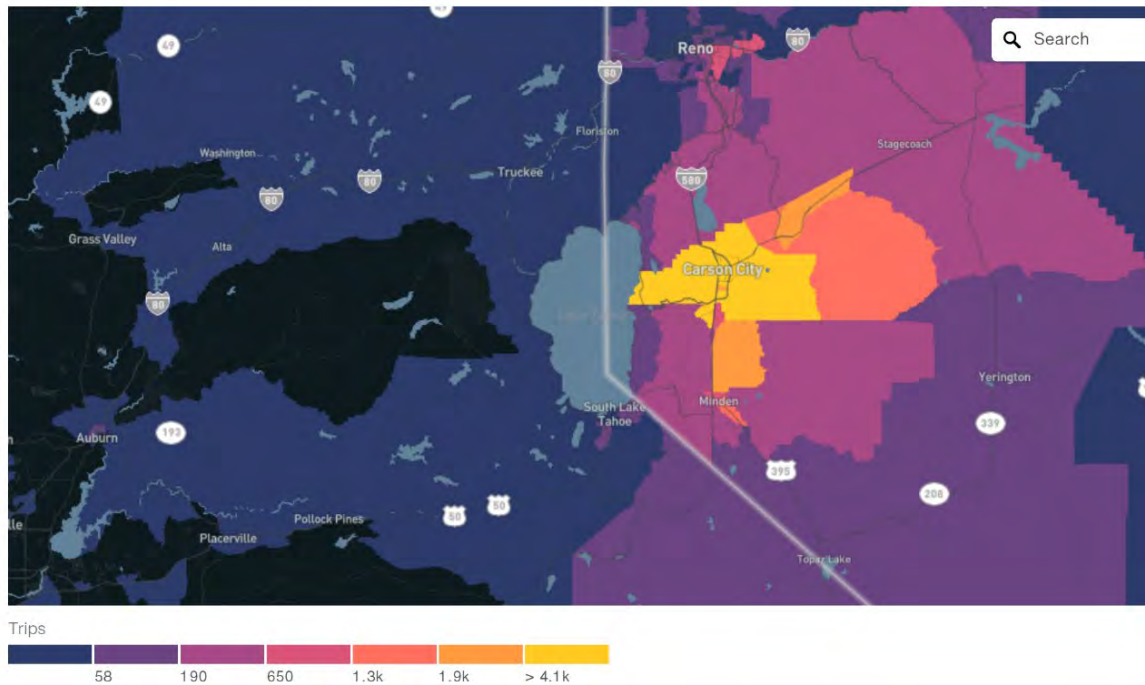


Figure 4-39 - Distribution of the destination of trips that start in Carson City-on an average day in winter, Feb 2019



The summer trip destinations from Carson City show a similar pattern to the winter with mostly localized trips within the city area as shown in Figure 4-40. The peak of trips from Carson City in the summer (160k total trips) is slightly higher compared to the winter peak of approximately (150k trips). As with the winter trips, there is a clear corridor of trips from Carson City southwards to Minden and northwards to Reno. In August there were a lot more trips from Carson City compared to July confirming that for these trips, the peak month is August.

Month of Aug 2019

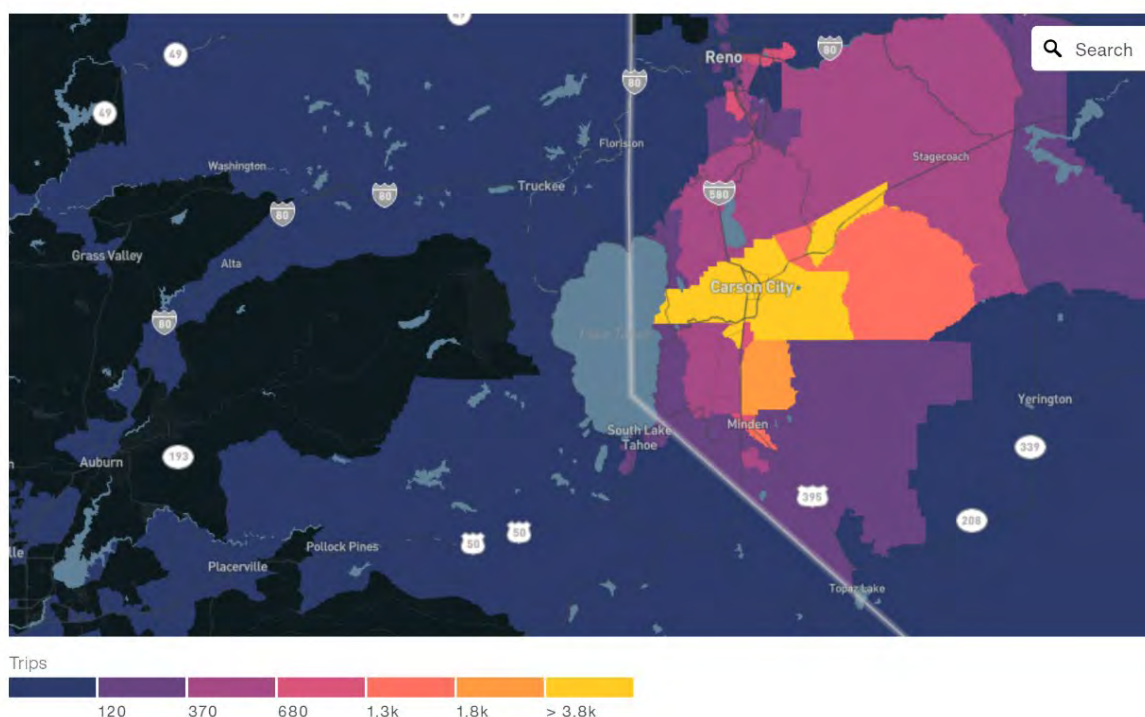


Figure 4-40 - Distribution of the destination of trips that start in Carson City-on an average day in summer, Aug 2019



4.7.2.2 Replica Travel Patterns – 2022

Figure 4.41 shows in 2022, the distribution for trips from Carson City remains similar to 2019, with hot spot destinations locally within the city and to the east as well as to the north in Reno. The overall total number of trips in winter (February) for both 2019 and 2022 are also similar, with 49k total trips in 2019 and 53k in 2022.

There is also still a cluster of trips that end in Minden/Gardnerville suggesting lots of trips travel down US 395.

Month of Feb 2022

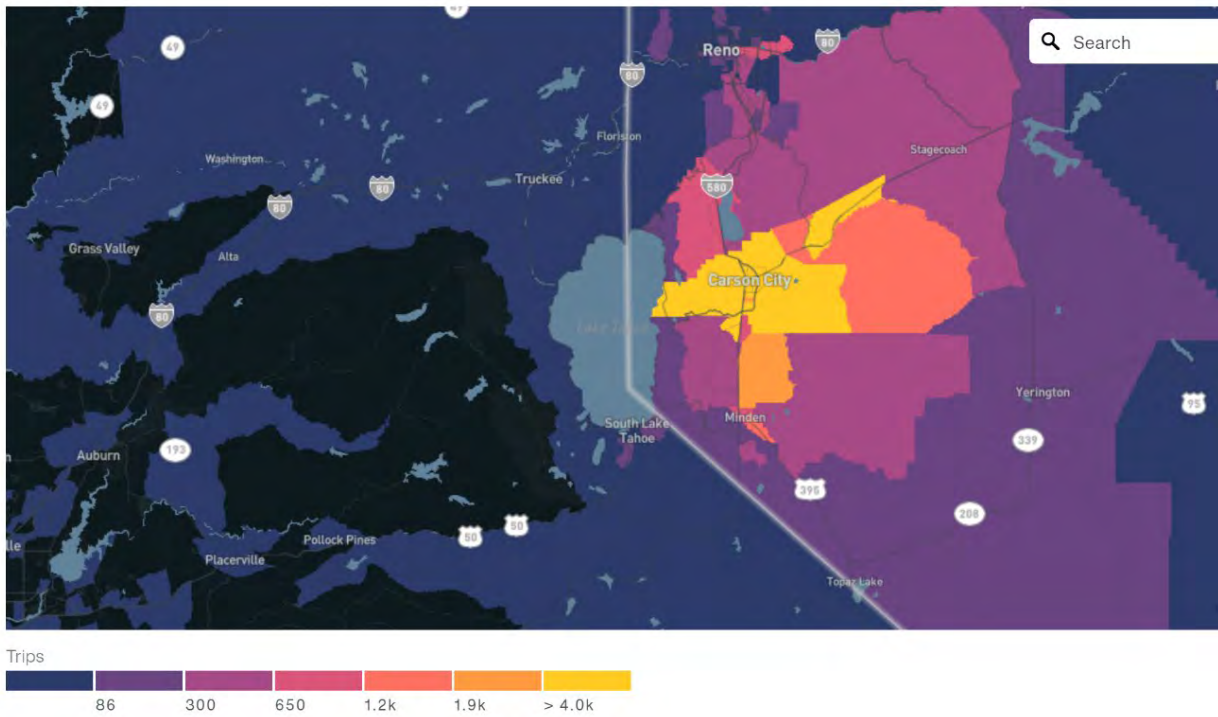


Figure 4-41 - Distribution of the destination of trips that start in Carson City-on an average day in winter, Feb 2022



Figure 4-42 shows that the distribution of trip destinations from Carson City in August 2022 remains very similar to February 2022, with the majority ending in the local area, heading northwards to Reno or southwards to Minden/Gardnerville. The overall trip volume in August 2022 (170k) was slightly larger than August 2019 (160k) but remained similar to the total trips in February 2022 (170k). Again, as with 2019, there were a lot more trips in August compared to July, further highlighting that August is the peak summer month for trips from Carson.

Tracts In Carson City

Distribution of Trip Destinations

Destinations of all trips starting in this geography, average month

Month of Aug 2022

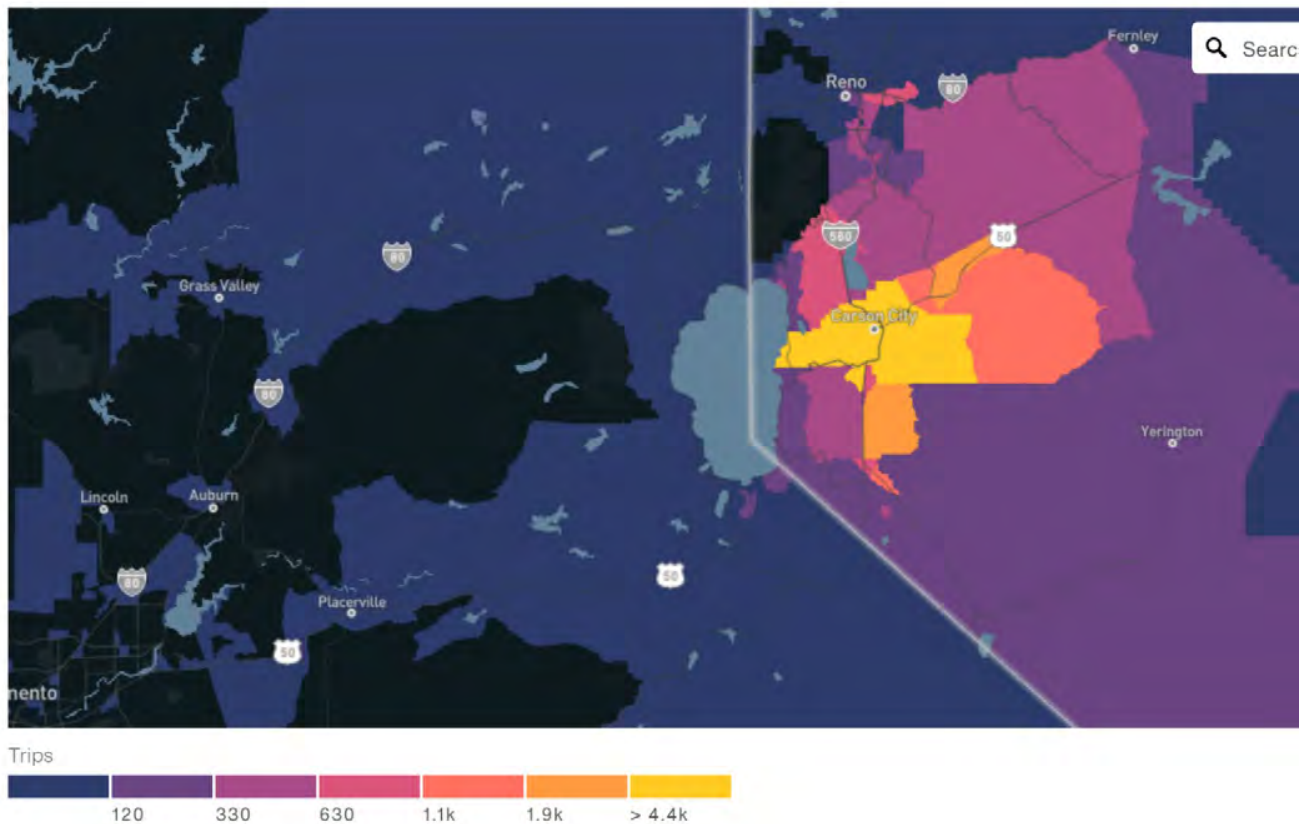


Figure 4-42 - Distribution of the destination of trips that start in Carson City-on an average day in summer, Aug 2022

The purpose for trips from Carson City were examined for the winter and summer peaks for both 2019 and 2022 as shown in Table 4-9. This shows that recreation trips are the most common purpose for trips from Carson City with 38% to 42% of trips in the peak months being for those purposes. The number of trips for ‘home’ purposes have remained relatively constant from 2019 to 2022; however, trips for work purposes appear to have gone slightly down since 2019, from approximately 17% to 14%.

Table 4-9 - Trip purposes for trips from Carson City, in 2019 and 2022

Trip Purpose	% of all trips in February 2019	% of all trips in August 2019	% of all trips in February 2022	% of all trips in August 2022
Home	35	34	34	36
Work	18	16	14	13
Recreation (Eat, Social, Shop, Recreate)	38	40	42	42
Other	9	10	10	9



4.7.3 Gardnerville

The census tracts examined for Gardnerville are shown below in Figure 4-43. As with Carson City, trips from these tracts and their end destinations are examined in the following analysis.

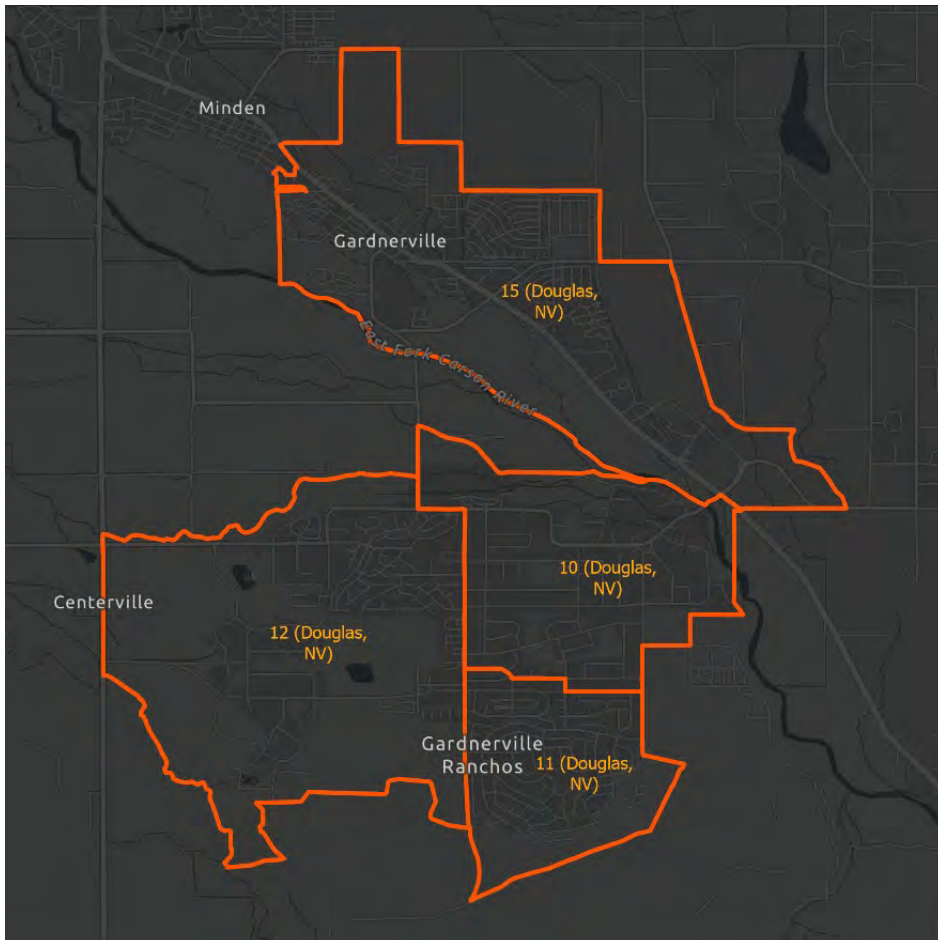


Figure 4-43 - Figure 4-43 - Census tracts examined in Replica for Gardnerville

4.7.3.1 Replica Travel Patterns – 2019

For trips originating in Gardnerville in the winter of 2019 as shown in Figure 4.44 , the majority ended in the local area. Similar to the trips from Carson City analyzed above, there appears to be a clear corridor of travel between Gardnerville and Carson City.

There are also trips to the basin however the numbers are relatively low.

Tracts In Gardnerville

Distribution of Trip Destinations

Destinations of all trips starting in this geography, average month

Month of Feb 2019

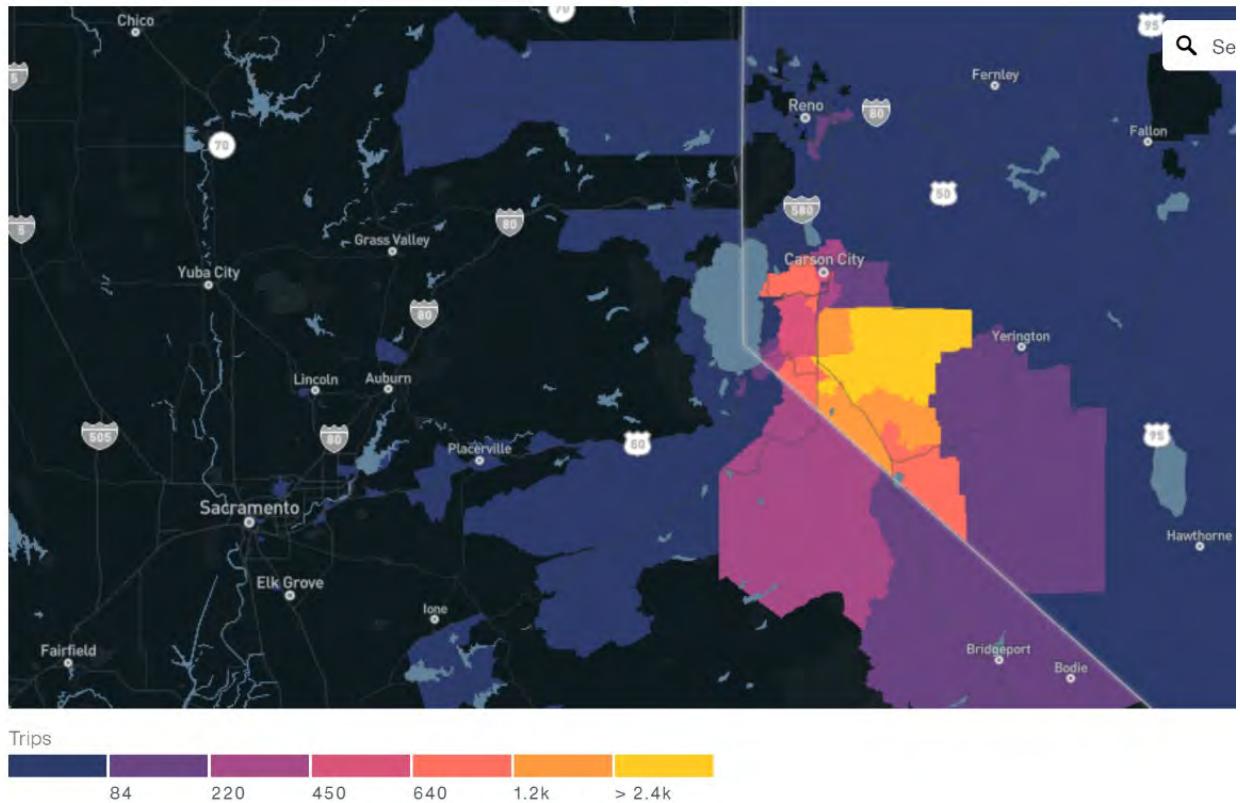


Figure 4-44 - Distribution of the destination of trips that start in Gardnerville -on an average day in winter, Feb 2019



For trips in the summer, the trip destinations from Gardnerville are mostly localized, with the majority of destinations being in and around Gardnerville as shown in Figure 4-45. Compared to the winter, there is a slightly higher number of trips overall, with 49k total trips in February and 51k in August. In comparison to July, the total number of trips are very similar, with slightly more in August. Again, there are trips from Gardnerville to the Basin, however, they remain at the lower end of the scale.

Month of Aug 2019

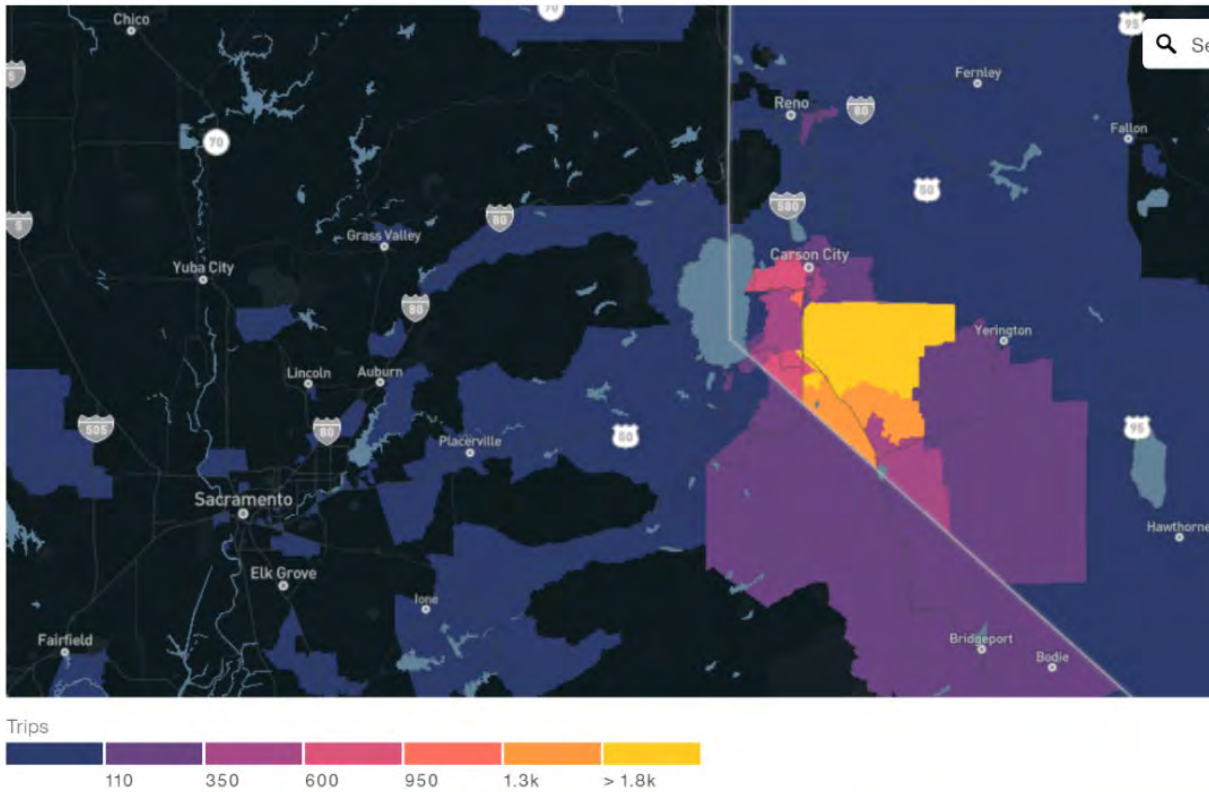


Figure 4-45 - Distribution of the destination of trips that start in Gardnerville on an average day in summer, Aug 2019



4.7.3.2 Replica Travel Patterns – 2022

Figure 4-46 shows the trips from Gardnerville in the winter of the 2022 and shows a very similar pattern compared to winter 2019. The majority of trips end around Gardnerville with some key hotspots in Carson City and northwards in Reno. The total trips overall as increased from 49k in February 2019 to 53k in February 2022.

There are some trips to the Basin, however again they are at the lower end of the scale therefore are not a particularly significant amount.

Tracts In Gardnerville

Distribution of Trip Destinations

Destinations of all trips starting in this geography, average month

Month of Feb 2022

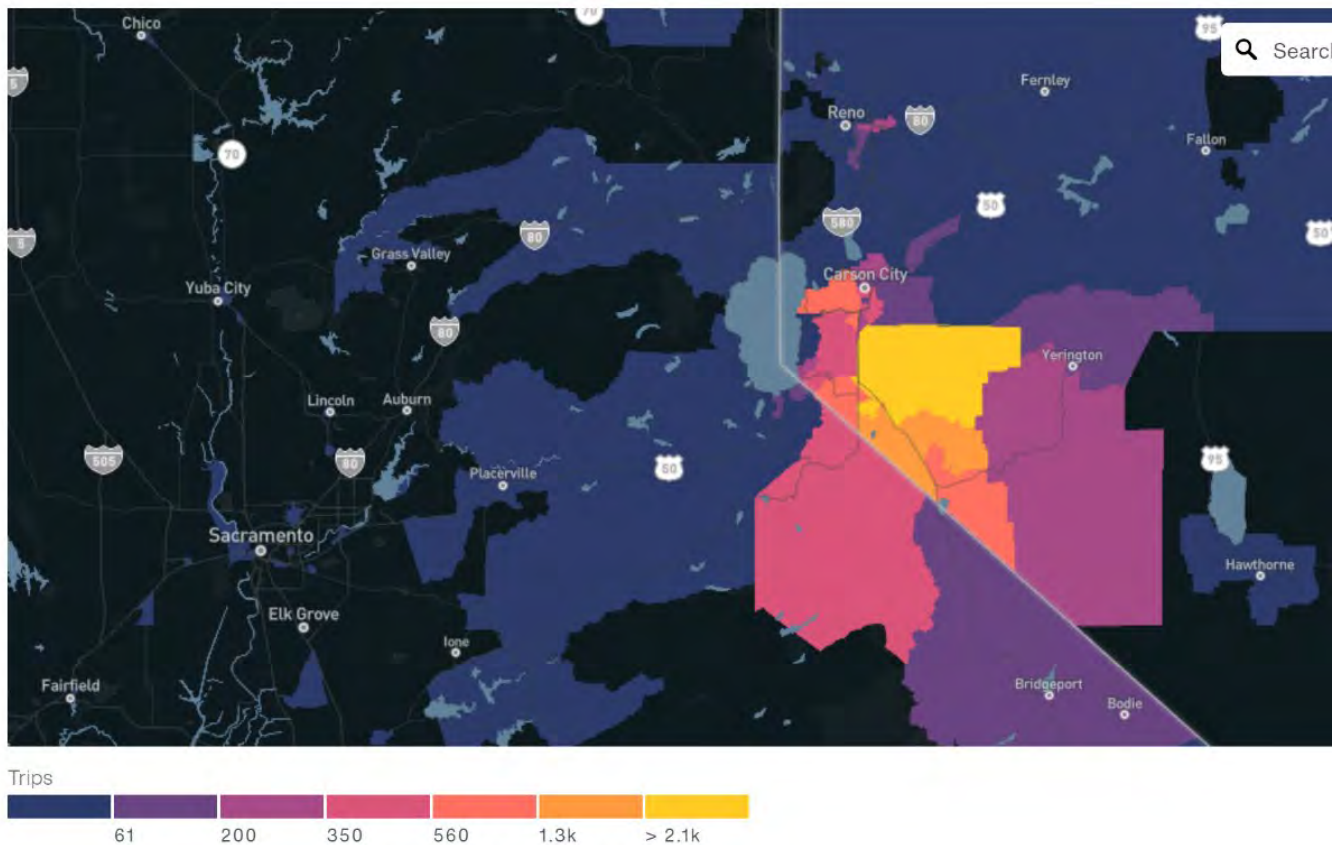


Figure 4-46 - Distribution of the destination of trips that start in Gardnerville -on an average day in winter, Feb2022



Figure 4-47 shows the trips from Gardnerville in the summer of the 2022 and shows a very similar pattern compared to winter 2022 and to summer 2019. The primary movement from Gardnerville appears to be to Carson City and other tracts in the local area. There are slightly more trips overall in August (56k) compared to February (53k) for 2022, which shows that in the summer there is a higher demand for services. Additionally, both February and August 2022 show increases compared to 2019 total trips.

In comparison to July, there are slightly more trips in August, however this difference is not significant.

Tracts In Gardnerville

Distribution of Trip Destinations

Destinations of all trips starting in this geography, average month

Month of Aug 2022

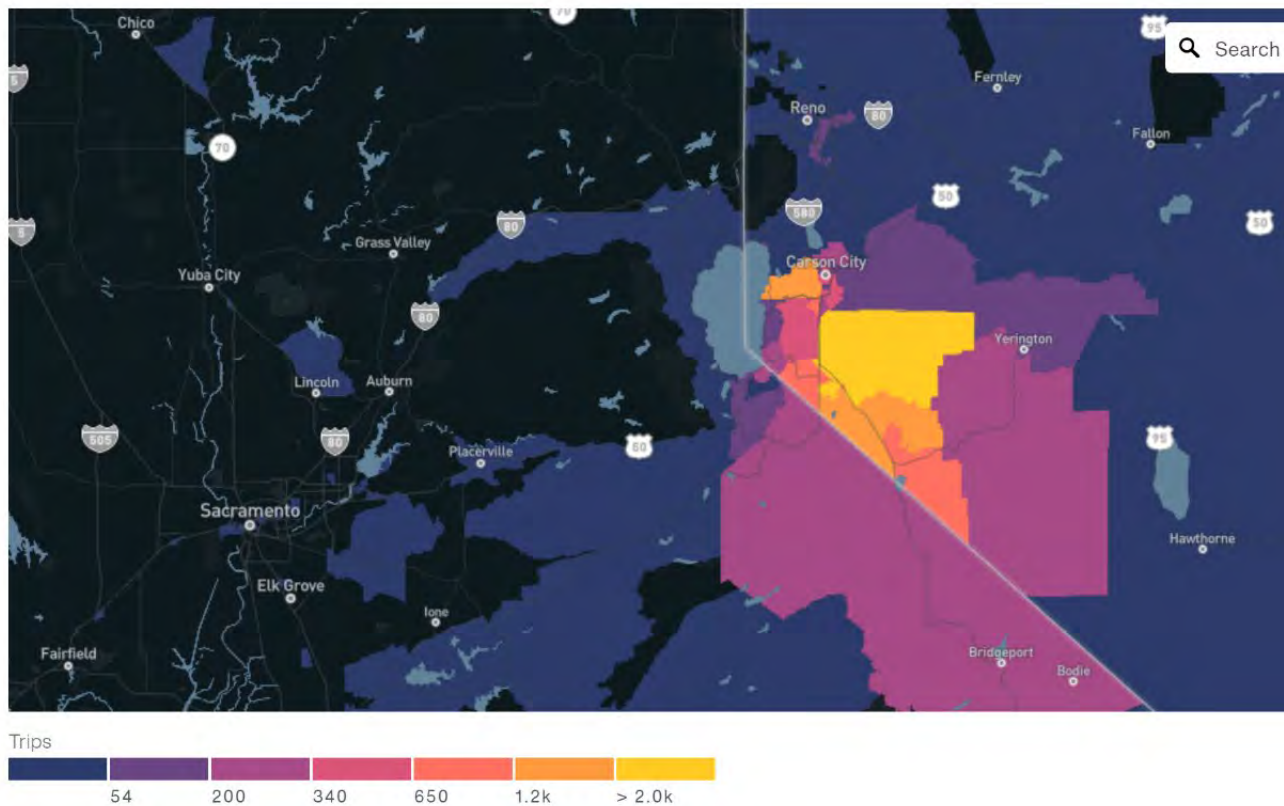


Figure 4-47 - Distribution of the destination of trips that start in Gardnerville -on an average day in summer, Aug 2022

The purpose for trips from Gardnerville in the summer and winter peaks in 2019 and 2022 are shown in Table 4-11. The proportion of trips that are for recreational purposes have slightly gone up from 2019 to 2022, while the percentage of work trips appears to have decreased from around 18% to 14%. Other purposes have remained relatively consistent across the time periods. There also appears to be a slight increase in the proportion of trips that are made for recreational purposes in the summer compared to the winter for both years.

Table 4-11 - Trip purposes for trips from Gardnerville, in 2019 and 2022

Trip Purpose	% of all trips in February 2019	% of all trips in August 2019	% of all trips in February 2022	% of all trips in August 2022
Home	34	32	32	34
Work	19	18	15	13
Recreation (Eat, Social, Shop, Recreate)	36	39	41	43
Other	11	11	12	10



4.7.4 Minden

Figure 4-48 below shows the census tract that was selected for Minden for the Replica analysis. As with the previous two areas, trips from this census tract have been analyzed to determine where journeys are ending from Minden.

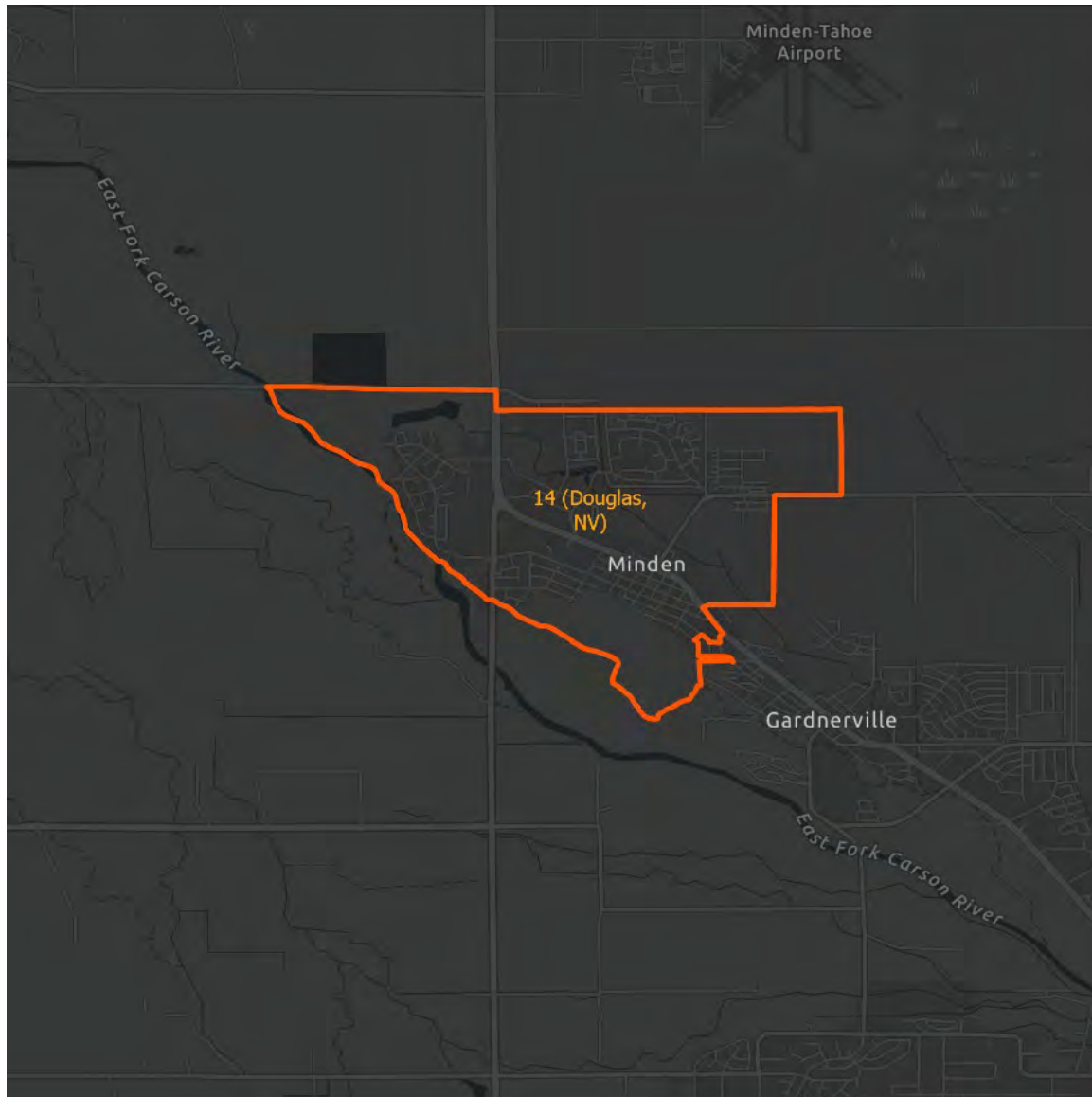


Figure 4-48 - Census tracts examined in Replica for Minden



4.7.4.1 Replica Travel Patterns – 2019

Minden has a very similar trip destination distribution to Gardnerville as shown in Figure 4-49. The majority of trips in the winter peak in 2019 head northwards towards Carson City and the census tracts in between. Again similar to Gardnerville, whilst there are some trips that start in Minden and end in the Tahoe basin, that number is comparatively small compared to the other trips from the area.

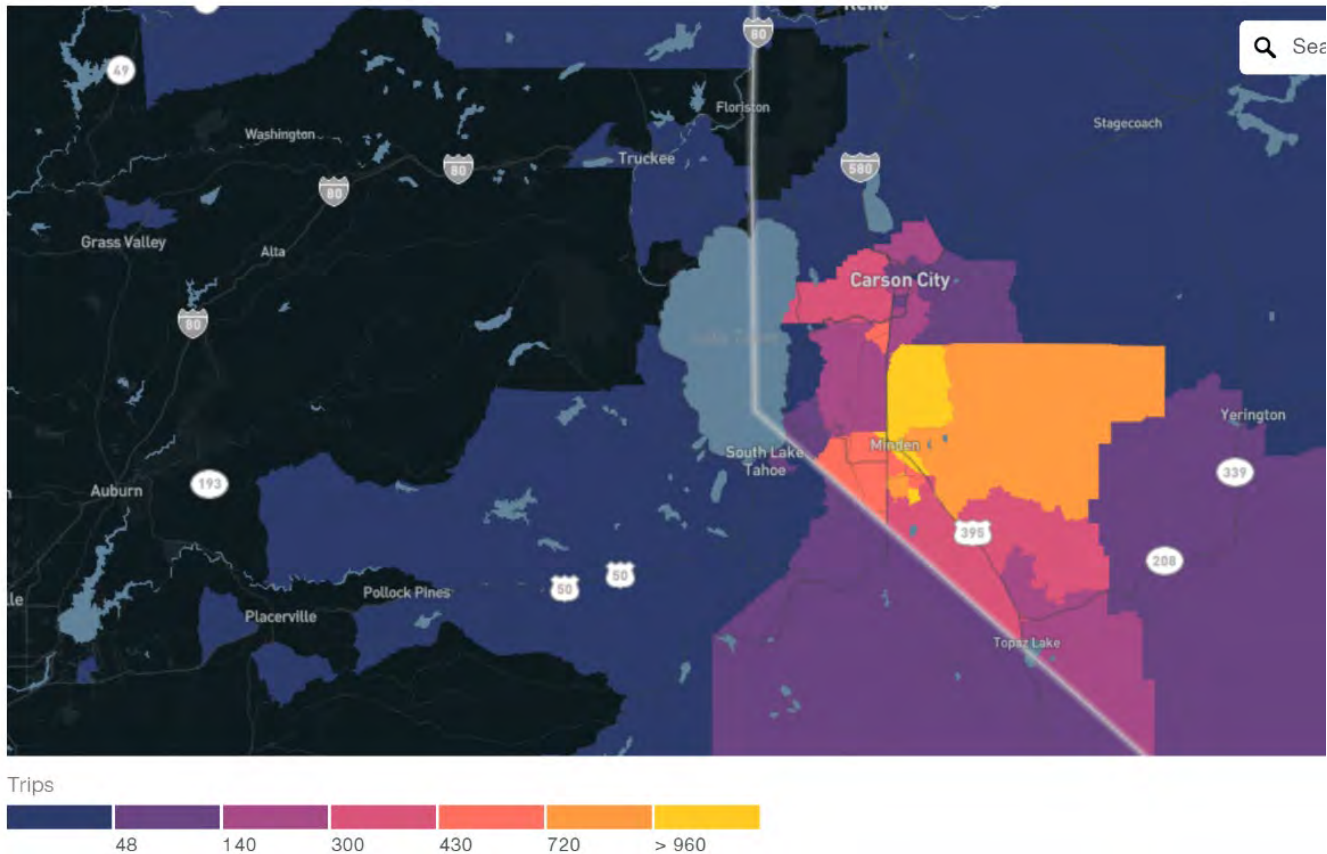


Figure 4-49 - Distribution of the destination of trips that start in Minden -on an average day in winter, Feb 2019



Similarly to Gardnerville, the number of trips from Minden is higher in the summer compared to the winter, increasing from 19k total trips in February to 21k in August. As shown in Figure 4-50 the overall distribution of trips from Minden is also very similar to Gardnerville, with the vast majority of trips ending in tracts around Minden and in Carson City.

From the data it appears the trips are slightly more localized compared to Gardnerville as trips to Reno from Minden do not appear as significant as the trips from Gardnerville to Reno.

Month of Aug 2019

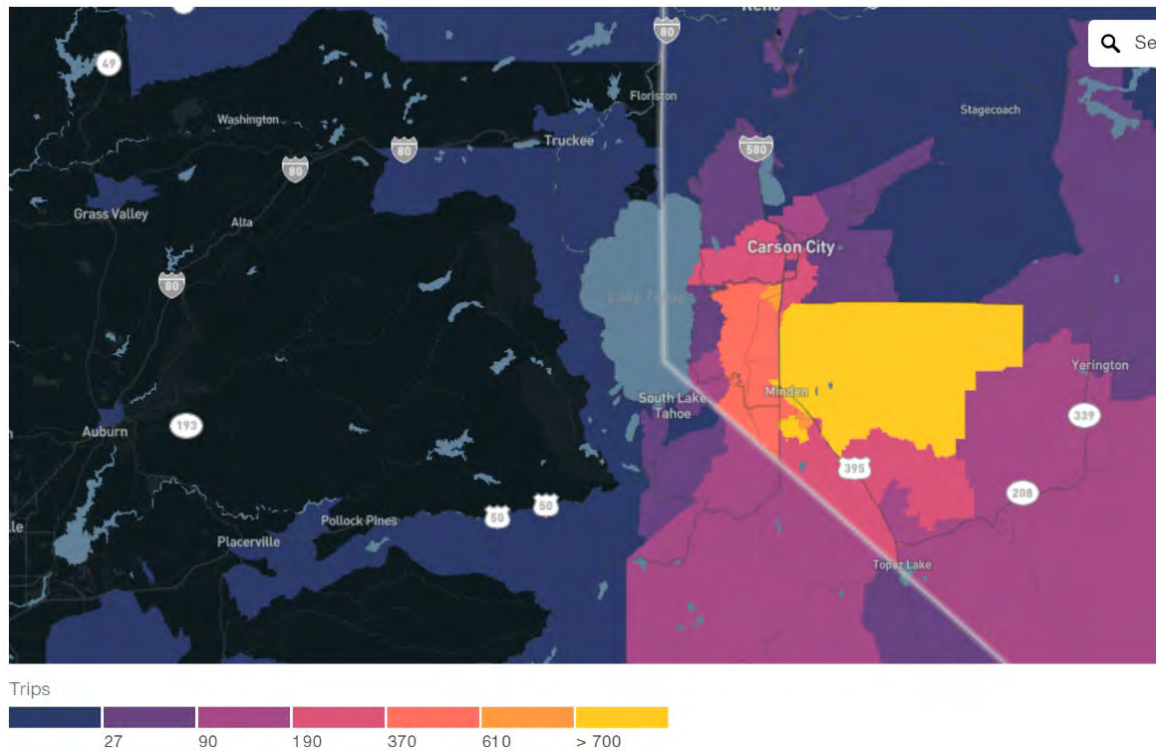


Figure 4-50 - Distribution of the destination of trips that start in Minden -on an average day in summer, Aug 2019



4.7.4.2 Replica Travel Patterns – 2022

The trip distribution from Minden in 2022 is very similar to those in 2019, with the majority going to local surrounding tracts or northwards towards Carson City as shown in Figure 4-51. There are some trips to the basin from Minden in the winter, however the number is limited.

One difference is the total trips in February 2022 compared to February 2019 which are slightly higher, increasing from 19k in 2019 to 23k in 2022.

Month of Feb 2022

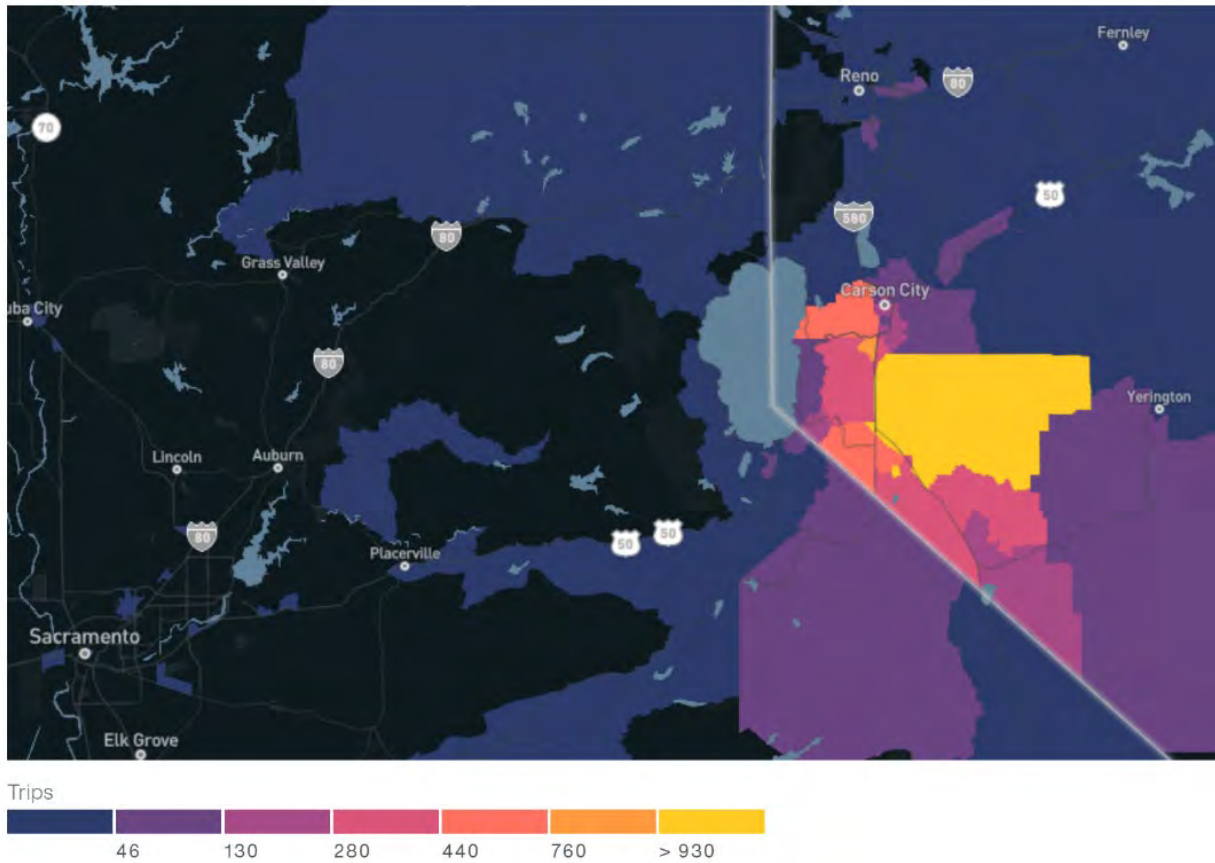


Figure 4-51 - Distribution of the destination of trips that start in Minden -on an average day in winter, Feb 2022



For trips from Minden in the summer peak of 2022, the overall total trips remain similar winter 2022, at 23k. As well as this, the distribution of where these trips end also remains similar as shown in Figure 4-52. The majority of trips head northwards particularly to Carson City and locations in between Carson City and Minden.

Month of Aug 2022

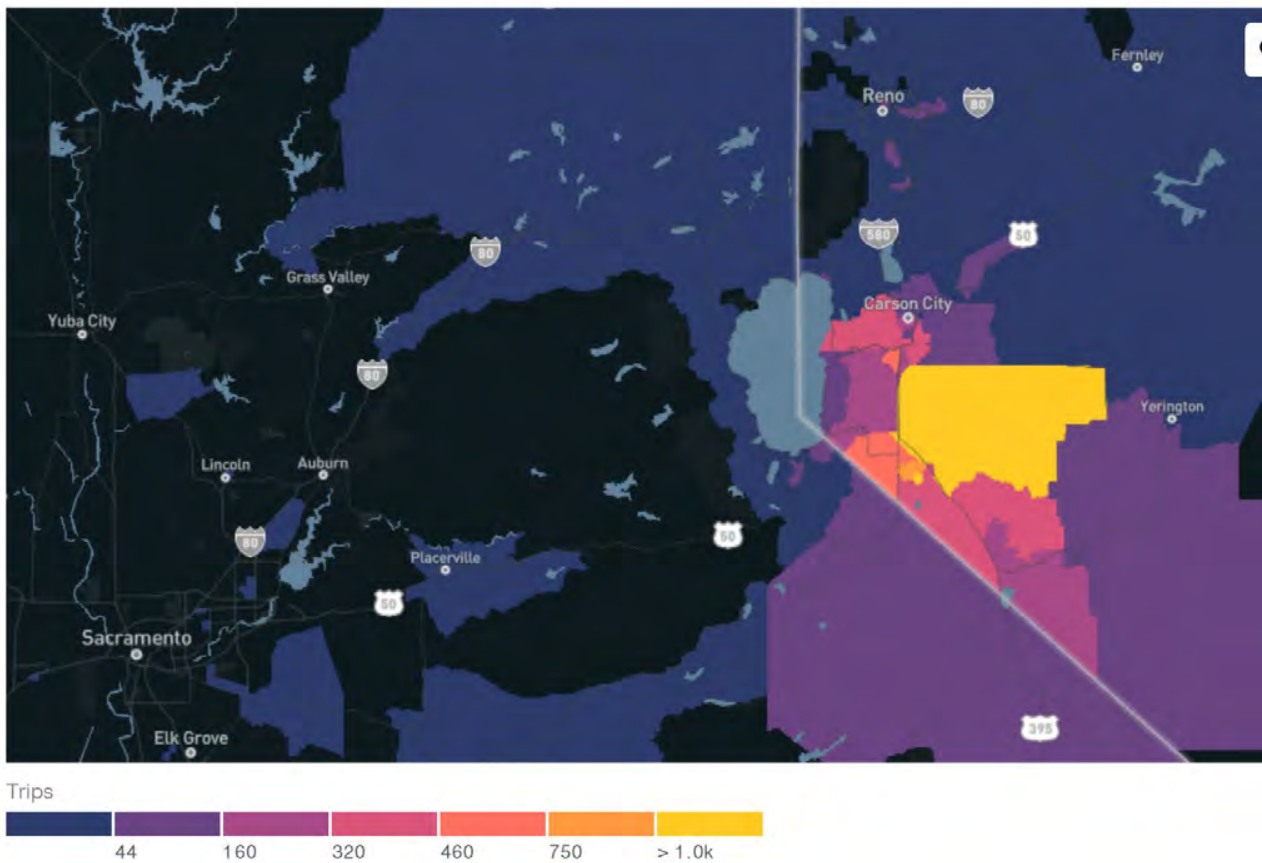


Figure 4-52 - Distribution of the destination of trips that start in Minden -on an average day in summer, Aug 2022



The purpose for trips from Minden were also examined for the winter and summer peaks for both 2019 and 2022 and are shown in Table 4-12. This shows that the number of trips from Minden for traveling home has remained constant at around 45%. Similar to Gardnerville, it appears that the proportion of works trips from Minden has decreased since 2019 from 12% to around 9%, while the proportion of recreational trips has increased slightly from around 34 to 39%.

Table 4-12 - Trip purposes for trips from Minden, in 2019 and 2022

Trip Purpose	% of trips in February 2019	% of trips in August 2019	% of trips in February 2022	% of trips in August 2022
Home	45	43	43	46
Work	12	12	10	8
Recreation (Eat, Social, Shop, Recreate)	34	35	38	39
Other	9	10	9	7

4.7.5 Incline Village

Trips to Incline Village were also of interest for this study to determine where journeys to this part of the Basin were originating from.

Figure 4-53 shows the census tracts that were selected as Incline Village for the Replica analysis.



Figure 4-53 - Census tracts examined for Incline Village



4.7.5.1 Replica Travel Patterns - 2019

From the 2019 Replica data for the winter peak, the number of trips to Incline Village are relatively low at 19k. As shown by Figure 4-54 most of the trips come from the surrounding local area around the village, and the north side of the basin around Ridgewood, Carnelian Bay and Tahoe City. There are also a number of trips from Carson City to Incline Village, most likely workers who live in Carson City and work at Incline Village.

From the south side of the basin, there do appear to be some trips to Incline Village, however the number is in the lower end of the scale and therefore not significant.

Month of Feb 2019

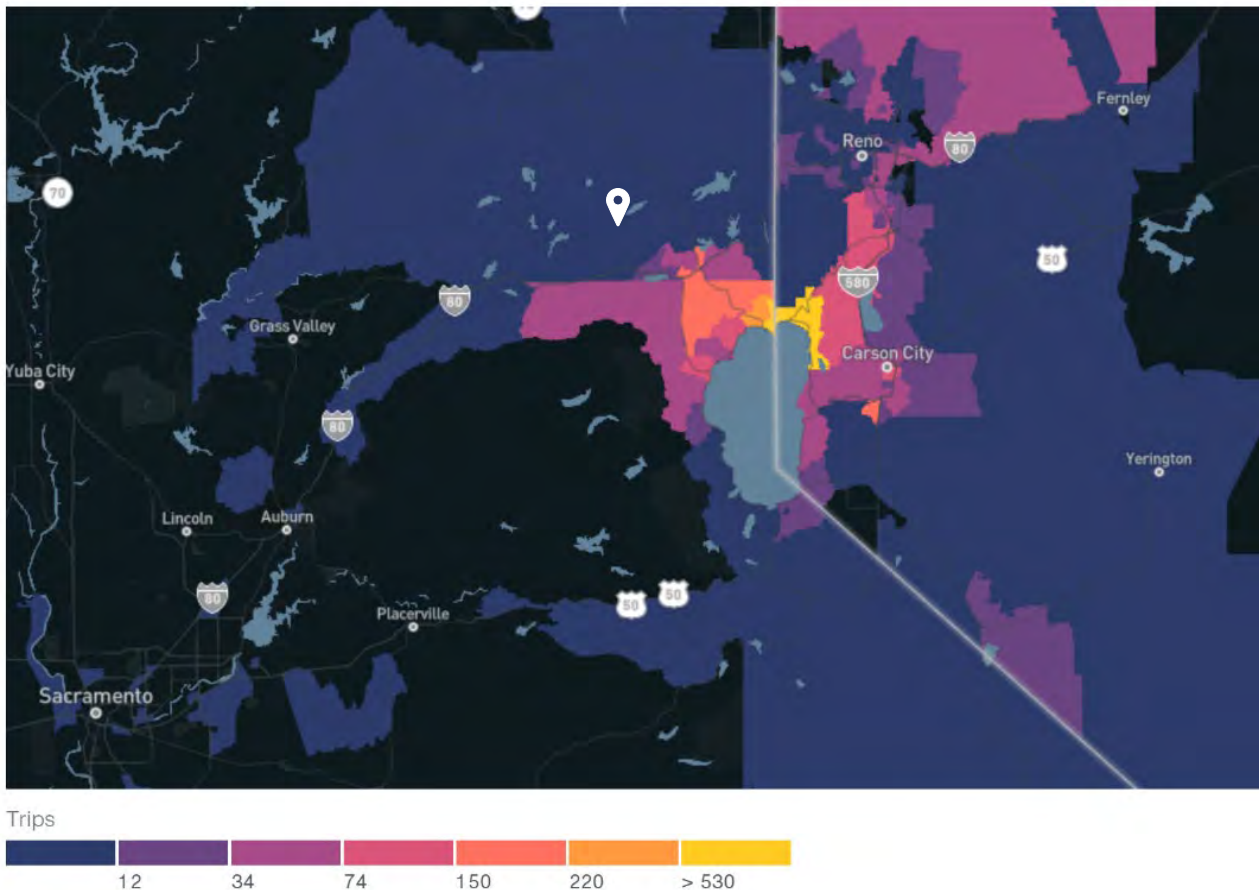


Figure 4-54 - Distribution of the origins of trips that end in Incline Village-on an average day in winter, Feb 2019



For trips that end in Incline Village in the summer peak in 2019, there are no distinct differences between winter and summer, with the distribution of where trips are coming remaining very similar as shown in Figure 4-55. Primarily trips originate in the local area or from tracts around Reno, Carson City, Carnelian Bay and Tahoe City

Overall there are slightly more trips in summer compared to winter, increasing from 19k in February to 22k in August.

From the south side of the basin, again there are some trips to Incline Village however, the number is in the lower end of the scale meaning the overall volume is low.

Month of Aug 2019

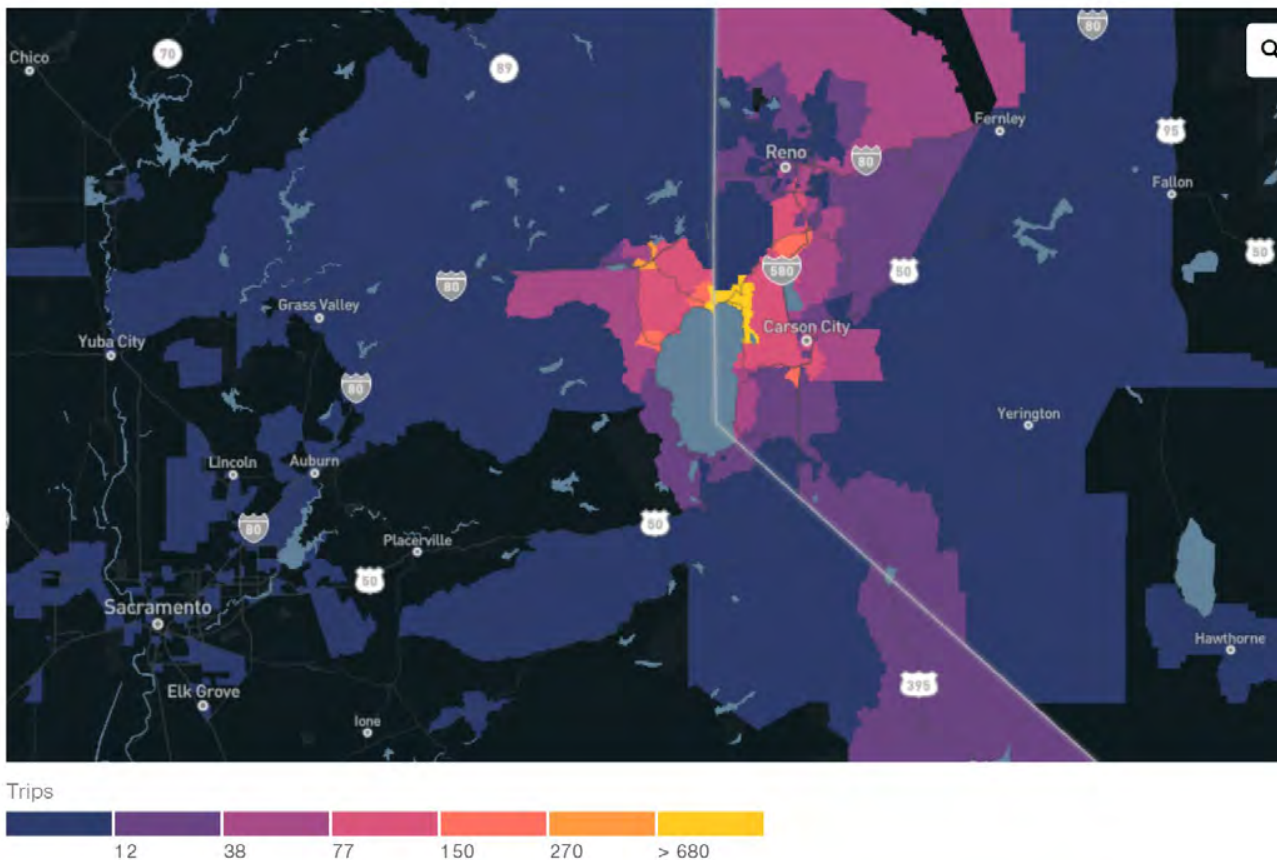


Figure 4-55 - Distribution of the origins of trips that end in Incline Village-on an average day in summer, Aug 2019



4.7.5.2 Replica Travel Patterns – 2022

For the winter 2022 peak, the number of trips to Incline Village appear to have gone up from all areas compared to 2019 winter, increasing from 19k to 21k. However, as shown in Figure 4-56 the distribution still remains very similar, with clusters of trips mostly originating in the local area and north side of the basin around Reno, Carnelian Bay and Tahoe City as well as from Carson City.

There are still some trips from the South shore, however not a significant amount.

Month of Feb 2022

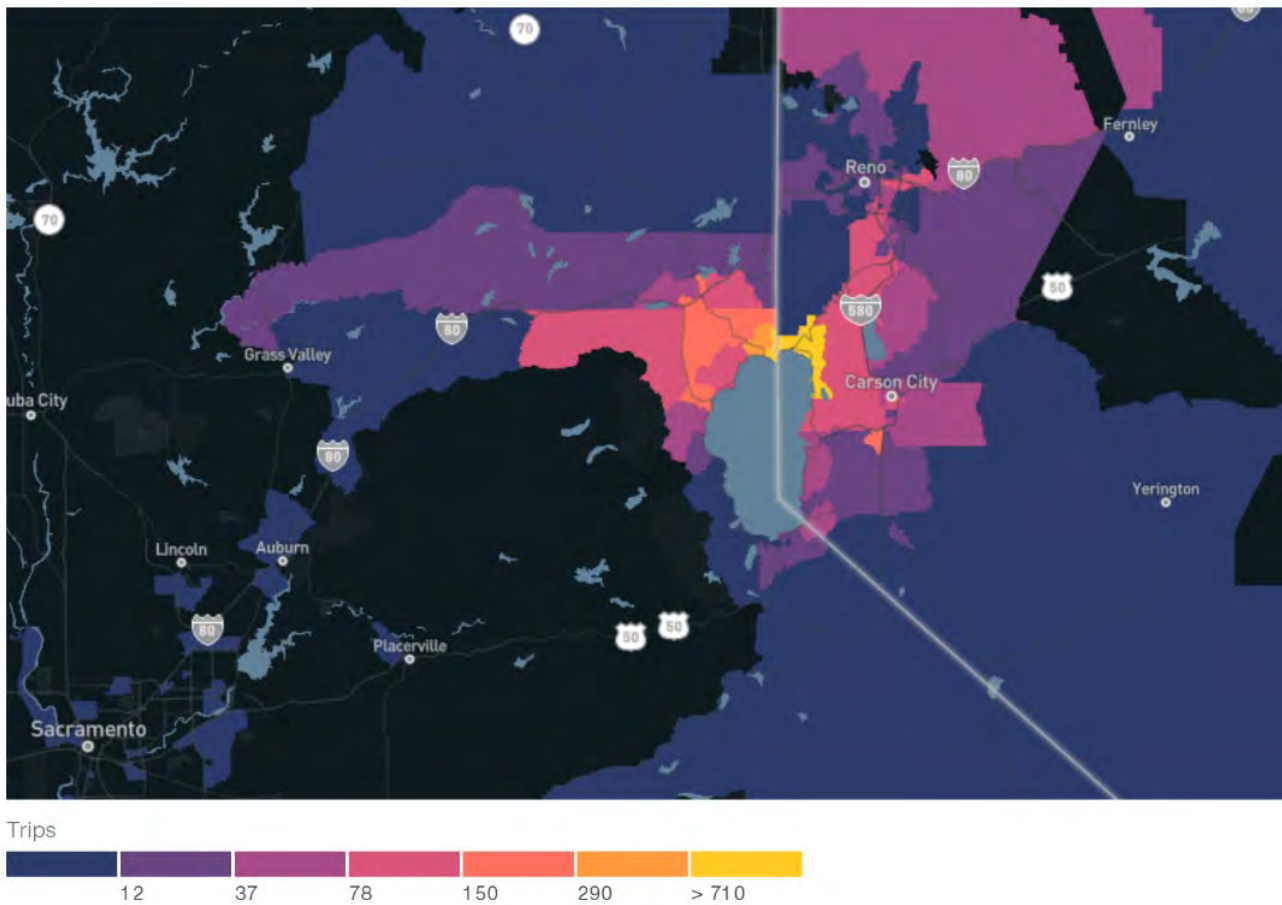


Figure 4-56 - Distribution of the origins of trips that end in Incline Village-on an average day in winter, Feb 2022



Similar to August 2019, Figure 4-57 shows that the trips to Incline Village in August 2022 have a similar distribution, mostly originating in the local area around Incline Village as well as other locations on the north side of the basin. The overall trip numbers for 2022 have also increased slightly compared to 2019, increasing from 22k in August to 25k in August 2022 meaning there are more trips originating from the hotspot locations.

Compared to winter 2022, the overall number of trips appears to be slightly higher in summer, increasing from 21k trips in February 2022 to 25k trips in August 2022.

Month of Aug 2022

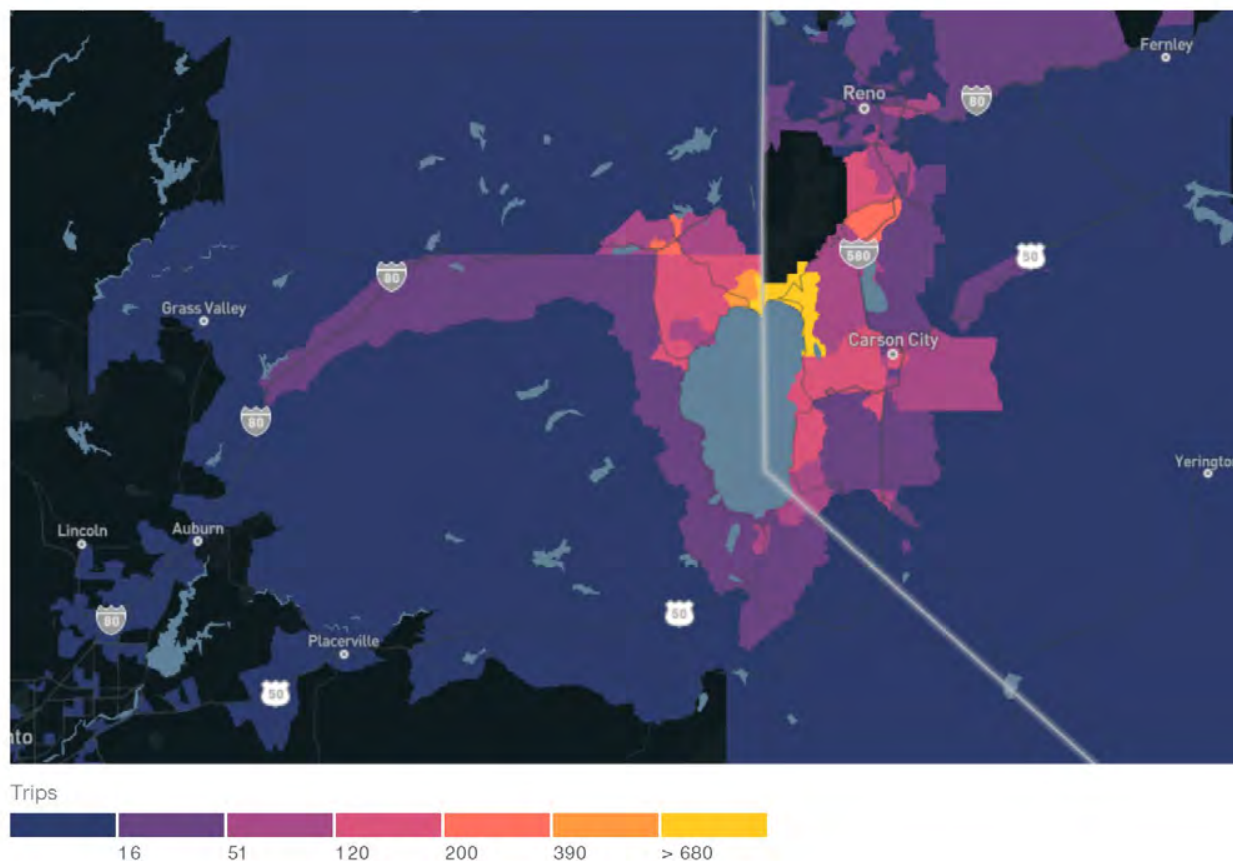


Figure 4-57 - Distribution of the origins of trips that end in Incline Village-on an average day in summer, Aug 2022



Lake Tahoe Short Range Transportation Plan (SRTP)



The purpose for trips to Incline Village for summer and winter 2019 and 2022 are shown in Table 4-13. This shows an increase in the proportion of trips made for recreation purposes from 2019 to 2022, from around 37% to 42.5%. While at the same time, a decrease in trips for work purposes from 15% in 2019 to around 10% in 2022. This is the biggest decrease in the percentage of trips for work purposes across all the areas examined, suggesting that there are fewer workers making trips to Incline Village. The differences between winter and summer peaks are negligible with similar distribution and only a few percentage differences.

Table 4-13 - Trip purposes for trips to Incline Village, 2019 and 2022

Trip Purpose	% of trips in February 2019	% of trips in August 2019	% of trips in February 2022	% of trips in August 2022
Home	39	38	36	43
Work	15	15	11	9
Recreation (Eat, Social, Shop, Recreate)	36	38	43	42
Other	10	9	10	6



Chapter 5 – Existing Transit Services





5 Existing Transit Services

5.1 Service Area

TTD facilitates, implements, and delivers transportation projects in the Tahoe Basin, an area spanning 500 square miles, of which approximately 191 square miles comprise the surface waters of Lake Tahoe. TTD also provides operational authority for transit services within the Basin boundaries. Under this authority, TTD is currently operating transit service in South Lake Tahoe, California. The South Shore service offers connections to surrounding areas, both in and out of the Tahoe Basin.

The Tahoe Basin straddles the borders of the California and Nevada state lines between the Sierra Crest and the Carson Mountain Range. Approximately two-thirds of the Basin is in California and one-third in Nevada, with 80% publicly owned as National Forest land and 7% as State Parks land. The lake dominates the features of the Basin and is the primary focus of local environmental regulations to protect its exceptional water clarity.

The Basin encompasses two states, five counties, and one incorporated municipality. Located within the California portion of the Tahoe Basin is the incorporated City of South Lake Tahoe and portions of El Dorado County and Placer County. On the Nevada side of the state line, portions of Washoe and Douglas counties are included, along with rural areas of Carson City. The Basin is regularly delineated between the North and South Shore regions.

Lake Tahoe Basin – South Shore

The South Shore region of Lake Tahoe includes both El Dorado County and the City of South Lake Tahoe in California and Douglas County in Nevada. El Dorado County boundaries includes the City of South Lake Tahoe and neighborhood communities such as Meyers, Christmas Valley, Camp Richardson, Meeks Bay, Tahoma, and various neighborhoods along the southern portion of Pioneer Trail situated outside of South Lake Tahoe's municipal boundary.

In Douglas County, there are many small neighborhood communities dispersed along the Carson Mountain Range, including Stateline, Upper and Lower Kingsbury, Round Hill, Zephyr Cove, Skyland, and Glenbrook. All of the communities located in the South Shore region of Lake Tahoe are located within the boundaries of TTD's operational authority.

The North Shore region of Lake Tahoe includes Placer County in California and both Washoe County and Carson City in Nevada. The rural boundary of Carson City extends to the eastern shore of Lake. Like the South Shore, all of the communities located in the North Shore region of Lake Tahoe are within the boundaries of TTD's operational authority. Currently, only seasonal summer



service is offered by TTD on the North Shore, providing service from Incline Village to Sand Harbor State Park.

5.2 Service Types

Urban Connectors link urban nodes together and connect to other Basin transit services. This would include service along Highway 50 through the South Shore and connections from Stateline to Incline. TART currently provides Urban Connector services along the North Shore.

Community Connectors provide flexible home-to-hub services options utilizing microtransit options like TART Connect, van pools, and Lake Link. Microtransit delivers door-to-door on-demand services with smaller vehicles, app-based reservations, and connections within pre-defined zones or home-to-hub services for movement between zones. Vanpools connect pre-defined ridership from home to employment nodes.

Regional Connectors help bring workers and visitors into the Basin without having to use private vehicles. TTD can assist in acting as the regional link to funding opportunities that focus upon moving people into the Basin via other modes than the private vehicle and improving regional connectivity. This means focusing on visitors and commuters who want to access the Basin by adopting a regional viewpoint and leveraging the bi-state nature of TTD to seek funding from both California, Nevada, and the federal government. TTD could also use its authority to establish other regional sources.

Recreation Connectors allow access to the many recreational opportunities that make Lake Tahoe an attractive place to live, work and visit. It can also focus upon services that are seasonal in nature and open the opportunity for both winter and summer ridership gains.

5.3 Existing Service

TTD operates five existing services:

- Two urban routes (50 and 55) in South Lake Tahoe
- Two regional routes (22 and 19X) to Minden/Gardnerville and Carson City
- One recreational route (28) between Incline Village and Sand Harbor



Lake Tahoe Short Range Transportation Plan (SRTP)



Figure 5-1 - Existing TTD Services



5.4 Paratransit/On-Demand Service

Paratransit Service is a shared-ride, origin to destination, transportation service, provided to individuals with disabilities. There is an application process to determine eligibility. Persons with disabilities who meet TTD’s eligibility criteria was developed under the guidelines established by the U.S. Department of Transportation (DOT) Americans with Disabilities Act of 1990. TTD’s decisions regarding eligibility is based solely on the applicant’s functional ability to access and use the fixed-route transit service. Reservations are taken between 6:00 a.m. and 8:00 p.m. daily. Next day reservations must be made before 8:00 p.m. Same-day reservations are accommodated when possible, but there are no guarantees.

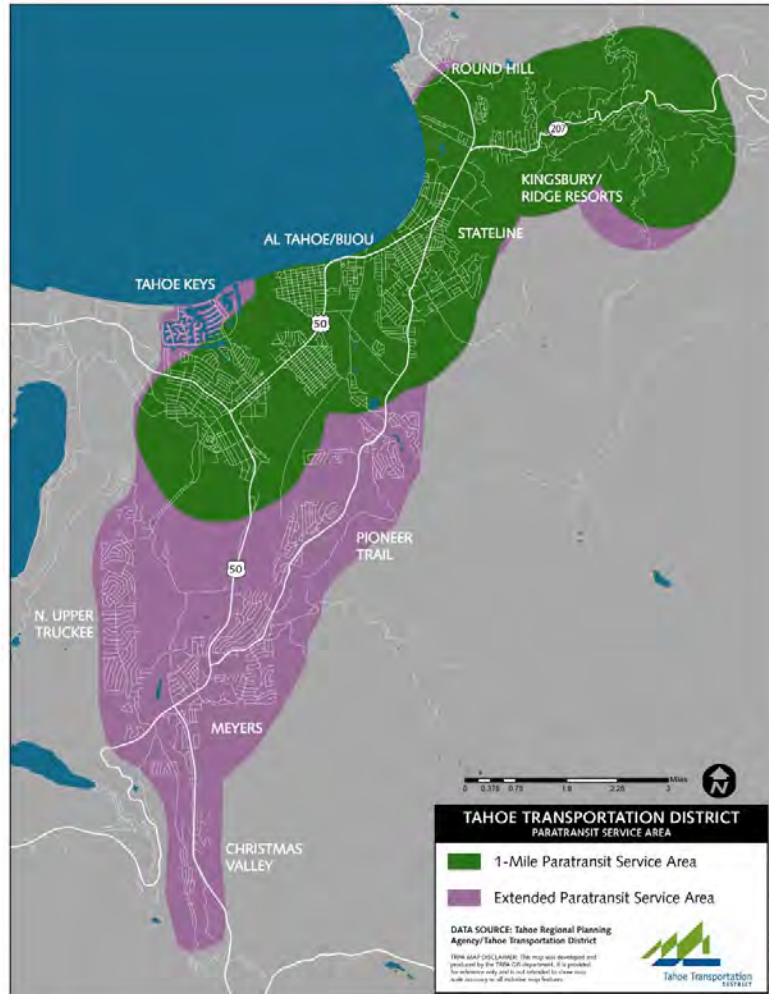


Figure 5-2 - Paratransit Service Area



5.4.1 Microtransit

While TTD does not currently operate an app-based general public, on-demand transit commonly referenced as “microtransit,” it is important to recognize the efforts of the South Shore’s microtransit system, Lake Link, and the potential for both improving access to public transit and overall ridership with an integrated system.

The traditional purpose of microtransit, also known as first-mile, last-mile service, is to expand the coverage of transit service into areas where fixed route service is not feasible. This is normally due to the need to serve areas of low residential density that result in low travel demand in addition to serving a scattering of destinations. On the South Shore, additional factors like roadway width and geometry impact the ability to operate fixed routes into neighborhoods – especially during the winter months with accumulated snow. Further highlighting the need for better residential access is an overall lack of sidewalks, ADA compliant infrastructure, and snow accumulation/storage that make navigating neighborhood streets on foot difficult and in some instances, dangerous during the winter months. Microtransit services are typically not scheduled and are provided on an on-demand basis. Utilizing an app-based reservation system, with a call center backup, the operation and delivery of on-demand services has greatly improved through real-time scheduling.

Microtransit service was originally identified as a mitigation measure for the Tahoe Blue Events Center. With additional funding partners, it has expanded its operational footprint to include a sizable portion of the City of South Lake Tahoe and expanded out to Round Hill in Douglas County, Nevada. The Lake Link system currently operates as a single zone and has not integrated with TTD’s fixed route services yet. As microtransit continues to grow, TTD anticipates partnering with Lake Link to shape both fixed route and microtransit services into a more cohesive and complementary transit system.

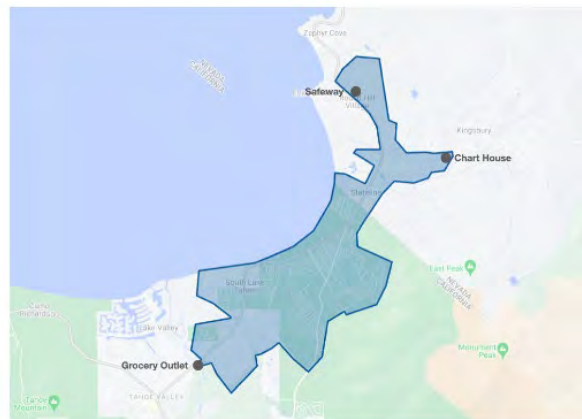


Figure 5-3 - Microtransit Service Area

Integrated transit featuring fixed route and microtransit elements would operate differently, focused on connecting the neighborhoods to the fixed route mainlines complementing higher capacity transit and freeing the microtransit assets quickly to resume connective service.

aaaaaaaaaaThe result is similar to the familiar hub and spoke system utilized by airlines since the 1980s. Less dense areas are served by smaller vehicles that connect to a hub which accesses frequent, large capacity vehicles traveling greater distances. While this system does require riders



to make transfers to reach their final destinations, the ability of riders to reach the mainlines is greatly enhanced, boosting equity, access, and ridership.

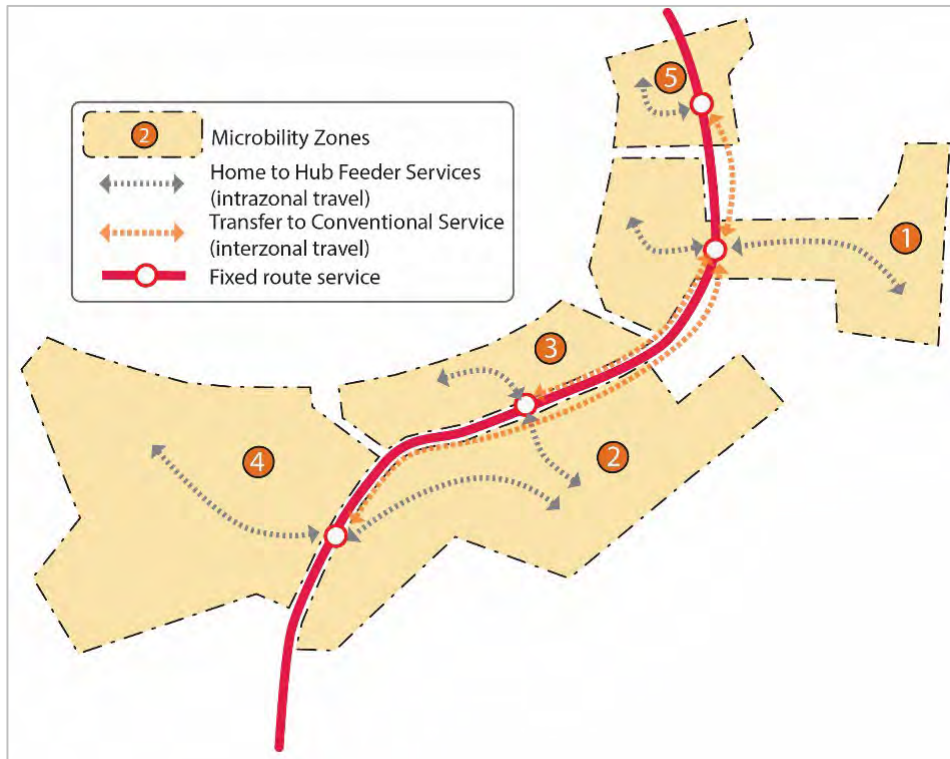


Figure 5-4 - Transit/Microtransit Integration

The expansion of microtransit segmented into zones will produce higher levels of service within the zone, while limiting interzonal travel to mainline routes. This will improve the efficiency and productivity of both service types in terms of rides per hour, as well as rides per trip.

The Lake Link service operates 365 days per year, daily from 7:00 a.m. to 9:00 p.m., with later evening service (to 11:00 p.m.) on Fridays and Saturdays in summer and winter.

5.4.2 Micromobility/Other

Getting fixed-route and microtransit synchronized on the South Shore will set the stage for the next level of transportation sophistication that recognizes the need for further improvement of travel choices by integrating other modes and services operated by other Transportation Service Providers (TSP's). Obvious modes include the sustainable modes (walking and cycling), rideshare services (such as Uber and Lyft), taxis, and micromobility (e-bike rentals, scooters, etc.). This integration can be further pursued by using accessible/custom vehicles to deliver origin-to-



Lake Tahoe Short Range Transportation Plan (SRTP)



destination services and mixing, or co-mingling, regular riders with qualified paratransit passengers.

Some of these modes may be integrated from a customer perspective into an overall transportation strategy in terms of trip planning, wayfinding and scheduling while others may remain independent, e.g. Uber and Lyft applications. Over time, the range of modes can be expanded and added to the TSP mix to include vanpools and car sharing/carpools.

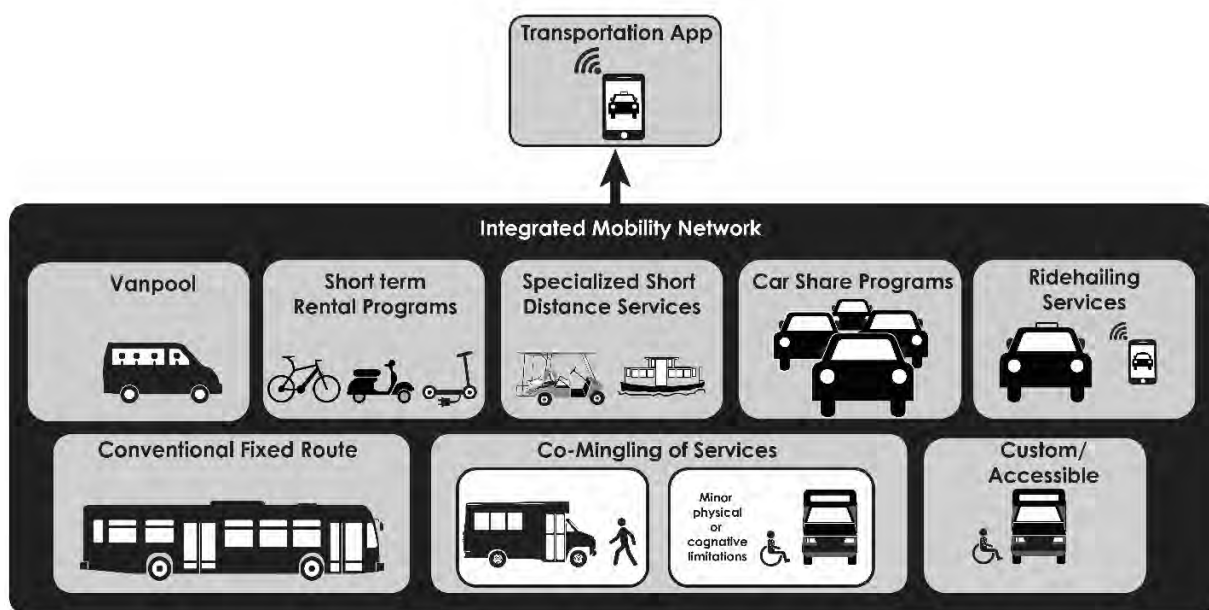


Figure 5-5 - Integrated Mobility Network

This level of sophistication leads to the development of a Mobility as a Service (MaaS) strategy that offers the ultimate level of sophistication and integration of transportation modes, whereby all modes are brought together and presented in a complimentary way with integrated schedules and payment options to enable all customers to plan, book and pay for complete transportation trips. This could include intracity travel, as well as intercity trips that utilize regional land and air-based services.



Chapter 6 – Transit Fleet & Facilities



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6 Transit Fleet and Facilities

6.1 Introduction

The physical assets of TTD include the real property at 771 Southwood Boulevard in Incline Village, Nevada, the rolling stock (buses, vans), maintenance equipment, charging infrastructure, and the customer interface infrastructure (stops and shelters). The management systems are those software-based programs that are used to help facilitate the operation of the services, staff and maintenance.

6.2 Operations, Maintenance & Administrative Facilities

TTD's main administrative office located at 128 Market Street, Suite 3F, Stateline, Nevada.

The leased offices at Market Street house TTD's District Manager, transportation planning staff, capital project staff, financial staff and administrative staff. TTD's monthly Board Meetings, held on the South Shore on a monthly basis, are typically held in the same building with virtual access available.

TTD's maintenance and operations facility is located at 1663, 1669, and 1679 Shop Street at the west end of South Lake Tahoe and is rented on a month-to-month basis from the City of South Lake Tahoe. This facility consists of three buildings which house bus maintenance, parts storage, office space for dispatch, road supervisors, the fleet and facilities manager, and additional operations and maintenance management and staff. The paved lot provides some employee parking and fleet storage. There are three maintenance bays located in the 1679 building and both a wash bay and maintenance bay located in the 1663 building.

6.3 Impact of Facility Challenges

TTD's rented maintenance and storage facility at 1679 Shop Street is part of the City's public works facility. The buildings are old and in poor condition, however, there appears to be no plan to update the facility to accommodate the needs of TTD. There have been noted concerns with the facility that have resulted in service cancellations, including a temporary building closure in February 2020 due to structure safety concerns. The limited sized of the facility restricts the ability of TTD to ensure that the full fleet is maintained and available for service, as well as recruiting maintenance staff when there is a public perception that the facility may have safety concerns. The state of the



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facilities contributes to the cost of service because many jobs must be contracted out to third parties due to the lack of adequate space, safety equipment, and modern facility design.

The ability to manage a maintenance facility that is designed to accommodate public transit fleet needs could help TTD attract and retain maintenance staff based on the perceived improvement in the working conditions. This would also enable accommodation of the switch to battery electric buses and their associated maintenance requirements based on this new technology.

To optimize the use of the new propulsion technology, an investment into the supporting infrastructure is necessary. The concentration of roof mounted equipment on the newer buses mandates items, such as fall arrest apparatus in the maintenance facility. Similarly, personal protective equipment for handling high voltage componentry and new diagnostic tools are required. The change in propulsion also dictates specific training for inspection, servicing and repairs. Bus Operator training is a key element to success with this technology to both optimize the ride as well as the range.

Tahoe Transportation District buses returning to normal schedule Wednesday

[View](#) [View items](#)

Submitted by [jones](#) on Mon, 02/14/2022 - 10:09am



The closed TTD facility on Friday. The dispatch portion opened Monday and work will begin on the maintenance bays. Photo by STN.

SOUTH LAKE TAHOE, Calif. Tahoe Transportation District (TTD) says they will operate with limited transit services on Tuesday with plans to return to normally scheduled operations on Wednesday, February 16.

They had to shut down bus services Wednesday afternoon after the building inspector with the City of South Lake Tahoe closed the facility TTD uses for maintenance and dispatch due to structural concerns. The City, which owns and manages the TTD facility on State Street, hired a structural engineer who inspected the building Monday, February 14.

The engineer said there is no structural damage to the facility. Their assessment recommends replacing sheetrock in the fleet maintenance portion of the building as it has visible cracks due to humidity. The building, roofs, and rest all remain in good condition.

Dispatch returned to the building Monday afternoon.

Until such time that the sheetrock issues have been remedied, the City has provided TTD with a full bus maintenance facility at the Public Works fleet maintenance building.

TTD said they will continue to work in a limited capacity at the Public Works building to repair and maintain buses. Another remote location with limited utility is also available, but TTD does not anticipate having to use that facility.

"TTD is grateful for the public's patience and flexibility during this time," they said in a press release.

They said they are eager to find long-term funding solutions that could permit the department to purchase and manage a building of its own. TTD provides transit services to South Lake Tahoe, Incline Village, and the Carson Valley.

TTD is operating a limited local service through Tuesday, February 15, 2022. Below are the departure times for routes 50 and 55.

Figure 6-1 - SouthTahoeNow.com Article on Bus Facility

6.4 Revenue & Non Revenue Vehicle Fleet

6.4.1 Existing Fleet

As the owner/operator of public transit services connecting communities within, and linking communities to Lake Tahoe, TTD owns two fleets of vehicles. These are referred to as "Revenue Vehicles" and "Non-Revenue Vehicles." Revenue Vehicles are the rolling stock used to provide service for passengers. Non-Revenue Vehicles are all other equipment used in support of revenue service.



Lake Tahoe Short Range Transportation Plan (SRTP)



6.4.1.1 Revenue Vehicles

TTD currently operates a revenue fleet of twenty-eight buses, three of which are scheduled for disposal this year, and a non-revenue fleet of seven vehicles. The revenue fleet is a mixture of bus types and manufacturers. Some of these buses date back to BlueGO service (older than 2010).

Table 6-1 - Revenue Vehicles

ID	Year	Manufacturer	Length	Seating	Wheelchairs	Fuel Type
103	2006	El Dorado	26	14	2	Diesel
104	2015	El Dorado	22	16	2	Diesel
106	2015	El Dorado	22	16	2	Diesel
107	2015	El Dorado	22	16	2	Diesel
202	2015	El Dorado	35	30	2	Diesel
203	2015	El Dorado	35	30	2	Diesel
204	2015	El Dorado	35	30	2	Diesel
205	2015	El Dorado	35	30	2	Diesel
206	2015	El Dorado	35	30	2	Diesel
411	2007	El Dorado	27	20	2	Gasoline
413	2007	El Dorado	27	20	2	Gasoline
414	2007	El Dorado	27	20	2	Gasoline
415	2007	El Dorado	27	20	2	Gasoline
500	2022	Turtle Top	32	24	2	Diesel
700	2012	Hometown Trolley	31	27	2	Diesel
2301	2023	Gillig	29	36	2	Diesel
2302	2023	Gillig	29	36	2	Diesel
2303	2023	Gillig	29	36	2	Diesel
2304	2023	Gillig	29	36	2	Diesel
3290	2008	BlueBird/NABI	35	36	2	Diesel
3291	2008	BlueBird/NABI	35	36	2	Diesel
3310	2009	NABI	35	27	2	Diesel
3311	2009	NABI	35	27	2	Diesel
3312	2009	NABI	35	27	2	Diesel
3313	2009	NABI	35	27	2	Diesel
4001	2021	Proterra	35	36	2	Electric
4002	2021	Proterra	35	36	2	Electric
4003	2021	Proterra	35	36	2	Electric



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Other fleet has been obtained by TTD. Some vehicles have been transferred to TTD from other operators.

Fleet reliability has been a struggle for the fleet inherited from BlueGO due to prior contractor maintenance practices, as well as funding, staffing, and facility conditions which have impacted the number of buses available for service. Staff have had to wait until the legacy buses are past their Useful Life Benchmark (ULB) and funding is available in order to purchase new vehicles. The ULB is a measure of the expected lifecycle of a capital asset for a particular transit agency's operating environment or the acceptable period of use in service for a particular transit agency's operating environment.

Table 6-2 - Performance Measures

Performance Measure	Description	Target
Rolling Stock	Percent of revenue vehicles exceeding useful life benchmark (ULB)	30%
Equipment	Percent of non-revenue vehicles exceeding useful life benchmark (ULB)	25%

FTA requires TTD to set targets to help assess the state of the fleet. The table below illustrates prior, current, and planned future percentages of fleet beyond ULB. The first line labeled “Mixed” combines both the fixed route and paratransit fleets into a single fleet. Moving forward from 2025, the paratransit and fixed route fleets will be separate, with the paratransit fleet operating smaller, more reliable vans and the fixed route fleet moving to largely low-floor buses for durability and capacity. As discussed previously, non-revenue vehicles are support vehicles and equipment.

Table 6-3 - Fleet Useful Life Benchmarks

Percentage of Fleet Beyond Useful Life Benchmark									
Fleet	Goal	2023	2024	2025	2026	2027	2028	2029	2030
Mixed	< 30%	68%	44%						
Fixed	< 30%			24%	0%	0%	0%	5%	5%
Paratransit	< 30%			0%	0%	0%	0%	0%	25%
Non-Revenue	< 25%	29%	14%	14%	14%	29%	14%	17%	17%



TTD has made significant progress in modernizing the fleet. New fleet that has been added in the last five years:

- Three Proterra/Phoenix battery electric 35' buses (4001, 4002, 4003)
- One native 4x4 cutaway bus (500)
- Four Gillig 29' buses (2301, 2302, 2303, 2304)

On order for August/September 2024 delivery:

- Four Gillig 29' buses * DELIVERED *
- Four Gillig 35' hybrid buses * TWO OF FOUR DELIVERED *

Budgeted:

- Four ADA-accessible vans

FY24 §5339c Low-No grant in the amount of \$7.9M to purchase

- Four Gillig 35' hybrid buses
- Two Gillig 35' hybrid trolleys

Funded:

- \$600,000 for electric vans (FY19 §5339c Low-No). Active grant.

TTD is optimistic that the addition of new fleet and continued emphasis on preventive maintenance, along with supporting continuing education for maintenance staff will improve fleet reliability over the next few years. Although many challenges remain with the switch to electric vehicles, a challenging maintenance facility, and ever-present funding challenges, TTD will continue to provide the maximum amount of safe, quality, and service to Lake Tahoe communities.

6.4.1.2 Non-Revenue Vehicles

TTD operates support vehicles (Table 6-4) to assist in maintaining and supervising operations. There are currently five vehicles available for road supervision and maintenance.

Table 6-4 -Support Vehicle Fleet

Year	Make	Fuel Type
2024	Toyota Tundra	Hybrid
2022	Toyota RAV4	Hybrid
2018	Toyota RAV4	Hybrid



Lake Tahoe Short Range Transportation Plan (SRTP)



2018	Chevrolet 2500HD	Gasoline
2018	Bobcat	Gasoline
2019	Ford F250 XL	Gasoline
2003	Ford Van	Gasoline

6.4.2 Challenges with the Fleet Plan

The intent of a Transit Asset Management (TAM) Plan reflects a responsible balance between delivering contemporary and reliable transit service with fiscal accountability. Vehicle turnover in tandem with corresponding service life cycle of each respective service design life cycle allow a balance between use of capital and operating funds and minimizes the potential of sinking excess funds into a vehicle whose retirement is imminent and replacement is forthcoming.

A planned, systematic, and perpetual fleet turnover scheme also keeps operating funds in check as there should typically always be some new vehicles in service that may still be under warranty. If extended warranties are available and capital funds permit the purchase, it is suggested that this be pursued to further help reduce out of pocket operating maintenance costs. Retaining buses beyond their service design life can result in sinking additional operating funds into the units which are rarely recovered upon retirement and disposition. Budgeting for and procuring new vehicles to offset those who are reaching their end of their service design life, is a highly desirable routine business action.

The current active revenue vehicle roster demonstrates that a large and varied vehicle profile has built up over the years. Unfortunately, due to circumstances beyond TTD's control, it is still currently operating "orphaned models" such as the Bluebird Xcels and NABIs which are no longer manufactured. This can create issues with finding parts for the vehicles.

It is also noted that several vehicles in both categories are still in service beyond their designated service life. In many cases, the out-of-pocket cost could be marginal, particularly if they have limited duty as rush hour use or serve as spares, but can be associated with heavy repair costs to keep them both operating and safety standard compliant.

But, this is changing with new additions. TTD has progressed in tandem with the industry move to zero emission propulsion and procured three battery electric buses in 2022. Following significant difficulties in expanding the charging network and being unable to use federal funds to improve the rented maintenance facility, TTD shifted to an interim solution of diesel and diesel-electric hybrids for the next cycle of replacement fleet. In 2023, TTD added four 29-foot Gillig diesel buses. Lake Tahoe's road network, geometry, and gradients are such that the typically common 40-foot heavy duty low floor bus is not universally suitable for most routes. This year, four more 29-foot Gillig



diesels will join the fleet along with four 35-foot Gillig hybrids. Over the summer of 2024, it was announced that TTD was again successful in their competitive grant for federal section 5339c low-emission, no-emission funds and will be purchasing an additional six Gillig hybrids. South Lake Tahoe receives about 300 inches of snow annually.

TTD often must chain-up buses in the winter and occasionally require four-wheel drive to safely navigate the mountain passes. In 2023, TTD added a cutaway bus based on Ford's F-450 chassis with native four-wheel drive to meet those needs.



Figure 6-2 - Chained Bus During Winter

TTD's paratransit fleet of 2015 Chevrolet cutaways are also in need of replacement. Originally, TTD obtained a \$600,000 grant of 5339c low-emission, no-emission funds to procure battery-electric cutaways. Unfortunately, the manufacturer TTD partnered with lost their ability to comply with federal Buy America requirements and the contract was cancelled. To fill the gap, section 5339 bus and bus facilities dollars were saved to afford four conventionally fueled (gasoline) AWD vans to replace the two-wheel drive Chevrolets. These vehicles are expected to be added to the fleet in early 2025.

Fleet replacements have focused on consolidating the wide variety of manufactures to just a few. A large variety of vehicle types and passenger capacities can hinder vehicle dispatching. It also places a greater burden on costs (parts, training, maintenance) for peak service to match route demand. The 29-foot and 35-foot dimension vehicles are heavy duty and classified as having a 12-year ULB. The cutaway is a seven-year ULB and the vans will have a five-year ULB. Once the vans and new hybrids are delivered – expected by 2026 – all of TTD's fixed route or paratransit fleet will be within their ULB.

Table 6.5 depicts the revenue fleet and non-revenue fleet replacement planning.



Lake Tahoe Short Range Transportation Plan (SRTP)



Table 6-5 - Fleet Replacement Plan

→ → → FLEET PLANNING → → →

Tahoe Transportation District

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
Revenue Fleet																									
103																				Van			Dedicated Paratransit		
104																				Van			Dedicated Paratransit		
106																				Van			Dedicated Paratransit		
107																				Van			Dedicated Paratransit		
202																				Gillig					
203																				Gillig					
204																				Gillig					
205																				Gillig					
206																				Gillig H					
411																				Gillig H					
413																				Gillig H					
414																				Gillig H					
415																				Disposal					
500																				Gillig H					
700																				Gillig H					
2301																				Gillig H					
2302																				Gillig H					
2303																				Gillig H					
2304																				Gillig H					
3290																				Transfer to Training Bus					
3291																				Disposal					
3310																				Gillig H					
3311																				Gillig H					
3312																				Gillig H					
3313																				Gillig H					
4001																									
4002																									
4003																									
Non-Revenue Fleet																									
1001																				Toyota					
1004																									
1005																									
1006																									
1007																									
1008																									
2022																									

Useful Life Benchmark

Beyond Useful Life Benchmark

Long-Term Out of Service (>90 Days)

Replacement Year



Focusing on heavy duty 12-year buses, is a greater upfront cost, but the ULB is longer and the heavy duty builds are more suitable to Lake Tahoe operations while increasing operating efficiencies. With replacement pegged at 12 years, there are fewer procurement exercises to go through than with seven year life models. Deployment and dispatching of smaller vehicles could be more efficient as they can handle a more lightly patronized route, but a smaller cutaway may not have the capacity to handle a busier route. This creates some tension in the service offerings for TTD where they cannot easily mix peak and non-peak service routes with different vehicle types because the smaller vehicles have that limited capacity (particularly in the standees).

As well as being more robust, the 12-year bus types do offer a stronger transit agency presence and permanence than a smaller body on chassis product and offer a greater useability during periods where emergency evacuation becomes necessary within the Basin or where there are large events at the Event Center that require moving bulk volumes of attendees. Smaller van-size vehicles require much larger fleets to provide the same capacity as the 30-35' buses.

The smaller vehicles are better suited to specific service delivery models, e.g. origin-to-destination paratransit, demand-response services, or very lightly patronized routes in a residential setting, where larger vehicles may not be able to negotiate certain routings. In essence, cutaways should complement the heavy duty full sized units where necessary rather than the opposite approach. When purchasing cutaways, service profiles, passenger demand and peak hour counts, etc. should be tabulated so a standardized seat quantity and layout can be established, and purchased vehicles can be consistent and universal in application. Also, both larger and smaller types of models should be low floor with a front door ramp resulting in a universal customer service image and bus operator routines.

From an operations perspective, the body size of short heavy duty (12-year service life) or even medium duty (7-year service life) with the front axle aft of the entrance door, typically have a shorter wheelbase. This may favorably alter the approach and breakover angle, which in some steep grade and residential road areas may result in less chance of "bottoming out." The longer cutaway engine cowl in front models with high passenger seating capacity tend to have a longer wheelbase.

It is understood that there is a desire to have aisle facing seating in part of the interior as a convenience to passengers. Typically, the two ADA mandated mobility aid device securement positions are created by folding up such seats. Space permitting, it is suggested that a third such position be created with available aisle facing seats. The rationale for this is two-fold: the potential and preparedness for area evacuation would be enhanced to mitigate impact on passengers using mobility aid devices. Also, if a building such as a seniors' residence needed to be evacuated for a fire, a stationary bus could serve as a holding shelter in inclement weather. In another instance a third folding aisle facing seat can offer space for strollers to avoid blocking the aisle.



6.4.3 Fleet Size Calculation

At the present time, there is a wide variance of actual transit ridership and corresponding service levels when compared to pre-pandemic numbers. Therefore, it would not be appropriate to use any actual numbers of vehicles in service at this time and set a corresponding fleet size. However, the general benchmark should apply to each type of vehicle profile, i.e. total number of buses on the road at the peak time plus 20% for spares generates the fleet size for that type of vehicle within that fleet.

TTD had mixed fleet prior to this latest fleet renewal push, but will now have a dedicated fixed-route fleet and a dedicated paratransit fleet. These two fleets will remain separate and distinct from each other and the vehicles will not be shared. As a result, each fleet will have its own spare ratio calculation. While a 20% spare ratio is FTA's one-size-fits all benchmark for the United States as a whole, Lake Tahoe's operating conditions necessitate a more flexible approach. A 20% spare ratio would mean the fixed route fleet would have 16 buses total and the paratransit would have four. TTD's ratio is closer to 50%.

A larger spare ratio is needed to accommodate several Lake Tahoe issues:

- In the event of a disabled bus, towing a heavy duty vehicle is typically a 24 to 48 hour wait. As noted above, the maintenance facility does not have sufficient space to perform more complex repairs which means the bus must be towed to either Carson City, Reno, or Sacramento. With only two bays usable heavy-duty bays, space is at a premium and more in-depth repairs must be performed by a third-party vendor.
- Third-party vendors are typically busy and the repair may wait anywhere from a few days to over a month before work begins.
- Buses, particularly battery-electric and hybrid drives, need specialized workforce, tools, and facilities to make repairs. The vendors are more difficult to source and, in the case of TTD's battery-electric bus, located in Las Vegas.
- The prevalence of fender-bender type accidents are more common at Lake Tahoe during the winter months with snow and ice on the roads. Body work for large buses is also sourced off the hill. More damage and remote vendors increase the time the fleet asset is absent for service.

The combination of vendor availability, vendor location, and frequency of need increases the number of down buses at any given time and makes maintaining a 20% spare ratio unrealistic and irresponsible.



6.4.4 Fleet Propulsion

In keeping with contemporary trends in transit vehicle propulsion and legislated mandates, as well as with supplemental funding incentives, TTD has recently introduced battery electric buses. While technology is still evolving, most of the heavy duty full sized Original Equipment Manufacturers (OEM) offer proven products that offer extended range through the use of greater battery capacity onboard. In general, these products are assembled into a finished product at the OEMs' facilities.

The light duty (cutaways) and many medium duty products are constructed using a purchased chassis from an automotive supplier with the body and bus outfitting from the vendor. Electric propulsion, on the other hand, is typically installed by a third-party vendor but is also being offered by the chassis manufacturer. The market for the smaller vehicles is still evolving with zero emission models ranging from typical small bus/van body of front engine chassis styles to uniquely created vehicles for this segment. Most recently, there has been an initiative announced to seek a Buy America waiver on the smaller units for a number of years in order to access products not yet offered with the required US content. There has been considerable progress in Europe with small innovative electric vehicles and these vehicles would fill the market niche and legislated direction for zero emissions.

Complementing the maintenance routines is adequacy and contingency provisions of the power source. While routine recharging on a daily basis may be in place and adequate, a fallback contingency is desirable. For example, a stationary battery installation fed by the normal power supply that could contain a limited power supply if there was a power failure. It could be recharged from the main grid in off peak and when the buses are not being recharged. Additionally, or in the alternative taking advantage of power and storage through solar panels may be advantageous. Similarly, should a situation arise where for whatever reason a bus has a totally discharged battery pack, a portable charger could be deployed. Essentially this would be a fuel fired generator creating an electrical supply through a battery and be plugged into a remotely located battery discharged bus to supply sufficient battery power range to return to the depot. Such a unit would be mounted on a portable trailer, attached to a service vehicle.

The acute situation of emergency evacuation in the area must be recognized. Unlike diesel or even natural gas where replenishment from commercial sources can easily made in remote locations from the transit service area, for the near future there will be a challenge to replenish battery power at a distant point in order to return to the depot. While automotive grade charging installations will start to become common place, the charging rate may be slower. A survey of such installations at destinations where evacuation runs are made along with the portable charger concept above need to be factored into the planning process for such emergency responses.

More information and a detailed analysis of TTD's specific zero emission strategy will be included in the upcoming release of the Zero Emission Fleet Conversion Plan.



6.5 Passenger Amenities

The passenger amenities are a key factor in a transit systems overall attractiveness to existing passengers as well as potential future customers. TTD needs to provide exceptional passenger amenities and customer service to fulfill its vision of being a choice transportation service in the Lake Tahoe basin. Amenities include conveniently located transit centers, accessible boarding opportunities, connection and incorporation of multi-modal access and facilities, and availability of timely public information.

6.5.1 Transit Centers

TTD has three transit centers located within the service area:

- Stateline Transit Center
- South Y Transit Center
- Kingsbury Transit Center

6.5.1.1 Stateline Transit Center

The Stateline Transit Center is located at 4114 Lake Tahoe Boulevard (US 50).

With a capacity of 12 bus bays, it is the largest transit hub on the South Shore and serves as a transfer point for routes 50, 55, and 22. The transit center is directly adjacent to the Heavenly Village and Heavenly Mountain Gondola and functions as the primary passenger facility for Heavenly's winter shuttle service, recreation shuttles, commercial services, taxis, transportation network companies (TNCs), Lake Link, and many others. Connections to Amtrak's Capitol Corridor service to Sacramento is also available at this site.

The well-lit facility offers an enclosed waiting area with restrooms and is conveniently located in the same building as the South Tahoe visitor center where public information is available. Stateline Transit Center also features heated concrete making it a popular destination for types of transportation needs during inclement weather.



Figure 6-3 - Stateline Transit Center



6.5.1.2 South Y Transit Center

The South Y Transit Center is located at 1000 Emerald Bay Road on the southwest corner of the intersection at Lake Tahoe Boulevard (US 50) and Emerald Bay Road (SR 89). The lighted facility offers restrooms, a sheltered waiting area, customer service and can accommodate multiple buses. Currently, it acts as a terminal for routes 50 and 55. During the winter, it is a popular stop for employee shuttles destined for Kirkwood, Sierra-at-Tahoe, and Heavenly.

Passengers can also connect to Amtrak's Capitol Corridor service to Sacramento at this location.



Figure 6-4 - South Y Transit Center

6.5.1.3 Kingsbury Transit Center

The Kingsbury Transit Center is located near Kingsbury Grade and US 50 in Stateline, Nevada, near the Douglas County Tahoe civic offices. This site can accommodate up to two buses and provides connections Routes 22 and 55 and seasonally to the East Shore Express (Route 28).



Figure 6-5 - Kingsbury Transit Center



6.5.2 Shelters and Stops

TTD has 129 bus stops in its service area. TTD is responsible for the installation and maintenance of the bus stops and signage, along with informational displays and trash and recycling receptacles in high use areas. Bus stop signage includes Automated Vehicle Locator (AVL) information accessible via text (SMS) or by voice (IVR).

There are 36 bus shelters located at bus stop sites within the service area, approximately 16 in service along US 50 serving Routes 50, 55, and many of the private shuttles that operate on the South Shore. All TTD shelters are equipped with solar lighting. Most shelters have bike racks and bear-proof trash/recycling cans as well. In 2022, TTD added pole mounted solar powered lights to 22 of the most heavily used bus stops. This improved safety and visibility of passengers waiting at the stops. TTD has also replaced aging benches at many stops, including a focus on those in Douglas County.

Bus shelters and stops are maintained by Facilities Technicians that perform cleaning, trash removal, glass replacement, graffiti removal, snow clearing, and de-icing.



Figure 6-6 - Bus Shelter



Lake Tahoe Short Range Transportation Plan (S RTP)



6.5.3 Bus Stop Signage



TTD recently completed the process of replacing bus stop signage with a newly designed version that incorporates updated AVL system technology. The new signage better identifies TTD stops and provides improved visibility of the transit system.

6.5.4 Automated Vehicle Locator System

In 2024, TTD introduced GMV's Synchronatics, an AVL system that upgrades TTD's existing real-time arrival time predictions to the service through SMS or IVR Synchronatics with the bus stop number.

6.5.5 Public Information

Transit information is available in real-time on screens at LTCC and is coming to the Stateline Transit Center in later 2024. Information at the South Y Transit Center is provided either in person or from printed materials. TTD offers a dedicated transit page Table6-3on its website (<https://www.tahoetransportation.org/transit/>) which includes links to all transit services and programs, a trip planner tool, and service alerts. Comprehensive public information is also readily available via TTD's main transit information phone line.

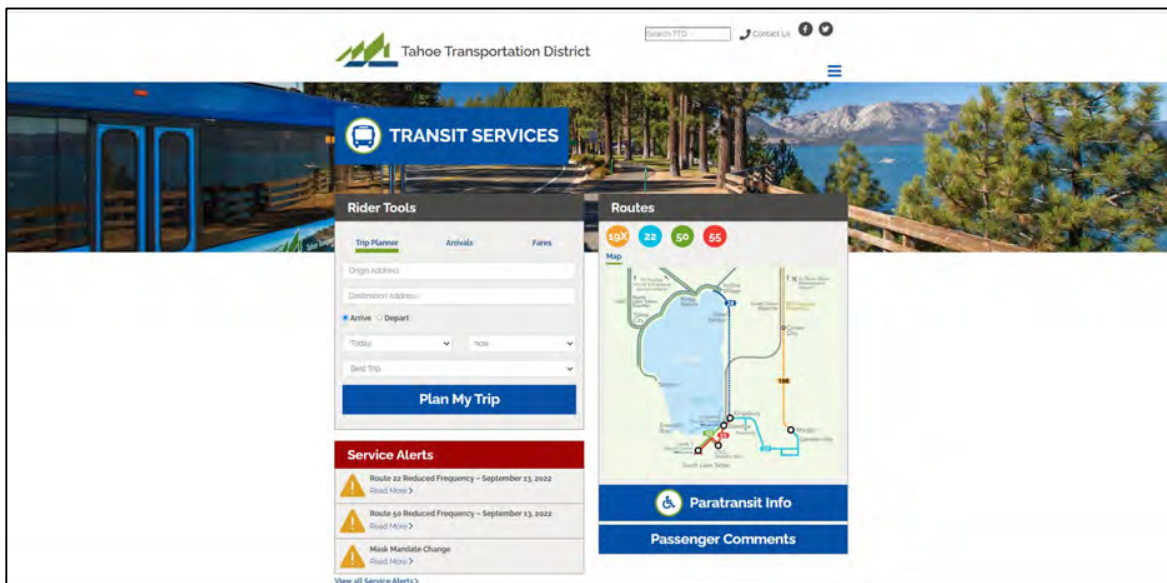


Figure 6-8 - TTD Transit Webpage



6.5.6 Bicycle Facilities

To offer intermodal options for passengers traveling throughout the service area and to increase access to transit services beyond walking distance ranges, TTD completed the installation of two-place exterior bike racks on all fixed-route buses in 2015. Beginning with the addition of Proterra battery electric buses, all newly purchased TTD buses have three-place bike racks that can accommodate at least one “fat tire” bike. In addition, bicycle storage racks are available at six of the newly constructed bus stop shelters Table6-4.

Table6-6 - Shelter with Bike Rack



Figure 6-9 - Bus Shelter with Bike Racks

6.5.7 Connection to Other Transit Services

Currently, the only connection to TART services is via East Shore Express (Route 28) available during summer months. Connections to other services include Douglas Area Rural Transit (DART), Jump Around Carson (JAC), Washoe Regional Transportation Commission (RTC), Lake Link



microtransit, Eastern Sierra Transit, and the Amtrak Thruway Bus- Capitol Corridor in addition to many private services and shuttles.

6.6 Management Information Systems

TTD maintains several management information systems (MIS) to assist in the effective collection and maintenance of data. The development and deployment of MIS has increased staff capability for reporting and increased efficiencies. A high level of automation for data collection provides a comprehensive, data rich portrayal of transit while keeping staffing to a minimum.

TTD strives to keep pace with industry trends and identify cost-effective solutions to replace legacy systems with next-generation technology when possible. This section outlines TTD's existing management systems and technology, and the progress towards remaining relevant in an ever-changing technological environment.

6.7 Financial Management Systems

TTD maintains its financial records utilizing Microsoft's Business Central (BC) software solution. BC is a highly customizable software suite that affords specialized functionality for government and other industries. The system offers database tools and solutions for all finance-related efforts, including budget development and forecasting, fixed assets, purchase orders, accounts receivable, accounts payable, timekeeping and payroll, as well as human resource management.

TTD currently uses UKG as the timekeeping system for the majority of its transit employees. UKG provides an online software service that tracks and reports staff time and attendance. TTD has two time clocks—one located at its Shop Street facility and one located at Stateline Transit Center—allowing staff to conveniently clock in and out as needed. UKG also offers a timekeeping function available via smartphone or tablets, which allows authorized staff to clock in and out, as needed, from any location with their assigned mobile device. The web-based UKG database allows management staff to review and approve work hours for their employees in a convenient and efficient manner.

Most of the administrative staff utilizes the timekeeping module within BC for manual entry of their hours to associated projects. BC allows for detailed allocation of time, project, and funding source. TTD currently contracts with Wildcreek Consulting to provide support for BC software, including the payroll function. With their expertise in BC configuration, implementation, and support, Wildcreek Consulting delivers cost-effective solutions to keep TTD's financial management systems running efficiently.

6.8 Fuel Management Systems

For traditional diesel- and gasoline-powered vehicles, TTD contracts with Flyer's Energy (Flyer's) for off-site refueling of vehicles. Flyer's provides fuel cards for simple but controlled purchase of fuel by TTD staff for vehicles and each vehicle is assigned a unique fuel card. This scheme enables the



use of PINs to minimize fraud while offering detailed fuel usage reports on a regular basis to generate useful analytics like fuel economy and costs. Fuel usage is also inputted regularly into The Reporting Solution, TTD's transit data management tool.

For the battery-electric buses (BEBs), power management is handled via a software called, "Cambra" to account for electricity usage at the LTCC Mobility Hub – TTD's sole charging location. TTD and its partners will continue to monitor electricity usage and costs, while generating important analytics for BEB operations, like fuel economy and battery state of charge which will help TTD operate and deploy BEBs with maximum efficiency.

Cambra data also supports TTD's cap and trade manager, SRECTrade. SRECTrade manages the certification and credit monetization process for the California Low Carbon Fuel Standard (LCFS). SRECTrade's web-based platform allows users to manage their credit production and sales for clean fuel transportation assets. SRECTrade also helps accelerate the adoption of clean energy and transportation equipment by reducing the time, cost, and risk associated with program benefits.

6.8.1 LCFS Credits

One LCFS credit is equal to one metric ton of CO² equivalent reduced. The value of LCFS credits is determined by market supply and demand.

Fuels and blend stocks that can generate low-carbon credits include:

- Bio-based natural gas
- Fossil natural gas
- Electricity
- Hydrogen
- Ethanol
- Biomass-based diesel
- Renewable diesel

6.8.2 EV charging credits

As of July 2024, EVs were the second largest source of credits, representing about one-quarter of all credits in the program. Residential EV charging still made up about half of all EV credits, ahead of forklifts and on-road EVs.

6.9 Data Management System and Transit Analytics

Since 2015, TTD has been using The Reporting Solution, provided by Solutions for Transit (Solutions), a robust software package that provides data analysis and reporting via a web-based app. The database is completely searchable using packaged and/or custom Crystal Reports



drawing from the SQL data. The Reporting Solution's full-service package meets TTD's needs in maintaining, analyzing, and optimizing operational data.

6.9.1 Operations Database

The operations database allows the entry of daily and monthly operational information, customer comments, service interruptions/road-calls, emergency notifications and email alerts, and regular review and analysis of TTD data. This functionality offers real-time application as well as historical recording.

6.9.2 Maintenance Database

The maintenance database allows the entry of daily and monthly maintenance-related information of the transit vehicles (revenue and non-revenue), customizable tracking, and monthly review of TTD maintenance data. The parts inventory management module is not only available to the maintenance team, but also accessible to the finance team to ensure compliance with federal procurement requirements.

6.9.3 Information Technology (IT) Support

Solutions IT support includes responsive phone support, remote connections, custom report creation, on-site servicing, and disaster recovery backups.

6.9.4 Planning and NTD Databases

Solutions offers a universal planning database, as well as one specific to the National Transit Database (NTD), to track ridership, vehicle service hours and mileage, and other data needed to comply with NTD reporting as well as other state and local reporting requirements. Solutions' package provides daily, monthly, quarterly, and annual reports for TTD staff to help make informed operational decisions. TTD maintains and updates the data management system to accurately collect and report operating data so staff can review service efficiencies and develop new services in line with the SRTP and the Board's direction. TTD staff is also responsible for maintaining data input to ensure data accuracy.

6.9.5 Asset Management Systems

TTD tracks assets through a few different software applications including Solutions and BC.

Microsoft Business Central (BC)

Finance staff has been successfully managing assets for financial purposes within BC after transitioning from the Microsoft Dynamics NAV software in 2022.



The Reporting Solution

When the Tahoe Basin was designated as a UZA in 2015, TTD staff and Solutions began integrating asset information and data into The Reporting Solution package. Solutions' maintenance database allows the entry of daily and monthly maintenance-related information of the transit vehicles, customizable tracking, and monthly review of TTD maintenance data. The maintenance database also feeds the Transit Asset Management (TAM) module to track the condition of assets.

6.9.6 Fare Management System

TTD's fleet were equipped with GFI Genfare Odyssey electronic farebox. However, in April 2020, TTD suspended fare collection. As such, the fareboxes have been removed from the existing fleet and the newly acquired buses do not have fareboxes as this technology has quickly become obsolete. In addition to collecting fares, the fareboxes also counted ridership. The new buses are equipped with automatic passenger counters (APCs) along with mobile data terminals (MDTs) which support the computer-aided dispatch and automatic vehicle location (CAD-AVL) system, subsequently discussed.

If fare collection is reinstated in the future, TTD could explore next-generation fare payment solutions, including mobile ticketing and open fare payment systems to enable debit- or credit card-based fare payment without an agency-specific smartcard.

6.9.7 Scheduling Management Systems

6.9.7.1 Optibus

For fixed-route scheduling, TTD employs Optibus. It includes a transit planning tool and scheduling function to help staff make informed decisions on route changes, the impacts of those changes, and the costs of changes. The scheduling function builds employee schedules, or rosters, to ensure all routes are covered and in compliance with federal DOT regulations, as well as the Collective Bargaining Agreement and other TTD policies.

6.9.7.2 Ecolane

Ecolane is a real-time scheduling software and provides planning, management, and optimization of TTD's paratransit service. Ecolane affords the ability to maintain electronic manifests, as well as manage passengers, reservations, dispatching, schedules, drivers, and vehicles. The system utilizes MDTs for communication and navigation, essentially serving as an electronic manifest. The software allows dispatchers and supervisors to monitor a variety of paratransit functions, such as real-time vehicle location, manifest updates, and driver behavior. It offers customizable reporting capabilities to track paratransit service compliance required under the DOT ADA regulations, such as trip denials, excessive trip length, and missed trips.



6.10 CAD-AVL System

In 2023, TTD transitioned from an automated vehicle locator (AVL) technology provided by Swifly to Syncromatics, which is a more comprehensive CAD-AVL system. It is a robust cloud-hosted platform for staff to monitor real-time operational information and understand ridership and service trends. Since Syncromatics stores route and stop information, it provides the global transit feed specification (GTFS) URLs necessary to publish scheduled and real-time transportation network information. This information is now required by NTD and Caltrans, but TTD has made it publicly available since 2013. GTFS data can be used to better coordinate with other providers, including microtransit.

Each bus is equipped with an MDT which provides two-way communication between the operator and base station. Arrival and departure information is communicated to passengers through a third-party application, Transit App. Passengers who are unfamiliar or uncomfortable with an app may access real-time information through SMS (short message service or text messages) or IVR (interactive voice response) numbers listed on the bus stop signs. Peak usage for these options is 1,000 and 2,400, respectively.

Syncromatics also allows staff to push rider alerts to the Transit App to keep passengers aware of conditions impacting the transit system, such as traffic or road closures. Data from July 2024 indicates that Transit App was opened over 50,000 times and while it is a popular app across North America, there were over 1,700 first time users in TTD's service area.

In addition to the CAD-AVL functionality, Syncromatics also offers the ability to host additional applications through the same MDT. For example, an infotainment screen is available on buses, which allows important announcements and regulatory notices to be displayed electronically. In early 2024, TTD transitioned to electronic daily vehicle inspection reports (DVIRs), through the TransitCheck software. Operators use the MDT to complete a pre- and post-trip inspections of the vehicle. It ensures that the operator checks all the required sub-systems prior to departure. Any safety concerns automatically take the vehicle out of service and alert maintenance. This quality control feature not only improves safety, but it also increases efficiency by providing real-time actionable information to maintenance technicians which can be linked to Solutions software. Further, the electronic records are easily available for CHP review during annual inspections. This system replaces triplicate carbon books which were cumbersome and often difficult to read.

6.11 Automatic Passenger Counters (APCs)

All TTD fleet acquired since 2022 are equipped with infrared APCs. APCs will provide stop-level boardings and alighting counts. This information is invaluable to help staff identify popular stops, as well as ridership by time-of-day; this information can help better align service levels with



demand. This data is transferred to Syncromatics and subsequently Solutions, creating a fully integrated reporting suite.

6.12 On-Board Camera System

For the safety of passengers and staff, TTD installed a five-point camera system in all revenue vehicles after assuming direct operations in 2016. The newer buses have an eight-point camera system that allows for automatic downloads. In addition to the on-board system, TTD has equipped each transit center and the operations and maintenance buildings with cameras to promote safety and security. In the non-revenue vehicles (supervisor and maintenance vehicles), a forward and cab-facing camera system was introduced in 2021 to record events (speeding and driver distraction) and report real-time automotive system performance.

6.13 Conclusions

Introducing, or transitioning to, new technology is often challenging and usually involves a period of turbulence. Removing the problematic fareboxes was a relief for many of the operations and maintenance staff as the equipment frequently required troubleshooting and often delayed operations. Some staff are wary of learning new software, especially those who are technology averse. Once the software capabilities were realized and the communication between different software were fully integrated, the opportunities and efficiencies became more evident.

TTD collects, processes, reports, and stores a wide-ranging array of useful data through its data management system and transit analytics. Data analytics are crucial for informed decision making and TTD staff use the systems and data discussed to produce Board reports, compliance reports to funding agencies, and respond to the public.



Chapter 7 – System Performance





7 System Performance

7.1 Summary of Public Transit

TTD has largely stabilized transit post-pandemic. While many challenges remain, the workforce has responded positively to additional compensation and benefits and significant progress has been made in fleet replacement. Since the last SRTP, transit has undergone profound changes.

Table 7-1 – TTD Services since 2017

Lake Tahoe SRTP - Existing services			
Route	Status	Description	Notes
19X	Active	Minden/Gardnerville - Carson City	Reduced to two round trips in the AM and PM
20X (22)	Active	Stateline Transit Center - Minden/Gardnerville	Merged with Route 23 and offers six round trips in the AM, midday, and PM
23 (22)	Active	Stateline Transit Center - Ridge Resorts	Merged with Route 20X and reduced to six midday trips
28	Active	Stateline Transit Center - Sand Harbor - Incline (East Shore)	Summer only (10am - 6.30pm (20 min headway between Sand Harbor and Incline)
50	Active	Stateline Transit Center - South Y Transit Center	6.30am – 9.00pm (30 min headways)
55	Active	Stateline Transit Center - South Y Transit Center	6.00am – 8.30pm (60 min headways)
21X	Discontinued	Stateline Transit Center - Carson City	Ineligible for rural funding.
18X	Discontinued	South Y Transit Center - Meyers	Low ridership.
53	Discontinued	Stateline Transit Center - South Y Transit Center	Merged into new Route 55.
30	Discontinued	Emerald Bay Trolley	Cost; Lack of staff; Safety concerns.
Ski	Discontinued	Services to Heavenly – Gondola, CalBase, and Nevada	Cost; Lack of staff; Lack of vehicles; Safety concerns.
Paratransit	Active	Service Area: within 1 mile of fixed routes + Meyers & North Upper Truckee	6.00am - 9.00pm daily

Figures 7-1 and 7-2 below depict the impact to ridership over the years as the service has changed from serving locals, commuters, and tourists, to predominately locals and commuters. The contextual indicators highlight the impacts of key events: the end of ski services to Heavenly, the pandemic, and the magnitude of the East Shore Express.



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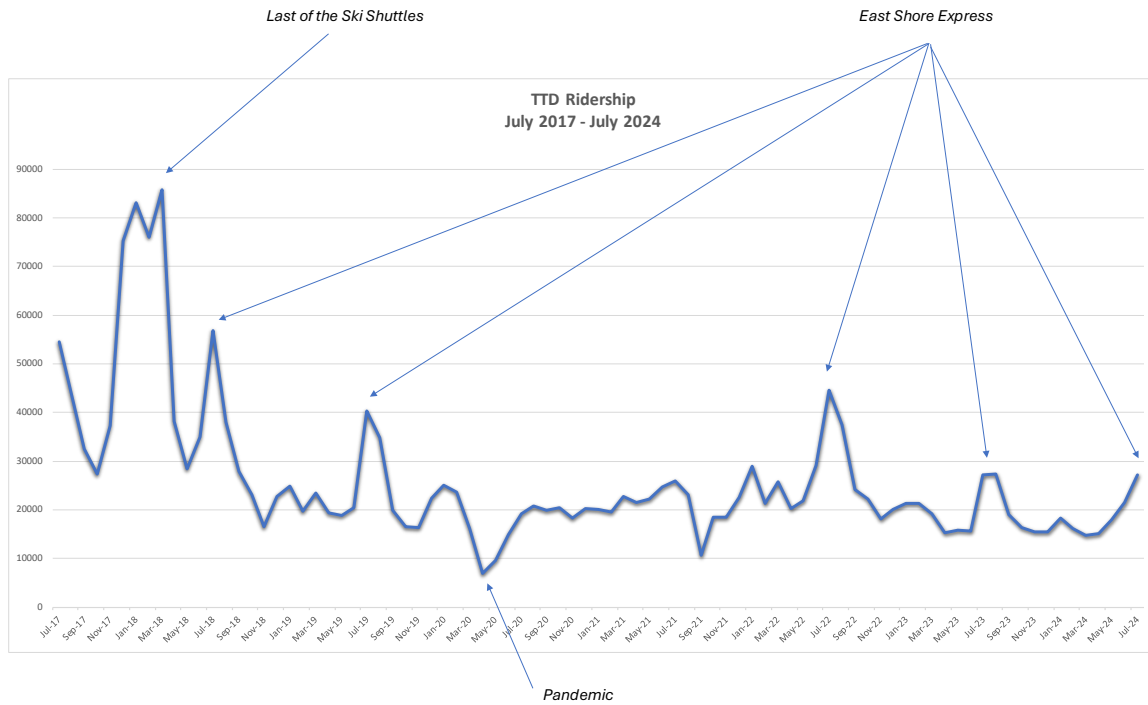


Figure 7-1 - Historical Ridership in Context

ROUTE	FY 17	FY 18	FY 19	PANDEMIC				FY 24
				FY 20	FY 21	FY 22	FY 23	
18			283					
19	8,036	8,917	9,739	9,162	9,763	10,439	8,756	6,221
20	19,496	21,864	6,885					
21	6,707							
22			13,779	14,789	14,739	12,332	11,394	10,973
23	82,419	90,467	36,038	5,532	10,434	9,528	842	86
50	177,281	151,208	132,609	119,322	137,387	144,773	141,799	119,529
55	146,082	134,110	84,676	65,628	77,631	83,302	74,332	58,845
28	26,528	25,194	31,940	36,815	-	-	28,857	22,313
30	9,287	8,400	3,393					
SLT-ST5	292	139	10					
DR	16,719	17,616	16,833	12,134	7,501	8,976	9,166	13,858
Ski	355,919	185,326						
Totals	848,766	643,241	335,902	263,382	257,455	269,350	275,146	231,825

Figure 7-2 - Ridership by Route



7.2 TTD Route 50

Runs between Stateline Transit Center and South Y Transit Center on a 30 minute cycle from 6:30 AM to 9PM and includes service to the College. The route is shown in Figure 7-3, along with the approximate stop locations. Frequency and the longer service day may contribute to the patronage levels that are stable through the week as it allows customers to utilize the services along US 50 and the Community College into the early evening.

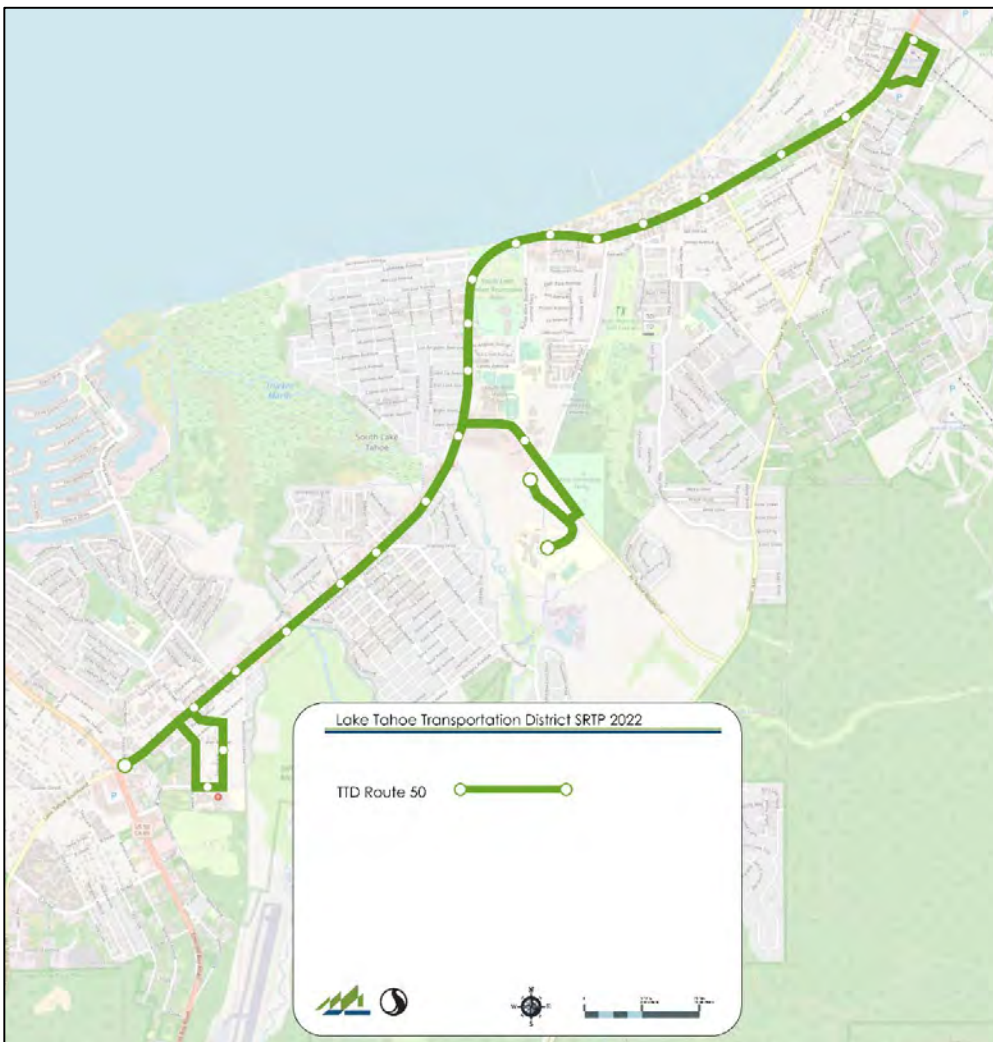


Figure 7-3 - TTD Route 50

Route 50 has stable ridership through the week with minimal fluctuations in daily ridership. Prior to the implementation of the Lake Link, the average ridership was between 500 -750 per day. As can be seen in Figure 7.4, there has been a downward trend in ridership since microtransit was implemented with daily highs declining to 500 riders. Again, this provides an opportunity to link the



Lake Tahoe Short Range Transportation Plan (SRTP)



services together and boost the efficiency and effectiveness of both modes while improving customer access and experience.



Figure 7-4 - Route 50 Summer Ridership Trends

Overall, the ridership of the Route 50 is relatively stable throughout the week (see Figure 7-5) with a decline on weekends which would appear to indicate that the route is used more by residents to access LTCC, Barton Hospital, and/or services and commercial areas on US50.

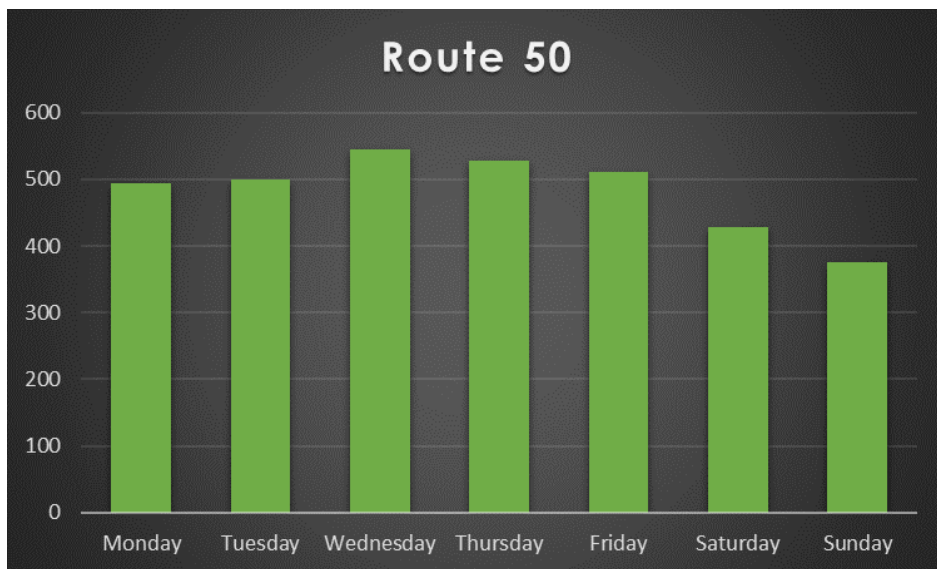


Figure 7-5 - Route 50 Ridership by Day of Week



7.3 Route 55

Route 55 (see Table 7-6Table7-) runs from Kingsbury Transit Center in the east along Pioneer Trail and Al Tahoe Boulevard to Lake Tahoe Community College and then along US 50 to the South Y Transit Center. The route operates daily with 60-minute service from 6 AM to 8:30PM.

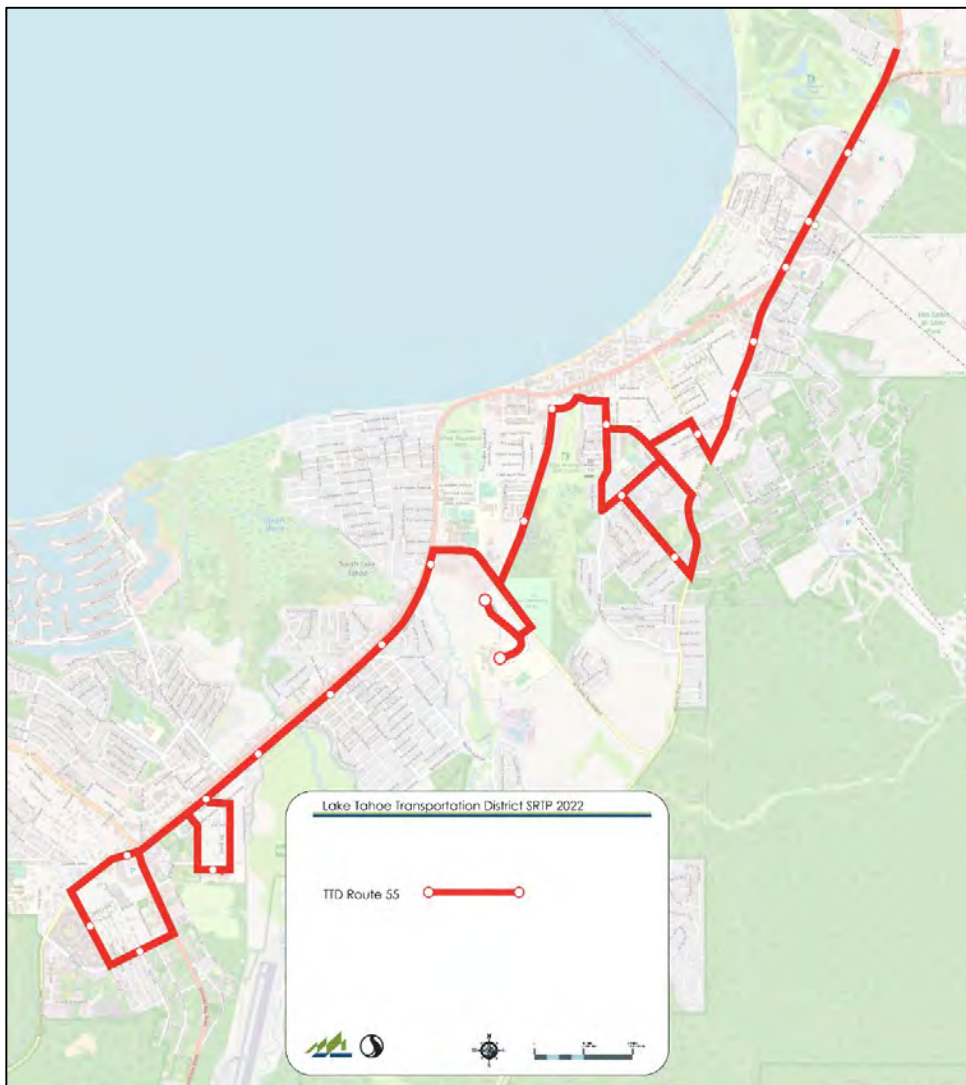


Figure 7-6 - TTD Route 55

Ridership on 55 (Figure 7-7) has remained stable with the introduction of microtransit, however the opportunity to provide greater modal integration remains.



Lake Tahoe Short Range Transportation Plan (S RTP)

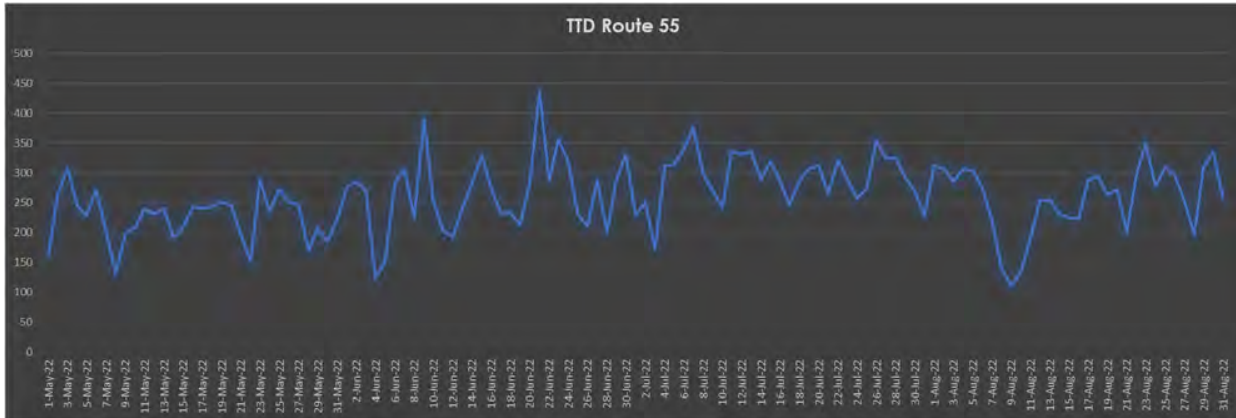


Figure 7-7 - Route 55 Daily Ridership Trends

Similar to Route 50, Route 55 has stable ridership throughout the week (see Figure 7-8) with only moderate declines over the weekend, which would indicate that it is primarily used by residents and long stay visitors. The lower service levels and shorter service day than the Route 50 likely limit the impact of this route on growing ridership.

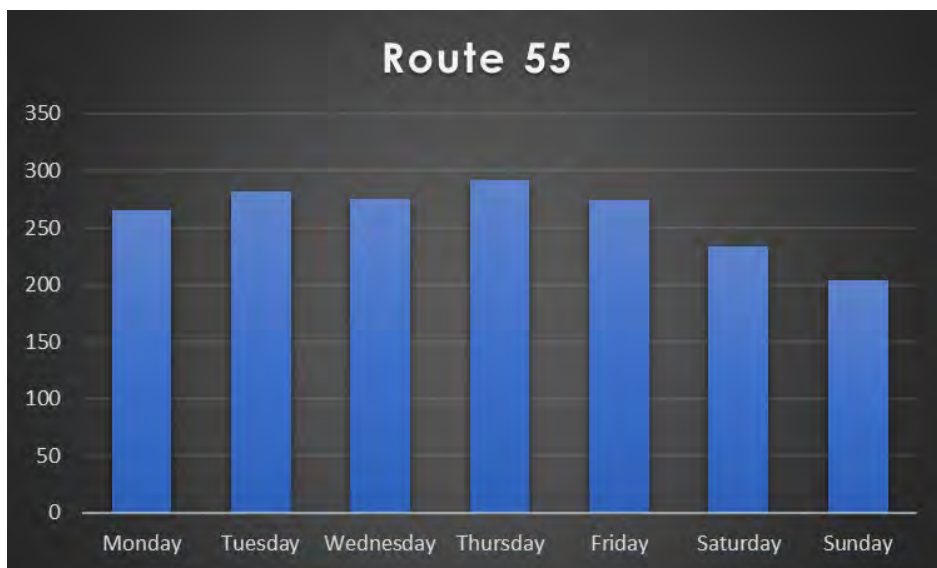


Figure 7-8 - Route 55 Average Daily Ridership

7.4 Route 19X

Route 19X is an interregional oriented service that runs from East Washington Street near North Plaza St. in Carson City via BR395 to connect with the communities of Minden and Gardnerville



Lake Tahoe Short Range Transportation Plan (SRTP)



(see Figure 7-9). Daily trips include four to Carson City and five to Minden and Gardnerville. The service operates from 6:15AM to 8:00PM.

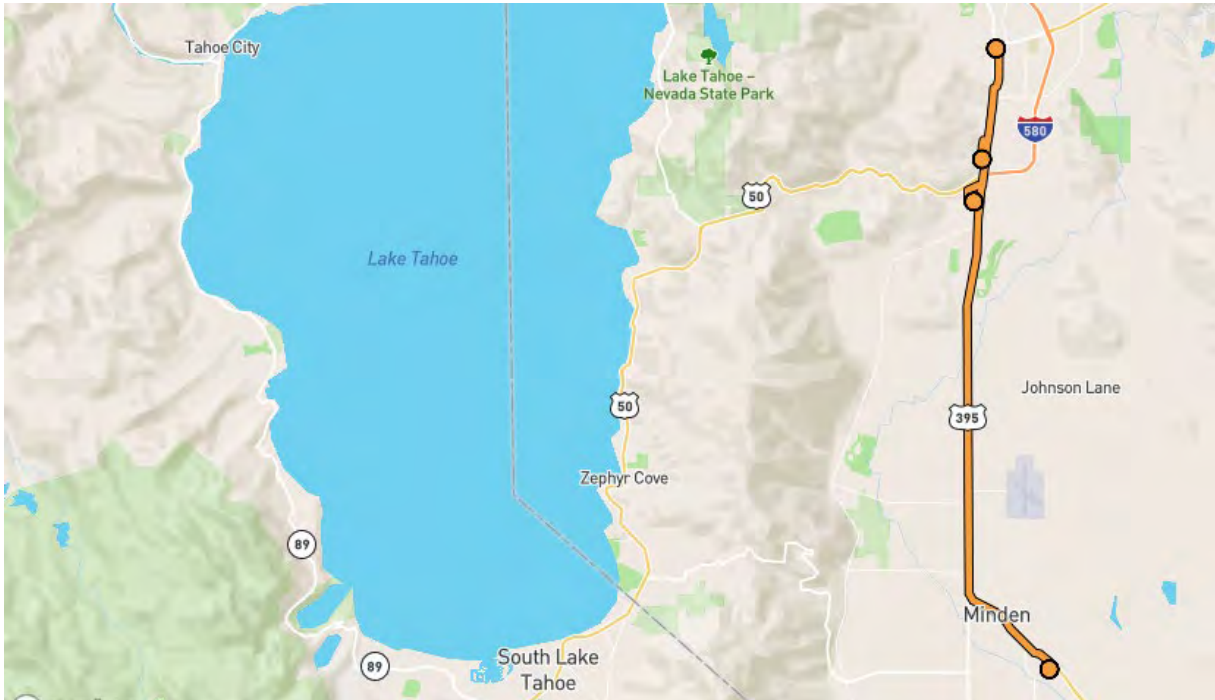


Figure 7-9 - TTD Route 19X

7.5 Route 22

Route 22 (see Figure 7-10) runs from the Douglas County Community/Senior Center in Gardnerville to the Stateline Transit Center daily. The service features five trips from Stateline to Gardnerville and six trips from Gardnerville to Stateline. Service begins at 6:00AM and ends at 8:40PM.



Lake Tahoe Short Range Transportation Plan (SRTP)

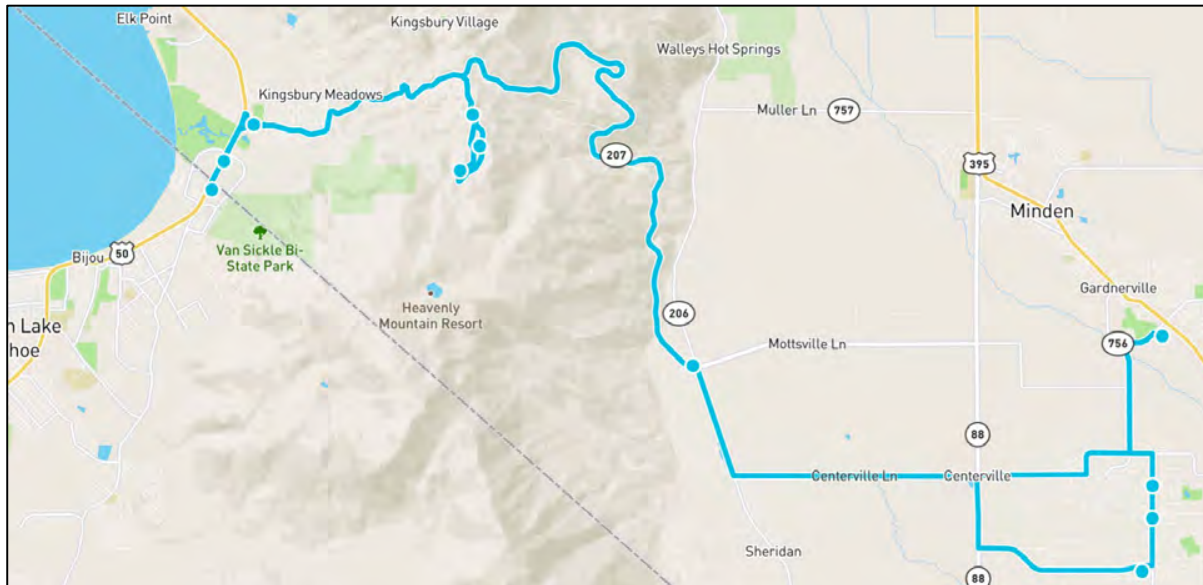


Figure 7-10 - TTD Route 22

7.6 East Shore Express

After a two-year pause due to the pandemic, the East Shore Express (also known as Route 28) resumed in the summer of 2022 providing service in a continuous loop from the old Incline Elementary School in Incline Village to Sand Harbor from 10 AM to 6:00PM. After 3PM, no pickups are provided to Sand Harbor, only pickups from Sand Harbor to Incline Village. The frequency varies by the number of fleet on the route (e.g. one bus = 40 minutes, 2 buses = 20 minutes, etc.). For the summer of 2024, TTD was not able to renew its temporary use permit for the old Incline Elementary School and simply operated the service focusing on the paid parking lots at the East Shore Trail.



Lake Tahoe Short Range Transportation Plan (S RTP)

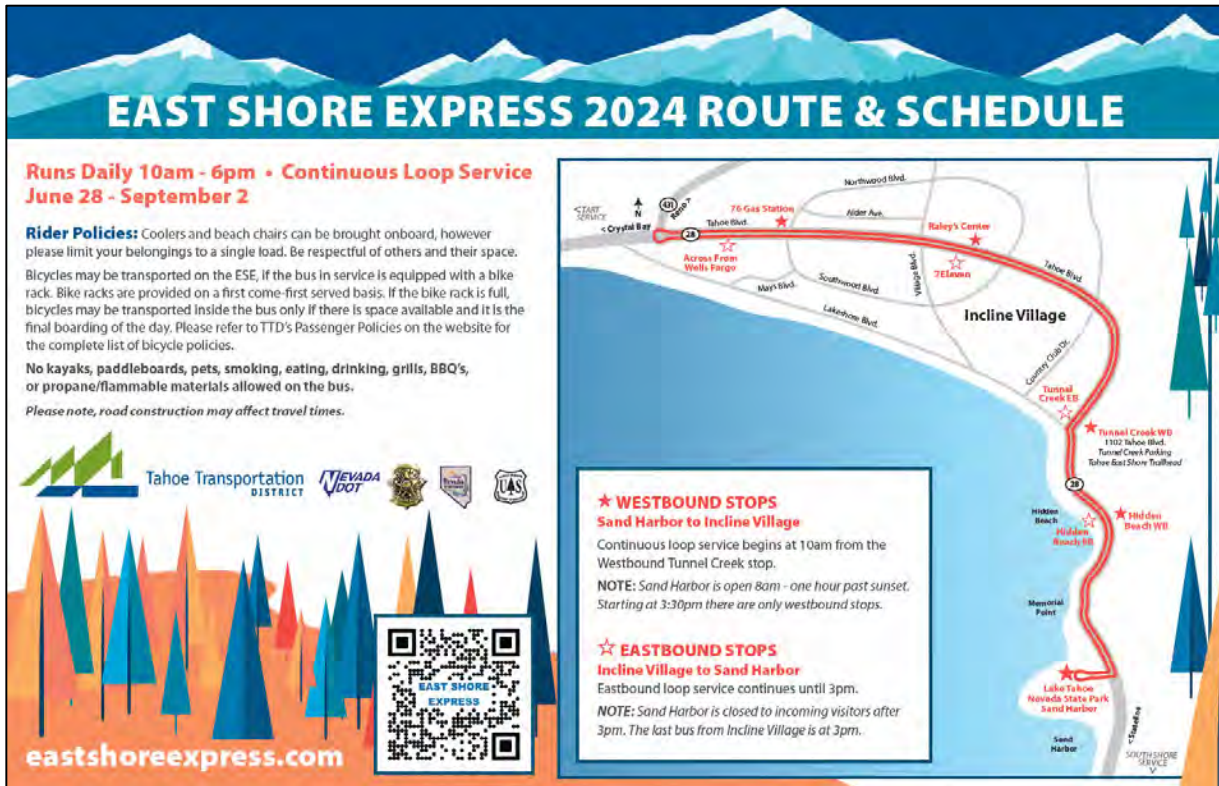


Figure 7-11 - 2024 ESE Route and Schedule

7.7 Tahoe Truckee Area Regional Transit (TART)

TART is committed to providing comprehensive and reliable transit service to North Tahoe residents and visitors. The service is provided by Placer County and operates from Tahoma on the West Shore, north to the Town of Truckee, and east to Incline Village. Like TTD, TART runs seven days a week, including all holidays. The Tahoe City Transit Center (TCTC) was completed in 2012. The TCTC offers an interior waiting area, restrooms, parking, bike lockers, bus arrival information, and a TART pass vending machine.

TART Connect is a program that offers free, on-demand service through the TART Connect App that operates within the resort areas of Tahoe City/Olympic Valley and Kings Beach/Northstar as well as Truckee and Incline Village (see [TART Connect – TART \(tahoetruckeetransit.com\)](https://tahoetruckeetransit.com)). Service was provided within zones along with the ability to connect to other zones



Lake Tahoe Short Range Transportation Plan (S RTP)

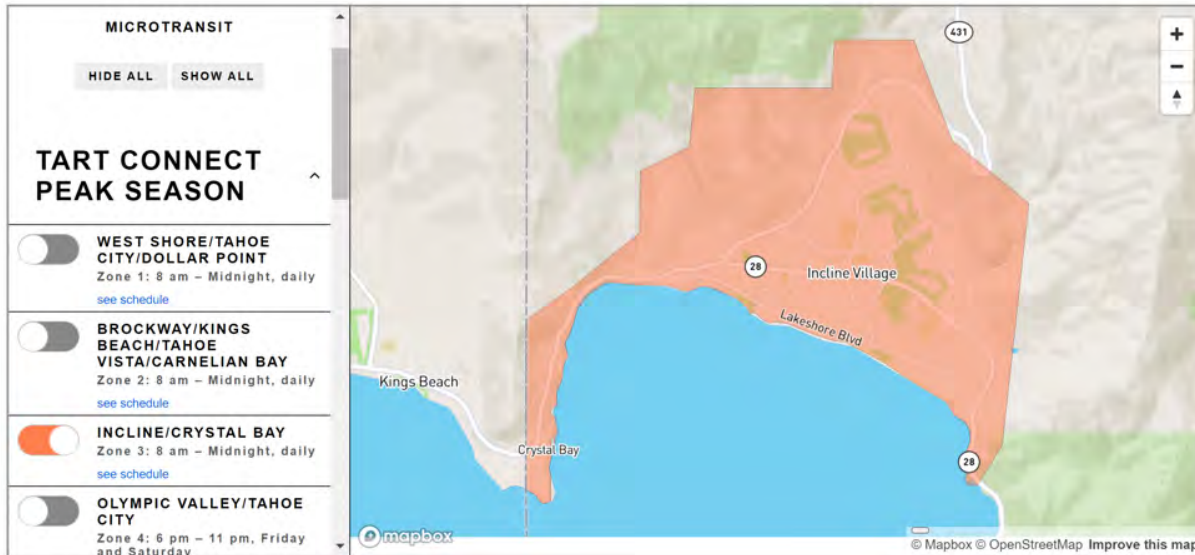


Figure 7-12 - TART Connect Incline Village Zone

Ridership on the service peaks during the winter and summer seasons (see Figure 7-13) as would be expected if the service was mainly used by tourists rather than permanent residents.

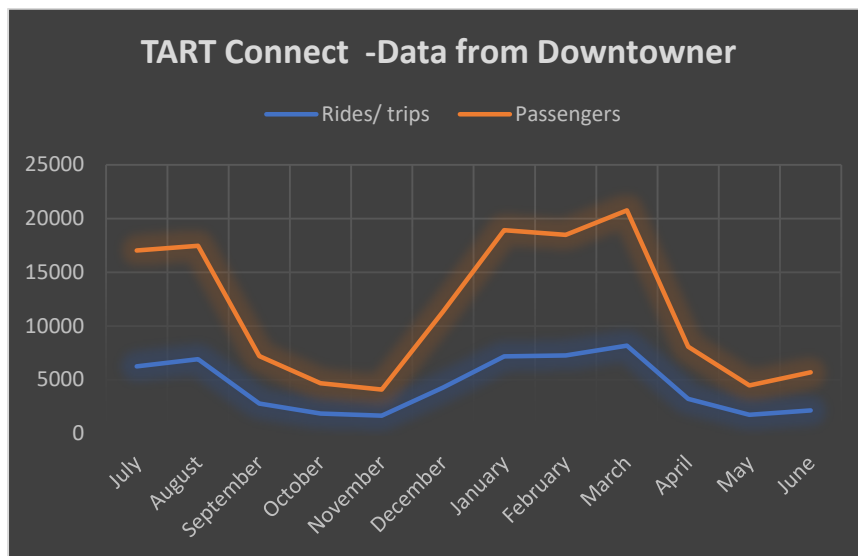


Figure 7-13 - TART Connect Passenger data for Incline Village Zone

The majority of the highest use drop off areas are around the Incline Village (See Figure 7-14) as might be expected near the commercial areas and at the transfer point between zones in Kings Beach. There is also a cluster of drop off activity along Country Club Drive near the hotels and



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commercial areas. There are a few clusters in purely residential areas which may imply either a small number of residents using the service or there are short stay facilities in the area. There is a scattering of pick up and drop off locations through the community, but the largest cluster is around the Incline Creek Estates.

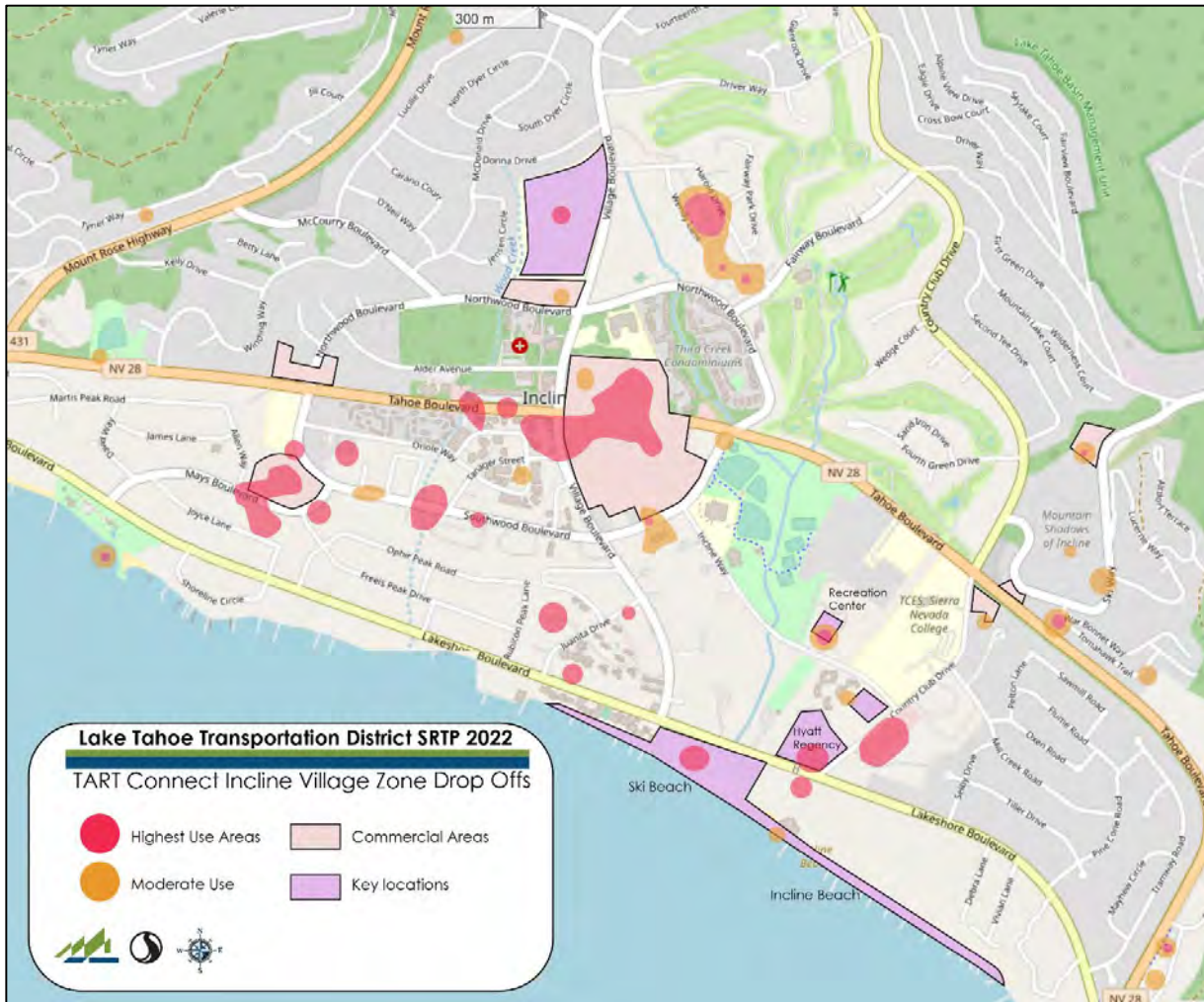


Figure 7-14 - TART Drop Off Zones -Detail

The pick up locations mirror the drop offs though the pattern has more concentration of highest use areas with few moderate use areas (see Figure 7-16).



Lake Tahoe Short Range Transportation Plan (S RTP)

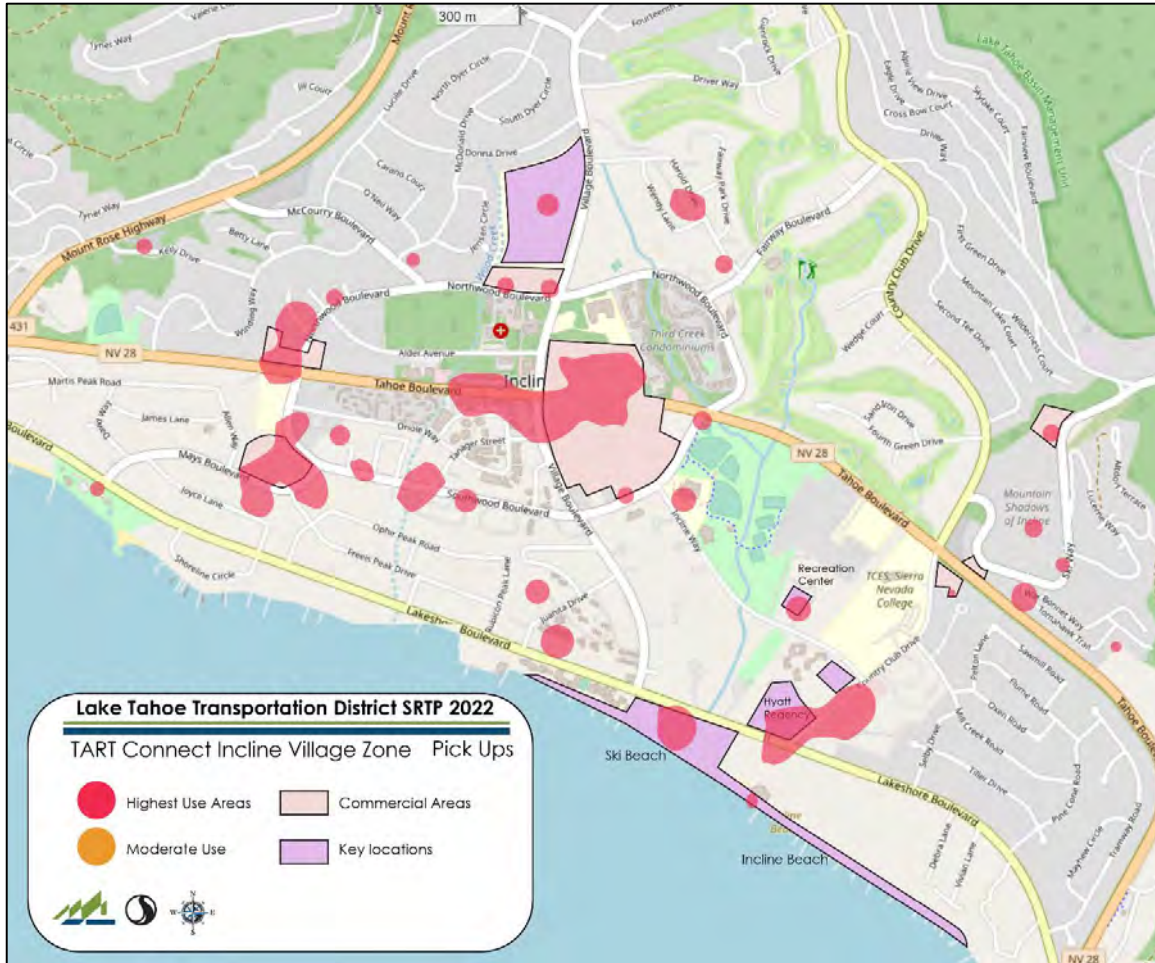


Figure 7-15 - TART Connect Incline Village Pick Ups-Detail

The average trip averages 1.6 users per trip. Though low, this service may provide a service for visitors who come into the community without a vehicle.



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Table 7-2 - TART Passenger Volumes

	Rides/ trips	Passengers	Passengers/ Trip
July	6261	10784	1.7
August	6929	10535	1.5
September	2802	4403	1.6
October	1854	2834	1.5
November	1670	2428	1.5
December	4292	7043	1.6
January	7189	11724	1.6
February	7271	11225	1.5
March	8183	12583	1.5
April	3245	4833	1.5
May	1740	2740	1.6
June	2165	3532	1.6
Average per month	4467	7055	1.6

7.8 Summary of Private Transit

There are several private transportation providers operating within the Lake Tahoe Region. Most of these services, such as hotel and ski shuttles, cater to visitor populations. However, there are a few private options that could serve local residents, seniors, disabled individuals, and other people who need to access medical services.

7.8.1 Hotel Shuttles

As a major resort destination, many hotels operate shuttles for guests to provide transportation from the hotel to restaurants and recreation destinations nearby. Although services are limited to hotel guests only, they also offer excellent door-to-door transportation for visiting seniors and disabled individuals.

7.8.2 Ski Shuttles

There are seven ski resorts in or near the Tahoe Basin and most provide transportation to their guests and employees during the ski season (November through April):

- Diamond Peak Ski Resort, located near Incline Village offers a free community ski shuttle with daily trips in the morning and evening and additional trips throughout the day on weekends and holidays. The Hyatt Regency hotel in Incline Village also provides daily trips from the hotel to the resort.
- Heavenly Ski Resort in South Lake Tahoe provides several free ski shuttles to their ski base lodges. Until 2018, Heavenly contributed a portion of funds to TTD to operate free transit between Heavenly Village at Stateline and Heavenly base



lodges. In 2018, Heavenly moved operations in-house and now provides some similar services daily.

- Kirkwood Mountain Resort is located south of the Tahoe Basin offers two weekend ski shuttles to provide shared transportation from the Bay Area and Sacramento to the resort.
- Sierra-at-Tahoe west of the Tahoe basin, operates a complementary shuttle service from South Lake Tahoe and Placerville to the resort.
- Squaw Valley/Alpine Meadows located off Hwy 89 between Tahoe City and Truckee, run an express shuttle between the resort base areas and parking lots. The resorts also offer free microtransit to residents. In 2018, TART began offering free weekend transit service from park and ride lots to the resort.
- Northstar California resort located off Hwy 267 between Truckee and Kings Beach provides complementary shuttle service between Truckee and Northstar in the mornings and evenings. TART also provides free weekend transit service to Northstar from park and ride lots. Northstar Resort offers parking shuttles for guests as well as a neighborhood dial-a-ride service that is available via the Northstar app. The service is provided by Northstar Transportation and the app is from Downtowner App, Inc.

7.8.3 South Tahoe Airporter

The South Tahoe Airporter provides shared transportation between Stateline at South Lake Tahoe to the Reno-Tahoe Airport (\$32.75 one way). South Lake Tahoe residents can connect to the shuttle from hotels, the Stateline Transit Center, or the Kingsbury Transit Center on any TTD local route. The South Tahoe Airporter can offer a connection from South Tahoe to Reno for residents to access medical services in Reno, however, since it only stops at the airport, it would require transferring to Washoe RTC to access medical services.

7.8.4 North Lake Tahoe Express

Provides service along three routes from North Tahoe and Truckee to the Reno-Tahoe International Airport with one-way fares range from \$32 to \$49. It offers another shared-ride option between North Tahoe/Truckee and Reno for residents requiring access to medical service in Reno, however, like the South Tahoe Airporter, residents would need to transfer at the airport to reach their final destination in Reno.

7.8.5 Capital Corridor Connecting Bus and Rail

The Capital Corridor rail line connects San Jose to Auburn in Placer County. From Auburn, Amtrak provides a few daily bus trips to Truckee where riders can connect to TART transit services. Amtrak



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also provides bus connections from Sacramento to South Lake Tahoe where riders can access TTD transit services.

7.8.6 California Zephyr Rail

The California Zephyr rail line connects San Francisco to Chicago with a stop in Truckee. TART transit services connect at the Truckee Depot train station.

7.8.7 Kelly Ridge and Tahoe Senior Plaza

Kelly Ridge and Tahoe Senior Plaza offer affordable housing for seniors. The complexes share a van and residents have access to limited shuttle service on an as-needed basis.

7.8.8 South Lake Tahoe Cancer League

The South Lake Tahoe Cancer League organizes a volunteer driver program to provide transportation to and from medical appointments. The service is available to cancer patients and is dependent on volunteer drivers.

7.9 Former Public/Private Partnerships and/or Pilots

Currently, the Lake Link microtransit system on the South Shore is the only public/private partnership in TTD's jurisdiction. The next most recent public/private partnership was terminated in 2018, with Heavenly Ski Resort in South Lake Tahoe. The resort contributed financially to TTD to operate free transit between Heavenly Village at Stateline and Heavenly base lodges. In 2018, following TTD's cancellation of ski shuttles, Heavenly elected to provide a more limited schedule in-house to connect remote parking to the gondola. Heavenly's winter shuttle information for winter 2023 is shown on the map



Figure 7-16 - Heavenly Shuttle Map



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(Figure 7-17). TTD's former winter shuttle services are included for reference below in Figure 7-18.

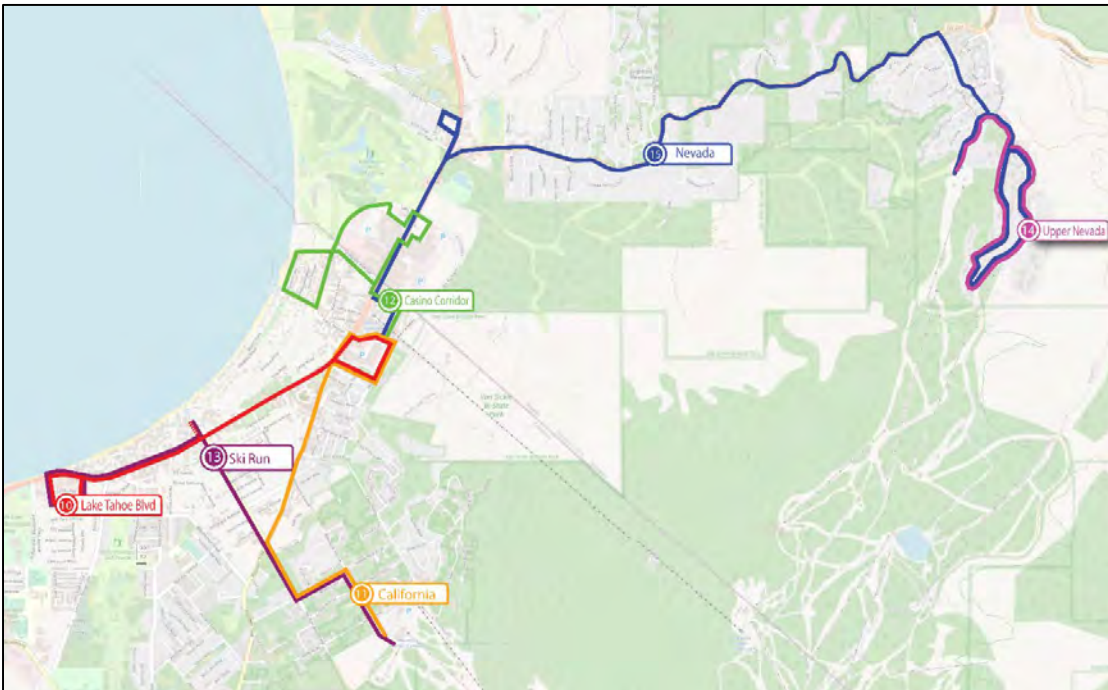


Figure 7-17 - Former TTD Winter Shuttle Routes

7.10 Lake Link

Lake Link is a free app based (there is a phone number for those without a smartphone) microtransit service operated by South Shore Transportation Management Association (SSTMA) to operate between Stateline, NV and Lake Tahoe Community College/ Al Tahoe neighborhood along US 50 and Pioneer Trail. The service operates using bike rack equipped ADA accessible vans with a capacity of 9 to 12 passengers. The service operates 7AM to 9PM except Friday and Saturday where the service is extended to 11PM for summer and winter seasons only .



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Figure 7-19 - Screenshot of Lake Link's Website

This app-based service has a large service area covering the majority of the South Shore and has expanded their service area several times.

Based on July 2024 data provided by Downtowner for Lake Link, the average ride is 13 minutes long after a 29 minute wait time and consists of less than 1.4 passengers per trip with 89% of the trips being shared. Ridership has grown steadily with a 71% increase year over year.

Lake Link operates similar to a taxi or Uber/Lyft with short, frequent trips, typically moving individuals or pairs rather than bulk volumes of passengers based on the uptake to date. The service volume of trips, indicated by passengers per revenue hours at 9.6, indicates heavy use. Partnership and integration with TTD could alleviate the wait times and increase efficiency by boosting the number of passengers transferring to fixed route service for the majority of their trip miles.



7.11 Operational Peer Agency Comparison

7.11.1 Purpose

The purpose of the peer review in the context of the SRTP for TTD is to examine comparable transit systems in resort destinations to primarily gain a better understanding of the characteristics of the transportation solutions that are being offered in these communities. Additional work should be done to compare TTD's organizational structure in place for the planning, design, operation, and management of the transit program. This work would identify and document organizational and best practices needs and opportunities for the continued planning, operation, and funding of the transit program centered on increasing mobility in, around, and to the Lake Tahoe Basin.

7.11.2 Criteria for Peer Transit Systems

The following criteria was considered to identify appropriate peer transit systems:

- Resident population size (base)
- Types of transit services (e.g. regional, rapid, local and shuttle services)
- Seasonality of services (base and peak season levels of service)
- Annual service hours
- Extent of service days
- Peak vehicle requirements
- Fare structure

7.11.3 Peer Transit System Comparison

Table 7-3 highlights the service characteristics of resort destinations that were identified as part of the TMP. In addition, the TART system was added to this list for comparative purposes and to get a better sense of the extent of overall transit services in the Tahoe basin.

With a resident population of 22,500, South Lake Tahoe best compares to the Sun Valley region in Idaho based on population size. Besides TART, the other peer resort areas have a significantly smaller full-time resident base.



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Table 7-3 - Peer Comparisons

Comparable Ski Resorts	Aspen/Picton County, Colorado	Vail, Colorado	Mammoth, California	Jackson Hole, Wyoming	Sun Valley, Idaho	Steamboat Springs, Colorado	Park City, Utah	Whistler, BC	Tahoe Truckee Area Regional Transportation (TART)
Resident (base) Population	7,700	5,600	8,300	10,500	21,200	13,000	7,600	11,800	36,000
Service Types/ Routes	Regional BRT service Regional connector routes Local routes	2 Main routes Local routes Connector routes	Regional connections Local, late night trolley Dial-a-ride connections to resorts	2 commuter routes Connector routes to ski hills Town Shuttle	Primary route Community route Local routes	Regional route Local Routes On-demand service area	Regional services Commuter/Local routes On-demand service area	Express routes Local routes In-town shuttle	Regional Routes Corridor Connector Shuttle Services
Annual Service Hours	183,000	51,000	54,100	N/A	34,700	41,100	124,800	72,000	N/A
Peak Vehicle Requirement	103	27	44	N/A	24	20	40	22	N/A
Peak Frequencies	10-15 min for local routes 15 min for Connector to ski hills 30 min for regional Connector routes	15 min for main routes 30/45/60 min for local/connector routes	30 min main and local routes 60 min regional routes	30 min Commuter and Connector services 15 min Town Shuttle	15 min Primary route 30/60 min community/local routes	20 min	60 min regional service 60 min commuter service 20-30 min local/connector services	15-20 min for main routes	60 min Summer headways
Seasonal Routes	Seasonal services and frequencies	Seasonal services and frequencies	Summer and winter shuttles	Seasonal services and frequencies	Seasonal services to ski hills	Winter service to ski hills	Summer and winter shuttles	Seasonal services and frequencies	Seasonal services and frequencies
Fares	Free in-town service	Free transit service (all routes)	Free local, in-town service Dial-a-ride \$3-\$4 Regional services \$7-\$46	Free town service \$1-\$3 depending on route	Free transit service (all routes)	Free in-town services	Free commuter/local services	Free in town shuttle services	Free transit service (all routes)



From the table above, and specifically in comparison to the TART services, it is clear that South Lake Tahoe is severely lacking in terms of alternative transportation options with respect to:

- TTD's current annual service hours of 25,900 is 34% less than that of Sun Valley and significantly less than other peer resort communities.
- The limited range of transit services, for example, the absence of corridor service with connector routes serving local neighborhoods, resort destinations and neighboring communities, regional connections to the North Shore; and the absence of integrated shuttle services, etc.
- The lack in the extent of transit routes in terms of serving local destinations, e.g., Emerald Bay, ski resorts, and local neighborhoods.
- Other than Route 50, which is the main north-south transportation corridor through South Lake Tahoe, limited consistency and frequency of service on other routes.

7.11.3.1 Levels of service

Table 7-4 (above) compares service levels of peer transit systems. It shows that the majority of peer systems have some form of main or primary service that forms the backbone of the transit system by providing service frequencies between 15 and 30 minutes. Most peers tend to only have a single operating entity within the service area and provide a mix of services for residents, workers and visitors with a goal of encouraging people to use transit or other modes besides the personal automobile. Four peers feature regional or commuter services. Regional connections serve two purposes: 1) provide for workers to access the community if they cannot afford to live locally; and 2) provide a means for tourists to come into the community without bringing a vehicle.

Key operating and performance data from TTD versus the peer transit systems are noted below in Table 7-5. This report utilized 2022 National Transit Database (NTD) reports compiled annually by FTA and are the most recent available.



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Table 7-4 - Operating and Performance Data Comparison

Comparable Ski Resorts	Resident (base) Population	Commuter	Demand Response	Bus	Vanpool	Peak Vehicle Requirement (VOMS)	Annual Unlinked Trips	Revenue Miles	Revenue Hours	Annual Cost (operations)	Passenger Boardings (unlinked trips)
Tahoe Transportation District (TTD)	56,000	3	7	3	0	13	269,576	423,821	28,294	\$6,131,022	269,576
Vail, Colorado	5,600		1	26	0	27	2,299,325	760,840	66,679	\$6,532,640	299,325
Mammoth, California (Eastern Sierra Transit)	8,300	5	8	24	0	37	772,942	879,326	52,795	\$5,187,138	772,942
Jackson Hole, Wyoming (Southern Teton Area Rapid Transit)	10,500	0	8	20	0	28	718,985	979,979	57,176	\$5,603,319	718,985
Sun Valley, Idaho (Mountain Rides Transportation Authority)	21,200	0	1	13	18	32	488,383	908,036	40,400	\$3,558,126	107,542
Steamboat Springs, Colorado	13,000	4	4	14	0	22	934,937	560,117	41,060	\$4,672,736	934,937
Park City, Utah	7,600	0	2	19	0	21	1,548,297	950,634	72,927	\$11,491,801	1,548,297
Summit County (Breckenridge)	72,949	6	3	22	0	31	1,440,744	1,042,163	55,759	\$9,677,785	1,440,744
Eagle County, Colorado	76,672	0	0	22	0	22	984,115	1,529,138	79,931	\$11,504,947	984,115
Whistler, BC	11,800	2	0	31	0	33	1,494,286		74,800	\$11,400,000	1,400,000
Peer Averages	25,291	2	3	21	2	28	1,186,890	951,279	60,170	\$7,736,499	
Aspen/Picton County, Colorado (Roaring Forks Transit Agency) 2022 NTD Data	7,700	32	7	59	0	98	4,011,246	4,827,102	246,091	\$46,190,159	4,011,246

An analysis of the 2022 NTD data shows that TTD’s current transit services, when compared to those of the selected peers, are neither effective nor efficient. That is not to say that TTD is ineffective or inefficient. As with most analysis, the story is in the details.

Table 7-5 - NTD Data Comparison

	Tahoe Transportation District	Aspen/Picton County, Colorado	Vail, Colorado	Mammoth, California	Jackson Hole, Wyoming	Sun Valley, Idaho	Steamboat Springs, Colorado	Park City, Utah	Whistler, BC
Ridership	269,576	4,011,246	2,299,325	772,942	718,985	488,383	934,937	1,548,297	1,494,286
Hours	28,294	183,000	66,679	52,795	57,176	40,400	41,060	72,927	74,800
Miles	423,821	4,827,102	760,840	879,326	979,979	908,036	560,117	950,634	
Operating Expenses	\$ 6,131,022	\$ 46,190,159	\$ 6,532,640	\$ 5,187,138	\$ 5,603,319	\$ 3,558,126	\$ 4,672,736	\$ 11,491,801	\$ 11,400,000
VOMS	13	98	27	37	28	32	22	21	33
Service Effectiveness									
Pax/RevHr	9.5	21.9	34.5	14.6	12.6	12.1	22.8	21.2	20.0
Pax/RevMile	0.6	0.8	3.0	0.9	0.7	0.5	1.7	1.6	
Cost/Passenger	\$ 22.74	\$ 11.52	\$ 2.84	\$ 6.71	\$ 7.79	\$ 7.29	\$ 5.00	\$ 7.42	\$ 7.63
Service Efficiency									
Cost/RevHr	\$ 216.69	\$ 252.41	\$ 97.97	\$ 98.25	\$ 98.00	\$ 88.07	\$ 113.80	\$ 157.58	\$ 152.41
Cost/RevMile	\$ 14.47	\$ 9.57	\$ 8.59	\$ 5.90	\$ 5.72	\$ 3.92	\$ 8.34	\$ 12.09	

Unlike the eight peers reviewed, TTD does not operate shuttle services to any local ski resort. These seasonal services are extremely high volume with relatively low service hours required. When TTD operated winter ski routes, they accounted for 350,000 to 400,000 passenger trips per year. Operating routes that carry more passengers drives down the cost per passenger metric. Additionally, the passenger per revenue hour and passenger per revenue mile metrics would likely increase as well should TTD switch resources to focus on more effective routes.



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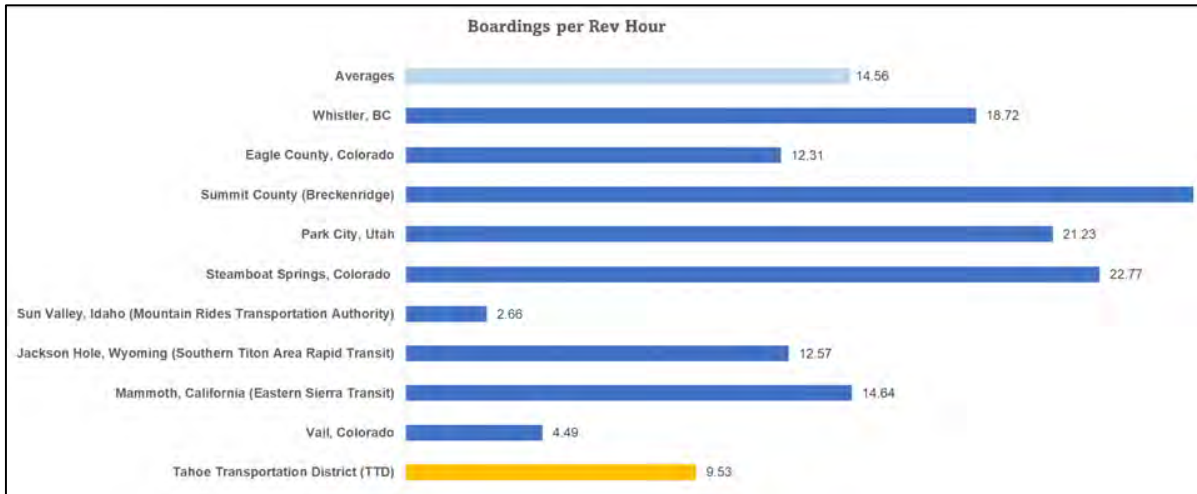


Figure 7-21 - Comparison of Boardings

Service efficiency metrics are affected by multiple factors. TTD’s cost per hour is high compared to the selected peers. As mentioned in other sections, labor availability and compensation are acute at Lake Tahoe. Fuel is more expensive. Housing, whether purchasing or renting, has appreciated substantially compared to wages. The inadequate maintenance and operations facility means more repairs are contracted to third party vendors. A lack of in-Basin industrial services means those repairs cost more and take longer. The level of local funding provided to TTD for supporting transit is among the lowest of those reviewed. Local funding as a percent of total operating

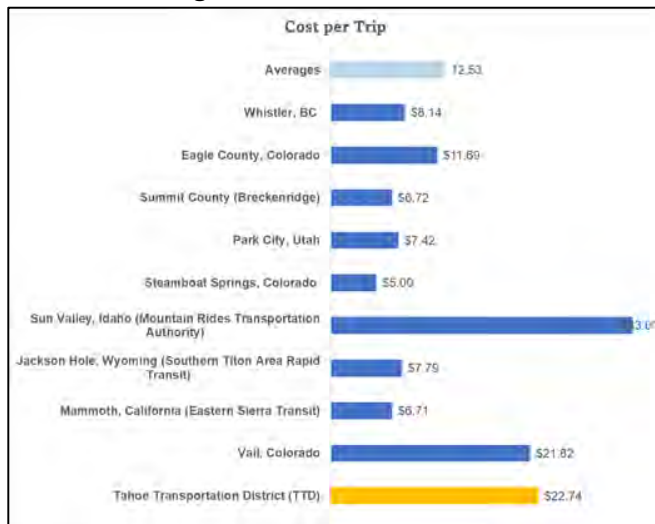


Figure 7-20 - Comparison of Cost per Trip

expenses for TTD is 1.8% compared to a median value of 44.4% for the group. Using federal funds requires much more overhead than local funds. A predictable and meaningful stream of local funding to the TTD would leverage federal and state funding for needed capital facilities and other foundational projects to help drive down costs.

The type of service operated also impacts performance measures. For instance, TTD’s commuter routes connect the City of South Lake Tahoe with 21,275 residents to Minden/Gardnerville that have combined

residency of 9,287. Those are not population numbers large enough to support a competitive commuter bus system. TTD’s routes 22 (South Lake Tahoe to Minden/Gardnerville) and 19X



(Minden/Gardnerville to Carson City) have very low passenger per hour numbers that demonstrate alternative solutions should be studied. The services cover vast distances with no population between communities; impacting ridership and the higher speed, higher mileage routes burn more fuel and require more maintenance as well.

While it is important to periodically do a self-check among peers, the report focused on systems with similarities in operating conditions, geography, and passenger demand, but are not necessarily a mirror of TTD's mobility objectives. In this respect, TTD is more akin to San Luis Obispo Regional Transit Authority (SLORTA) which connects cities throughout San Luis Obispo County (and beyond), including Arroyo Grande, Atascadero, Grover Beach, Morro Bay, Paso Robles, Pismo Beach, San Luis Obispo and more. SLORTA is also the administrator of South County Area Transit (SCAT) which operates as a local service in the Five Cities area of Shell Beach, Pismo Beach, Grover Beach, Oceano and Arroyo Grande.

When the TTD Board directed the 2019 Transit Plan to focus on local trips and commuter trips, it was communicated and agreed it would be at the expense of the more effective and efficient tourism transit. In essence, providing the critical connections to health care, shopping, jobs, and affordable housing for residents is TTD's paramount responsibility.

7.12 Potential Efficiencies to Improve System Performance

There are some potential efficiencies within the existing system that could be considered for the SRTP based on the three distinct transit target markets:

- Address the housing needs of employees to accommodate a more stable workforce to ensure the delivery of budgeted annual service hours
- Move the maintenance and operations facility to the Carson Valley or fast-track construction of a new maintenance and administration facility in the Basin to ensure that all vehicles are available for service
- Focus on improved frequencies on Route 50
- Review the routing of Route 55 to determine whether changes to its alignment could potentially offer transit access at greater frequencies or if the areas served would benefit from microtransit
- Focus on integrating microtransit service zones with fixed routes on the South Shore
- Consider higher seasonal service offerings on the East Shore
- Consider a year-round connection from Incline Village to Kings Beach
- Consider constructing a new turnaround at the lookout to accommodate seasonal service to Emerald Bay



Chapter 8 – Public Engagement





8 Public Engagement

Reserved – Outreach remains on-going



Chapter 9 – Service & Infrastructure Plan





9 Service & Infrastructure Plan

9.1 Scenario 1 – Business as Usual + Fiscal Challenges

SRTP 2024 Scenario 1 presumes no change to the reduced funding that started in FY24, which included roughly \$1 million less in federal funding, but does include one-time funds from California’s SB125 program. As a result, the first several years of the plan are envisioned to remain stable, however, service changes would be required by FY27, if there is no change in the forecasted funding pattern. The service changes could be as noted below:

- Potential reduced service on Route 50 to 60 minutes in FY27
- Potential Route 55 transitioned to microtransit in FY29
- Route 19x may be transitioned in FY26 to create a new Route 21x linking Carson City with South Lake Tahoe with five trips per day
- Paratransit may have a reduced service as soon as FY25 as the ADA+ areas (Meyers and North Upper Truckee) are suspended to focus on FTA required service

Table 9-1 - Scenario 1 Service Profile

Scenario 1 Service Profile	FY 25	FY 26	FY 27	FY 28	FY 29
Route 50: South Lake Tahoe	30 minutes; 6 AM - 9 PM	30 minutes; 6 AM - 9 PM	60 minutes; 6 AM - 9 PM	60 minutes; 6 AM - 9 PM	60 minutes; 6 AM - 9 PM
Route 55: Neighborhoods	65 minutes; 6 AM - 9 PM	65 minutes; 6 AM - 9 PM	65 minutes; 6 AM - 9 PM	65 minutes; 6 AM - 9 PM	-
Route 19X: Carson City	Two AM; One Midday; Two PM	Two AM; One Midday; Two PM	Two AM; One Midday; Two PM	Two AM; One Midday; Two PM	Two AM; One Midday; Two PM
Route 21X: Carson City	-	Three AM; One Midday; Three PM	Three AM; One Midday; Three PM	Three AM; One Midday; Three PM	Three AM; One Midday; Three PM
Route 22: Minden/Gardnerville Express	Two AM; Two Midday; Two PM	Two AM; Two Midday; Two PM	Two AM; Two Midday; Two PM	Two AM; Two PM	Two AM; Two PM
Route 28: East Shore Express (Summer Only)	Constant Loop	Constant Loop	Constant Loop	Constant Loop	Constant Loop
Paratransit (smaller service area)	6 AM - 9 PM	6 AM - 9 PM	6 AM - 9 PM	6 AM - 9 PM	6 AM - 9 PM
Total Modeled RevHrs Hours	32,168	36,730	31,595	30,135	22,470



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Figure 9-1 - Services Remaining by FY26-FY28



Lake Tahoe Short Range Transportation Plan (SRTP)

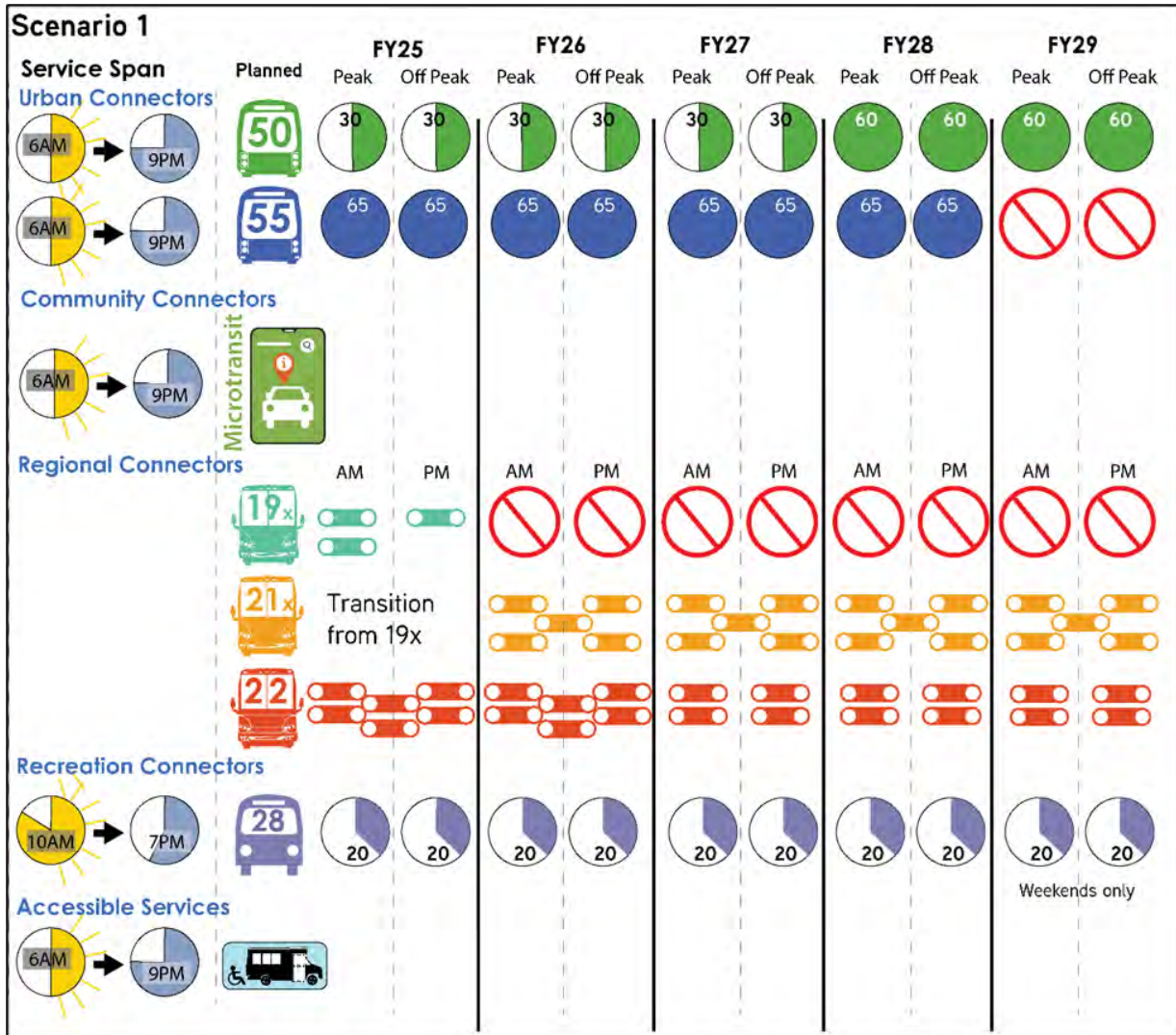


Figure 9-2 - Scenario 1 Potential Routes and Headways



9.2 Scenario 2 -Progressive Connectivity

9.2.1 Vision

This plan is based on the premise that a new local funding source can be established that eases the annual risk and uncertainty that surrounds a system that is heavily reliant on federal government grant programs. FTA funding is expected to peak at 75% of TTD operational funding in 2027 and then drop to 62% by 2029. This means that new funding sources must be found to offset the existing deficits that are predicted by 2028, as well as to allow the system to expand and grow.

The plan envisions a change to the focus of TTD to creating regional and Basin-wide connectivity to create opportunities to provide improved connections to housing opportunities in the Carson Valley and Reno/Sparks for workers. It also forges a stronger link between the North and South Shores over time. It provides for access to recreational opportunities within the Basin for local residents and allows visitors to travel into the Basin without a private automobile by using an alternative travel option.

In this scenario, there is a singular presumption that allows transit connectivity in the region to be significantly enhanced – namely the creation/identification of a local source of constant and reliable funding that has two functions:

- A. Expands the network of transit service connections to allow residents, workers and tourists to come into the Basin and travel as needed without the continuing impacts of congestion caused by private vehicles
- B. Reduces the impact of fluctuating federal funding levels for transit that do not allow for a sustained transit services due to the transitory nature of the funding

The service plan would seek to slowly increase transit connectivity knowing that funding takes time to acquire and implement, and staffing issues still need to be resolved.

- Route 50 would stay at 30-minute service levels
- Route 55 would transition to microtransit zone(s) in FY27
- A new Route 2 would be created to connect Incline Village with the Spooner Summit Mobility Hub in FY26 with 60-minute service and then would be extended to Stateline in FY29
- The 19x transition to the 21x would occur on the same timeframe as was noted in Scenario 1 in FY26
- A new microtransit service would be created in the Al Tahoe – Tahoe Valley area of the South Shore



Lake Tahoe Short Range Transportation Plan (S RTP)



- A second east side connector between Stateline, Incline and Truckee (Route 14) would be created in FY27, allowing greater connections to both Amtrak and TART services and providing a connection between North and South Shore
- A new microtransit service created in the Meyers area in FY29
- Route 28 operates as is with a constant loop

Table 9-2 - Scenario 2 Service Profile

Scenario 2 Service Profile	FY 25	FY 26	FY 27	FY 28	FY 29
Route 50: South Lake Tahoe	30 minutes; 6 AM - 9 PM	30 minutes; 6 AM - 9 PM	30 minutes; 6 AM - to 9PM	30 minutes; 6 AM - to 9PM	30 minutes; 6 AM - to 9PM
Route 55: Neighborhoods	65 minutes; 6 AM - 9PM	65 minutes; 6 AM - 9PM	<i>Transitioned to microtransit</i>	-	-
Route 2: Incline Village - Spooner Summit	-	60 minutes; 6 AM - 9PM	60 minutes; 6 AM - 9PM	60 minutes; 6 AM - 9PM	Extended to Stateline Transit Center
Route 19X: Carson City	Two AM; One Midday; Two PM	<i>Transitioned to Route 21X</i>	-	-	-
Route 21X: Carson City	-	Three AM; One Midday; Three PM	Three AM; One Midday; Three PM	Three AM; One Midday; Three PM	Three AM; One Midday; Three PM
Route 14: South Lake Tahoe to Truckee	-	-	60 minutes; 6 AM - 9PM	60 minutes; 6 AM - 9PM	60 minutes; 6 AM - 9PM
Route 22: Minden/Gardnerville Express	Two AM; Two Midday; Two PM	Two AM; Two Midday; Two PM	Two AM; Two Midday; Two PM	Two AM; Two Midday; Two PM	Two AM; Two Midday; Two PM
Route 28: East Shore Express (Summer Only)	Constant Loop	Constant Loop	Constant Loop	Constant Loop	Constant Loop
Paratransit	6 AM - 9 PM	6 AM - 9 PM	6 AM - 9 PM	6 AM - 9 PM	7 AM - 9 PM
Total Hours	32,168	34,141	41,785	55,387	62,737



Lake Tahoe Short Range Transportation Plan (SRTP)



Figure 9-3 - Scenario 2 Map



Lake Tahoe Short Range Transportation Plan (S RTP)



Scenario 2

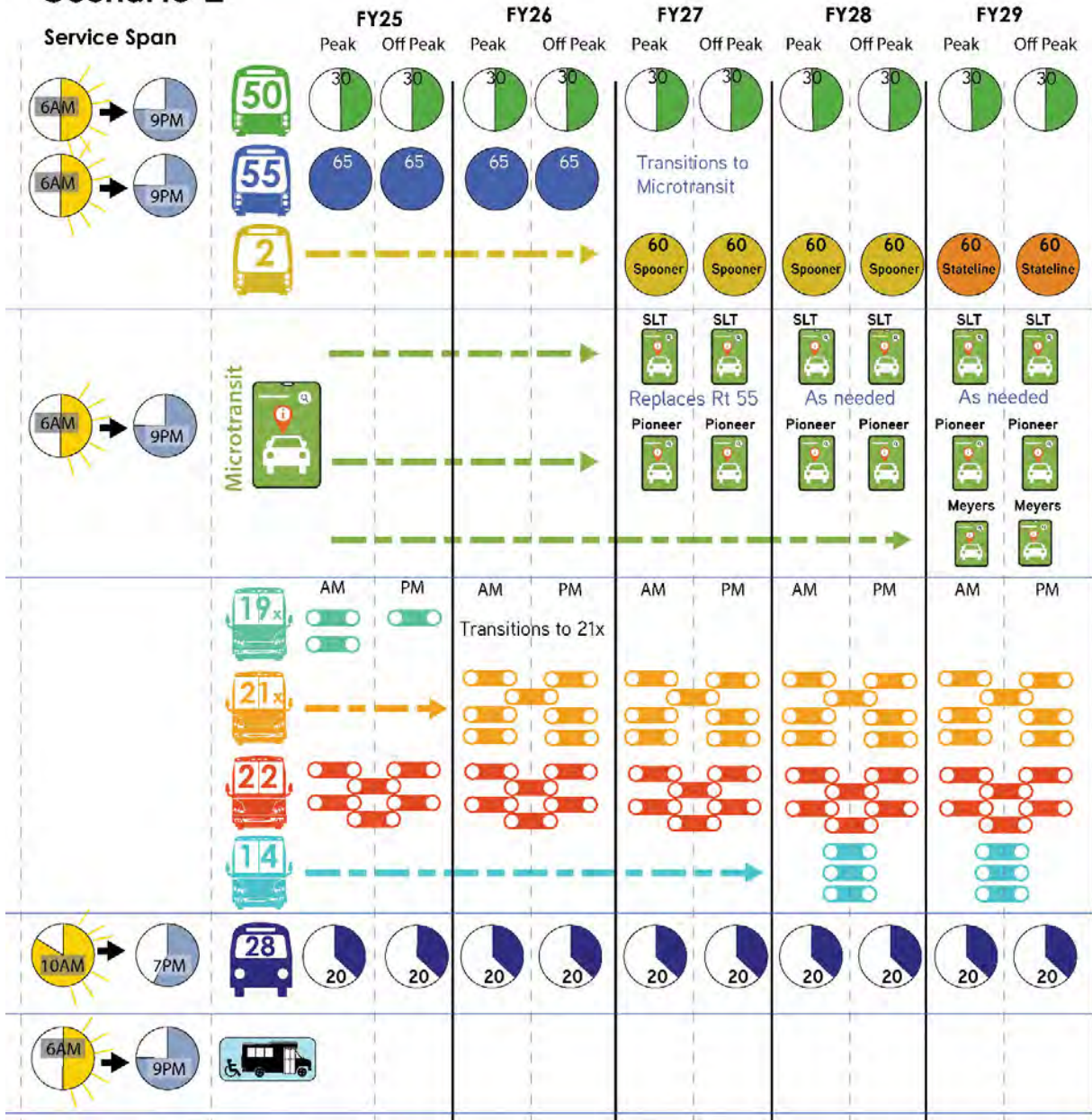


Figure 9-4 - Scenario 2 Service Profile



9.3 Scenario 3 – New Paradigms

Scenario 3 contemplates how mobility could change on the South Shore over the course of the SRTP. As discussed, the South Shore’s mobility needs far exceed available resources. Scenario 1 detailed how these resources could be used to provide continuity for existing transit while demonstrating the impacts of the exhaustion of one-time funds like SB125 and pandemic era relief. Scenario 2 imagines what could be done with additional funds and charts a course for the expansion of public transit serving the South Shore and beyond. Scenario 3 will discuss some of the other options that are not yet clear enough to develop a service plan, but the impacts of which should be explored further.

Expansion of microtransit. Lake Link has successfully grown from a mitigation measure for the Tahoe Blue Events Center into a sprawling single zone service. The single zone model functions more like an Uber/Lyft or taxi than transit. Lake Link is expected to establish zones and integrate with the fixed route system to improve efficiency. Currently, Lake Link is averaging 9.6 passengers per hour. In transit parlance, once a demand response service meets or exceeds 10 passengers per hour, it should be considered for conversion to a fixed route service. Route 55 averages under 10 passengers per hour and should be considered for conversion to a demand responsive model. It is a precarious position as the elimination of Route 55 would likely push productivity on microtransit to a fixed route level. Much like the North Shore, an expansive, zoned microtransit system integrated with fixed routes can much better address the South Shore’s mobility needs. TTD envisions this option as a complement to existing fixed routes.

City of South Lake Tahoe and El Dorado County Joint Powers Authority (JPA). Over the past 18 months, the City of South Lake Tahoe and El Dorado County have explored the formation of a JPA to act as an additional transit authority providing public transit within the City, El Dorado County unincorporated areas within the Basin, and possible connections to Douglas County. Presently, the participating entities are discussing key questions of the formation.

- What are the proposed parameters of a new JPA?
- Would it operate microtransit?
- Would it operate fixed route transit?
- Would it receive funding directly from FTA and the State of California?
- Will it seek funding from TTD or the SSTMA?
- Will the JPA seek new funds from a ToT increase or general sales tax increase?
- How will another operator improve mobility on the South Shore?



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In discussions so far, the City has indicated that it would seek anywhere from \$1,000,000 to \$3,400,000 in funding from TTD or seek to directly claim those funds instead of TTD. A resulting loss of that scale – upper or lower – would, at the least, reduce fixed route transit to lifeline levels on the South Shore to largely eliminating the TTD’s ability to operate any fixed route transit at the upper end.

TTD expects these questions to be answered through either Business Plan for the JPA prior to formation and an SRTP following the formation. When more clarity is available, TTD will work collaboratively to ensure maximum mobility for Lake Tahoe in partnership with new entrants.

Tahoe Transportation District as an Administrator. Another option could be a wholesale shift in purpose for TTD from transit operator to transit administrator. This could range from TTD contracting with entities like SSTMA and a JPA or even third-party operators themselves for the provision of transit services. TTD could act in a supportive role as the direct recipient by maintaining compliance, obtaining grants, managing contracts, performing or supporting planning, and using its bi-state authority to unify the various operators.

9.3.1 Future Service Opportunities

These scenarios do not include a look into the future and other possible connections that reflect the potential to connect people from outside the valley into the Basin without having to bring a personal vehicle. These include cross lake ferry service, recreational services, and Trans-Sierra services as shown in Figure 9-6. These services should be studied further in future plans.



Figure 9-3 - Scenario 3 Map



Lake Tahoe Short Range Transportation Plan (SRTP)



Figure 9-4 - Future Service Considerations

9.4 Infrastructure Plan within SRTP

There are two mobility hubs that are in the planning and design stage. The mobility hub in Incline Village is in the site alternatives analysis phase, while the Spooner Summit hub is currently being designed and is in the implementation phase.

9.5 Future Infrastructure

Funding is being sought for additional infrastructure to support the electrification of US89 and US50 as well as SR267, along with the necessary charging stations to accommodate the change in



fleet to zero emissions buses. A new Maintenance & Administration Facility will allow TTD to better control maintenance of the new vehicles in a dedicated facility. Ferry based infrastructure would also be required in the future to support a ferry service.

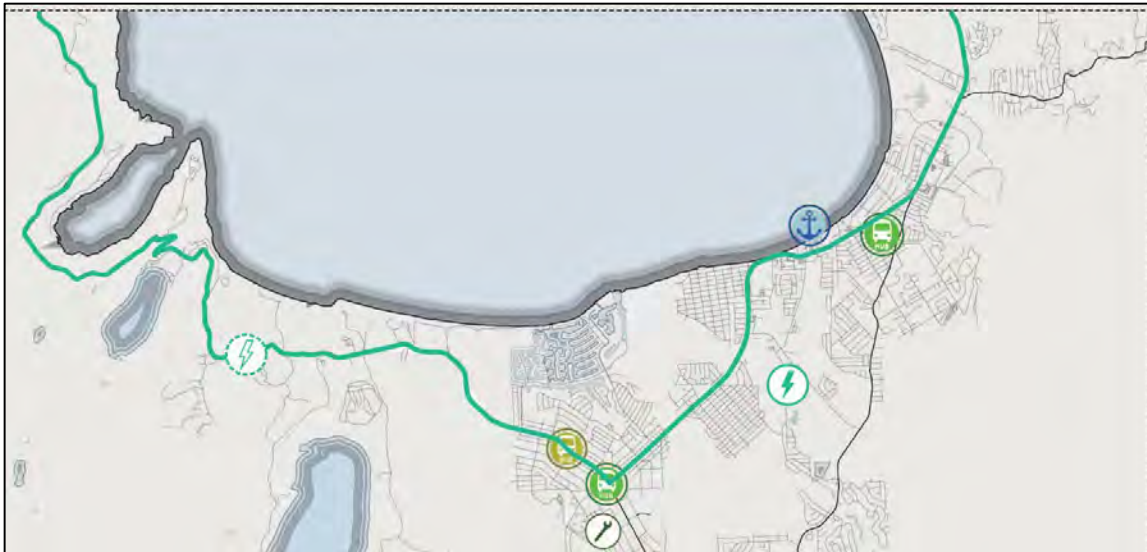


Figure 9-5 - Electrification and Mobility Hub in the South Shore



Lake Tahoe Short Range Transportation Plan (SRTP)

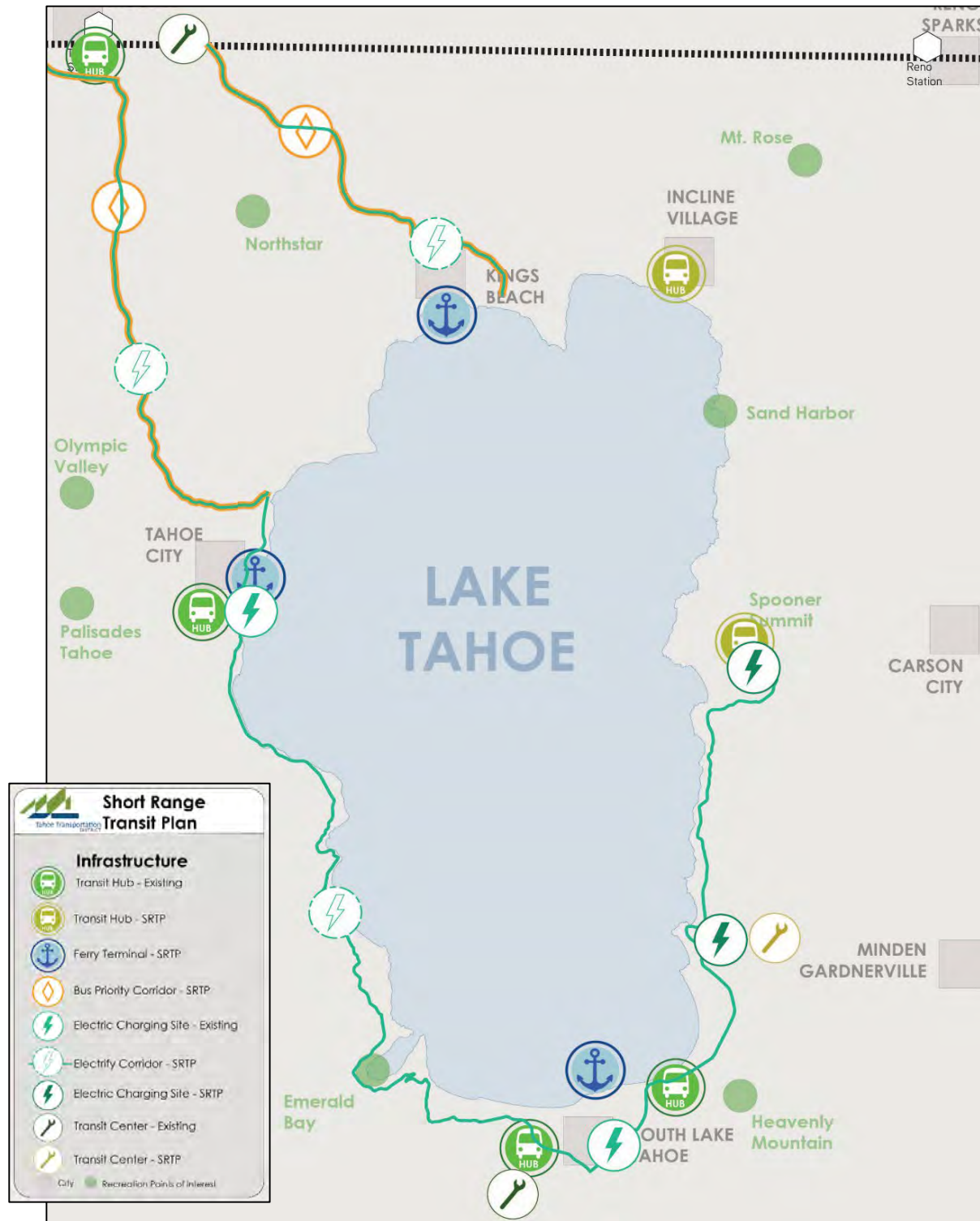


Figure 9-6 - Future Infrastructure



9.6 Summary of Scenarios

The first two scenarios use the existing base services and show changes after the first two years. Scenario 1 reflects the current funding situation and the drop in FTA funding that will significantly impact the system in FY27 and beyond. The second scenario represents a potential growth option with new funding that allows the system to fulfill the goals and objectives from 2017 of improving connectivity and reducing both VMT and GHGs in the region while addressing unmet needs. Scenario 3 is a more complicated alternate future where there can be new operators, new roles, new services, and retirement of older mobility models.



Chapter 10 – Financial Plan





10 Financial Plan

The following section provides a brief description of each major funding source utilized by TTD's transit division. There are numerous Federal and State funding sources that can be applied for annually. *[These will be included in the next draft]*

10.1 Impact of Funding Availability

In 2016, due to federal funding restrictions, commuter bus route 21x, which provided a direct connection to Carson City from Stateline was eliminated.

In 2018, Staff discussed four factors affecting the decision to discontinue winter shuttles. First, TTD did not have the Operators or fleet necessary to provide the shuttle services. Second, with no fare revenue generated, the winter shuttles were negatively impacting farebox recovery. Third, winter shuttles operate in an extremely unsafe environment. The incidence of collisions (mostly buses being hit by cars), lack of snow removal, delays in getting sand/cinders put down, and heavy traffic with inexperienced visitors contributed to an overall unsafe operating environment for public transit. Fourth, fleet availability was exacerbated by the number of collisions that removed buses and their operators from service for days after each collision. Staff had proposed operating some service between Heavenly Village and the California Base Lodge, but this was deemed unaffordable without Heavenly participating at some level. Vail requested to reduce their contribution of \$900,000 and Staff reminded Vail, as TTD had for years, that the straight-line cost of the service was \$2.1M with many other indirect costs including a lack of capital replacement considerations, and constant demands to shift resources in violation of FTA guidance. FTA guidance on ski shuttles is clear that the services must be publicly planned and operated to address the transportation needs. Since ending winter shuttles, TTD's insurance rates dropped based on TTD's improved claim history.

One midday Route 22 trip to Minden/Gardnerville and Carson City was eliminated and the system-wide service span was shortened from 20 hours to 14 hours per day.

Changes to the fare structure were made by limiting the reduced low-income fare to adults 65 and over, TTD Demand Response cardholders, Medicare cardholders, and veterans with a service connected disability.

During the 2018 service overhaul, resources were reallocated to increase frequency on route 50 and add commuter service via route 18x to Meyers. Route 18x was cancelled after 90 days due to extremely low ridership (averaging just over three passenger trips per day).

Ongoing funding restrictions and the impact of the pandemic on ridership, saw service reductions on most routes. Despite the ridership impacts, service was maintained to ensure essential



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workers had transportation and TTD staff maintained consistent employment. Due to health and safety considerations stemming from the pandemic, transit fares on all routes were eliminated.

Specialized transit services were also impacted by limited funding and the South Lake Tahoe – Specialized Transportation Service (SLT-STTS) that offered service from South Lake Tahoe to interregional destinations such as Sacramento was discontinued. The service provided ADA accessible origin to destination transportation for eligible individuals to access medical, dental, social services, and other essential needs appointments.

10.2 Funding Challenges

The five-year budget (FY25 through FY29) shows the impacts of the exhaustion of pandemic-era support funds. This creates a shortfall in funds in FY28 of \$3M that expands to \$4.2M by FY29. FTA funding drops from a high of \$6.4M to only \$3.9M in FY29. This is predicated on the continuation of current service levels and 30 minute intervals for Route 50 throughout the five year budget horizon to demonstrate the deficit.

Federal funding represents 67% of all funding for TTD transit operations in 2025 and rises to a high of 72% in FY26 before the shortfall begins. This illustrates one of the challenges for TTD, namely the reliance on federal funding. It is not guaranteed every year and is subject to the politics of the time, meaning that the amount available may vary, be delayed, or not be available which creates issues with guaranteeing levels of service in Lake Tahoe.

To cover the existing services, a local and sustainable funding source need to be identified and developed. Many peer agencies have some form of localized funding that allows for a guaranteed source of income over multiple years which may be a tourist tax, a local sales tax, or a percentile of existing taxes devoted to supporting transit. It is unknown if there will be future one-time funding sources and dependence on such sources should be curtailed to the extent possible. A local and sustainable funding source should be created to ensure consistency and balance to the operating budget. Based on existing funding shortfalls, that would be in the range of 35% of the annual operating budget.

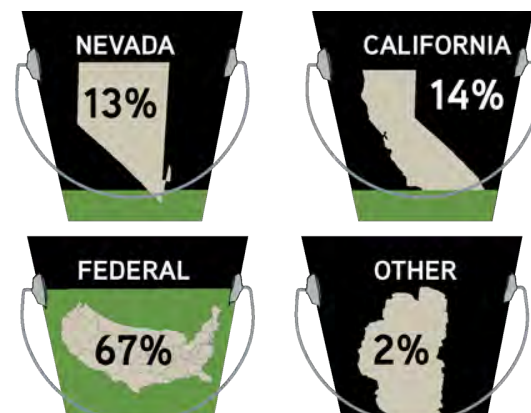


Figure 10-1 - 2025 Funding Breakdown



10.2.1 Funding Comparison with Peers

Other than Vail, all peers generate funding for transit services in this category and in most cases these represent significant amounts in comparison to federal, state and local funding grants. Most peers have a single source for public transit or one local and one regional provider. There are private providers to ski resorts from hotels, but those are limited and generally become highly specialized as the transit service improves. Most resort areas have smaller base populations that then quadruple or quintuple on weekends. Typically, the square mileage within the resort area is much smaller than Lake Tahoe and there only one to three resort areas as opposed to the greater variety with the Lake Tahoe area. Lake Tahoe’s population is roughly 53,000 and those residents are spread around the lake except for the two recreation corridors, which makes it more difficult and expensive to provide transit for Tahoe. These differences allow the peer resorts to focus transit in a smaller area, provide higher levels of service and address the different transportation group needs with small fleets and limited external competition for riders. However, the peer agencies have a more even distribution of funding sources compared to TTD.

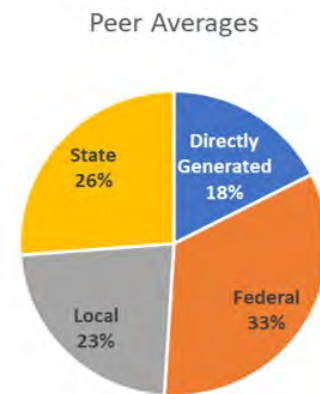


Figure 10-2 - Percent of Revenue by Funding Source



10.3 Funding comparison with Peer Agencies

Table 10-1 -National Transportation Database Comparisons 2022

Comparable Ski Resorts	Peak Vehicle Requirement (VOMS)	Annual Unlinked Trips	Revenue Miles	Revenue Hours	Annual Cost (operations)	Passenger Boardings (unlinked trips)	Directly Generated	Federal	Local	State	Total	Directly Generated	Federal	Local	State
Tahoe Transportation District (TTD)	13	269,576	423,821	28,294	\$6,131,022	269,576	\$762,527	\$5,354,210	\$0	\$889,282	\$7,006,019	11%	76%	0%	13%
Vail, Colorado	27	2,299,325	760,840	66,679	\$6,532,640	299,325	\$0	\$1,789,613	\$0	\$4,743,027	\$6,532,640	0%	27%	0%	73%
Mammoth, California (Eastern Sierra Transit)	37	772,942	879,326	52,795	\$5,187,138	772,942	\$1,422,273	\$1,304,992	\$806,355	\$1,653,518	\$5,187,138	27%	25%	16%	32%
Jackson Hole, Wyoming (Southern Teton Area Rapid Transit)	28	718,985	979,979	57,176	\$5,603,319	718,985	\$392,812	\$3,328,937	\$0	\$1,881,570	\$5,603,319	7%	59%	0%	34%
Sun Valley, Idaho (Mountain Rides Transportation Authority)	32	488,383	908,036	40,400	\$3,558,126	107,542	\$173,455	\$1,769,755	\$0	\$1,614,916	\$3,558,126	5%	50%	0%	45%
Steamboat Springs, Colorado	22	934,937	560,117	41,060	\$4,672,736	934,937	\$456,845	\$1,634,444	\$124,656	\$2,456,791	\$4,672,736	10%	35%	3%	53%
Park City, Utah	21	1,548,297	950,634	72,927	\$11,491,801	1,548,297	\$5,713,559	\$5,778,242	\$0	\$0	\$11,491,801	50%	50%	0%	0%
Summit County (Breckenridge)	31	1,440,744	1,042,163	55,759	\$9,677,785	1,440,744	\$401,986	\$947,481	\$8,328,318	\$0	\$9,677,785	4%	10%	86%	0%
Eagle County, Colorado	22	984,115	1,529,138	79,931	\$11,504,947	984,115	\$2,533,451	\$4,864,785	\$3,616,225	\$490,486	\$11,504,947	22%	42%	31%	4%
Whistler, BC	33	1,494,286		74,800	\$11,400,000	1,400,000	\$1,100,000	\$1,900,000	\$3,000,000	\$5,400,000	\$11,400,000	10%	17%	26%	47%
Averages	28	1,186,890	951,279	60,170	\$7,736,499		\$1,354,931	\$2,590,917	\$1,763,950	\$2,026,701	\$7,736,499	18%	33%	23%	26%
Aspen/Picton County, Colorado (Roaring Forks Transit Agency)	98	4,011,246	4,827,102	246,091	\$46,190,159	4,011,246	\$17,409,389	\$2,601,244	\$25,979,526	\$200,000	\$46,190,159	38%	6%	56%	0%



Lake Tahoe Short Range Transportation Plan (SRTP)





Lake Tahoe Short Range Transportation Plan (SRTP)



10.4 Funding Forecast by Scenario

10.4.1 Scenario 1 BAU

The budget is balanced through a slow reduction in service hours.

Table 10-2 - Scenario 1 Fiscal Plan

Scenario 1 Fiscal Profile	FY 25	FY 26	FY 27	FY 28	FY 29
REVENUES					
Available Revenues	\$9,425,666	\$9,033,991	\$9,309,955	\$6,872,779	\$6,171,020
Less Capital Match	-\$976,147	-\$215,000	-\$215,000	-\$215,000	-\$215,000
Net Revenues	\$ 8,449,519	\$ 8,818,991	\$ 9,094,955	\$ 6,657,779	\$ 5,956,020
EXPENSES					
Scenario 1 Services	\$ 8,449,519	\$ 8,818,991	\$ 9,094,955	\$ 6,657,779	\$ 5,956,020
Scenario 1 Service Profile					
	FY 25	FY 26	FY 27	FY 28	FY 29
Route 50: South Lake Tahoe	30 minutes; 6 AM - 9 PM	30 minutes; 6 AM - 9 PM	60 minutes; 6 AM - 9 PM	60 minutes; 6 AM - 9 PM	60 minutes; 6 AM - 9 PM
Route 55: Neighborhoods	65 minutes; 6 AM - 9 PM	65 minutes; 6 AM - 9 PM	65 minutes; 6 AM - 9 PM	65 minutes; 6 AM - 9 PM	-
Route 19X: Carson City	Two AM; One Midday; Two PM	Two AM; One Midday; Two PM	Two AM; One Midday; Two PM	Two AM; One Midday; Two PM	Two AM; One Midday; Two PM
Route 21X: Carson City	-	Three AM; One Midday; Three PM	Three AM; One Midday; Three PM	Three AM; One Midday; Three PM	Three AM; One Midday; Three PM
Route 22: Minden/Gardnerville Express	Two AM; Two Midday; Two PM	Two AM; Two Midday; Two PM	Two AM; Two Midday; Two PM	Two AM; Two PM	Two AM; Two PM
Route 28: East Shore Express (Summer Only)	Constant Loop	Constant Loop	Constant Loop	Constant Loop	Constant Loop
Paratransit (smaller service area)	6 AM - 9 PM	6 AM - 9 PM	6 AM - 9 PM	6 AM - 9 PM	6 AM - 9 PM
Total Modeled RevHrs Hours	32,168	36,730	31,595	30,135	22,470



Lake Tahoe Short Range Transportation Plan (S RTP)



10.4.2 Scenario 2 – Progressive Connectivity

A significant input of funding is required to retain all current services and start to implement new services.

Table 10-3 - Scenario 2 Fiscal Plan

Scenario 2 Fiscal Profile	FY 25	FY 26	FY 27	FY 28	FY 29
REVENUES					
Existing Known Revenues (all in)	\$ 9,425,046	\$ 9,033,991	\$ 9,309,955	\$ 6,872,779	\$ 6,171,020
New Local Source	\$ 500,000	\$ 1,100,000	\$ 2,500,000	\$ 8,200,000	\$ 13,800,000
Less Capital Match	\$ (976,147)	\$ (215,000)	\$ (215,000)	\$ (215,000)	\$ (215,000)
Net Revenues	\$ 8,948,899	\$ 9,918,991	\$ 11,594,955	\$ 14,857,779	\$ 19,756,020
EXPENSES					
Scenario 2 Services	\$ (8,948,899)	\$ (9,918,991)	\$ (11,594,955)	\$ (14,857,779)	\$ (19,756,020)
Scenario 2 Service Profile					
	FY 25	FY 26	FY 27	FY 28	FY 29
Route 50: South Lake Tahoe	30 minutes; 6 AM - 9 PM	30 minutes; 6 AM - 9 PM	30 minutes; 6 AM - to 9PM	30 minutes; 6 AM - to 9PM	30 minutes; 6 AM - to 9PM
Route 55: Neighborhoods	65 minutes; 6 AM - 9PM	65 minutes; 6 AM - 9PM	<i>Transitioned to microtransit</i>	-	-
Route 2: Incline Village - Spooner Summit		60 minutes; 6 AM - 9PM	60 minutes; 6 AM - 9PM	60 minutes; 6 AM - 9PM	Extended to Stateline
Route 2: Incline Village - Spooner Summit - Stateline	-	-	-	-	60 minutes; 6 AM - 9PM
Route 19X: Carson City	Two AM; One Midday; Two PM	<i>Transitioned to Route 21X</i>	-	-	-
Route 21X: Carson City	-	Three AM; One Midday; Three PM	Three AM; One Midday; Three PM	Three AM; One Midday; Three PM	Three AM; One Midday; Three PM
Route 14: South Lake Tahoe to Truckee	-	-	60 minutes; 6 AM - 9PM	60 minutes; 6 AM - 9PM	60 minutes; 6 AM - 9PM
Route 22: Minden/Gardnerville Express	Two AM; Two Midday; Two PM	Two AM; Two Midday; Two PM	Two AM; Two Midday; Two PM	Two AM; Two Midday; Two PM	Two AM; Two Midday; Two PM
Route 28: East Shore Express (Summer Only)	Constant Loop	Constant Loop	Constant Loop	Constant Loop	Constant Loop
Paratransit	6 AM - 9 PM	6 AM - 9 PM	6 AM - 9 PM	6 AM - 9 PM	7 AM - 9 PM
Microtransit - West SLT	-	-	Constant Loop	Constant Loop	Constant Loop
Microtransit - Route 55 area	-	-	Constant Loop	Constant Loop	Constant Loop
Microtransit - Meyers	-	-	-	-	Constant Loop
Total Hours	32,168	34,141	41,785	55,387	62,737



10.4.3 Scenario 3 - Additional Transit Authority

As noted in the scenario descriptions above, scenario 3 is contemplative of the impacts of a variety of conditions, governance models, and mobility options that could happen during the SRTP horizon. What is not yet known is how each of those possibilities will affect other proposed or existing services. This plan will be amended and updated as scenario 3 options become clearer.

10.5 Funding Outlook to FY29

The funding outlook was updated in August 2024 with a reduction in FTA funding compensated by additional funding that is available through SB125. However, the overall outlook is for funding to fall from a high of \$9M in FY27 down to \$6M by FY29 assuming no additional revenues are secured Figure 10-3.

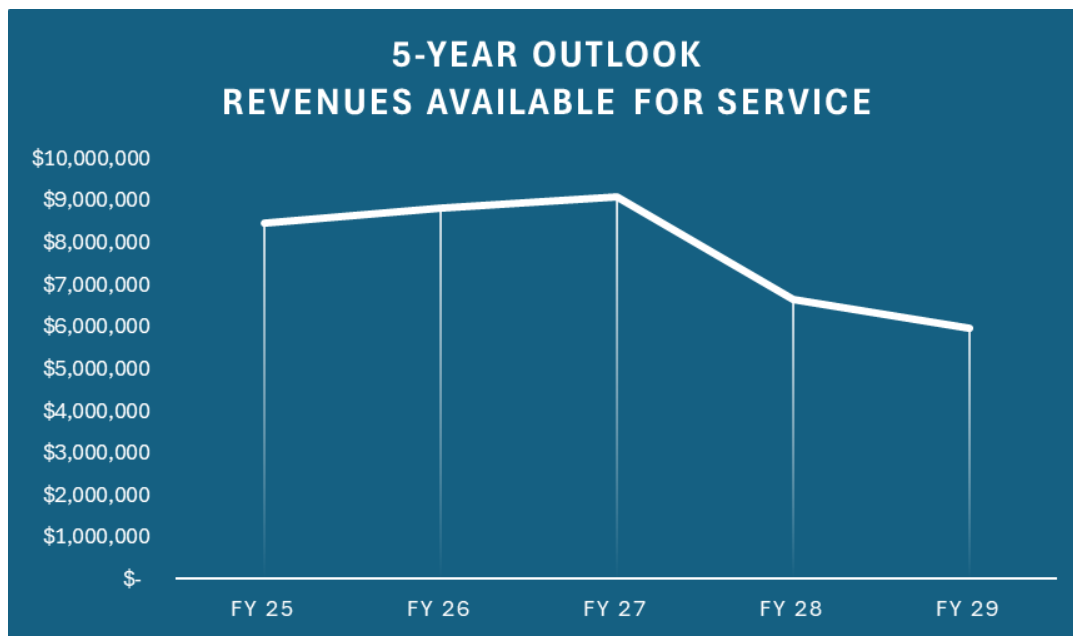


Figure 10-3 - Revenue Projections to FY29

This base budget acts as the focus for Scenario 1- Business as Usual | Fiscal Challenges meaning that the first three years are relatively stable from a funding and service perspective but rapidly decline starting in FY28 which requires either new funding to be found or service adjustments to be made. This base funding is also used in Scenario 2 – Progressive Connectivity with different strategies for funding and service operations.



10.6 Scenario Comparisons

Scenario 1 is similar in terms of the total hours and costs attributed to TTD because there is no new funding considered. Scenario 2 requires an uplift in funding as follows:

Fiscal Year	Additional Funding Needed
FY25	\$500,000
FY26	\$1,100,000
FY27	\$2,500,000
FY28	\$8,250,000
FY29	\$13,800,000

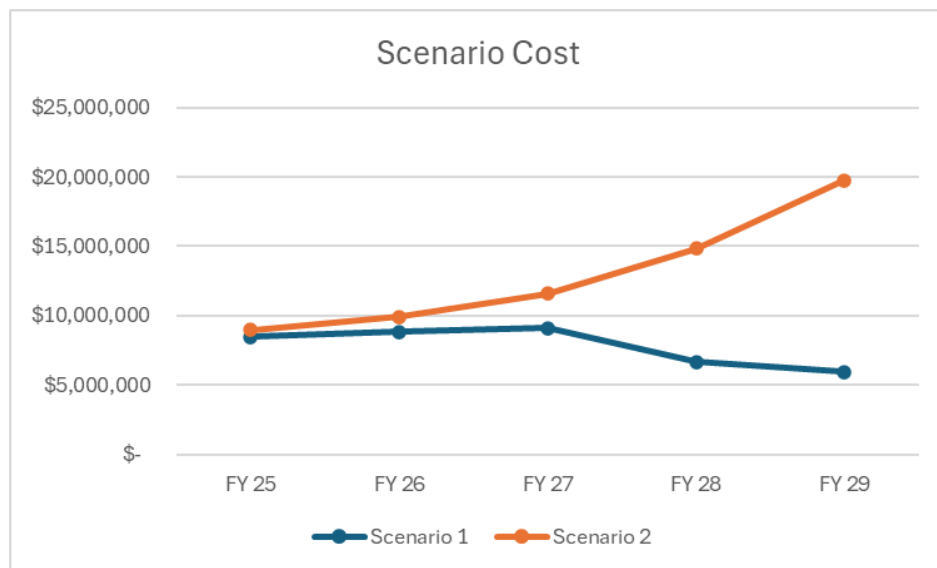


Figure 10-4 - Total Annual Cost by Scenario



Lake Tahoe Short Range Transportation Plan (SRTTP)

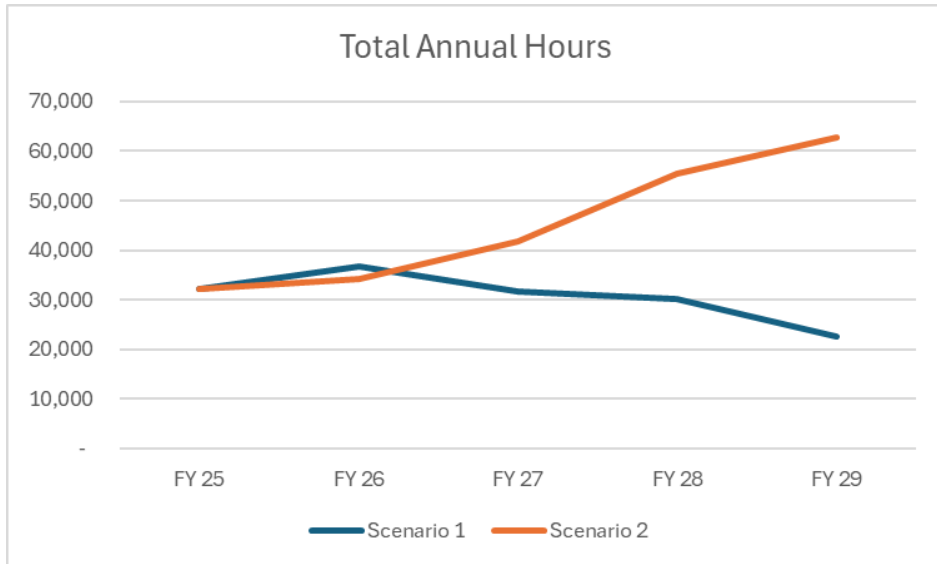


Figure 10-5 - Total Hours by Scenario

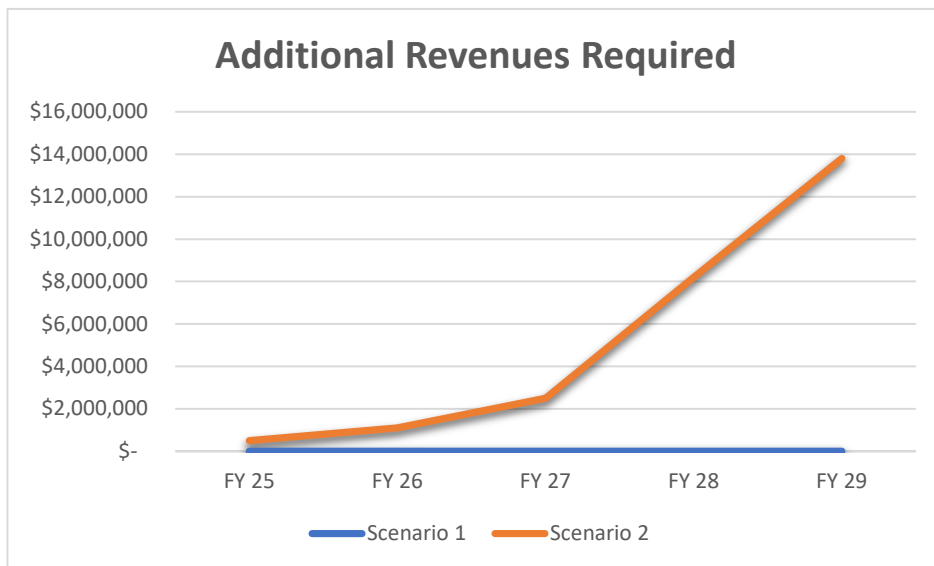


Figure 10-6 - Additional Revenues Required by Scenario

Scenario 3 contingencies could have profound effect on public transit. The impacts are not modeled in the SRTTP because more clarity is necessary to predict actionable situations.

MEMORANDUM

Date: August 28, 2024

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff – Carl Hasty, District Manager

Subject: Presentation and Discussion of Recruitment and Selection Process for District Manager Replacement

Action Requested:

It is requested the Board review the materials and discuss a schedule and process for recruitment and selection of the next District Manager.

Fiscal Analysis:

Costs to be incurred will depend on the scope and breadth of the recruitment and selection method determined by the Board. The approved budget did not include an item for such. The funding source will be the General Fund.

Work Program Analysis:

The time programmed for this item will be absorbed under typical recruitment annual practices and other staff adjustments for any temporary or acting responsibilities.

Background:

The current District Manager announced his retirement at the August Board meeting to commence at the end of the calendar year.

Discussion:

The Board had a discussion at the fifth workshop in August on themes heard by the consultation with many of TTD's Board members with consultant Caelan McGee. One of the themes was succession and with the District Manager's retirement announcement, the Board began some discussion about replacement process ideas which are found in the August minutes. This agenda item is to continue that discussion and conclude with direction.

Attached is the current District Manager job description which was updated with the salary and compensation assessment concluded at the end of 2022 (Attachment A). Staff have also been refining the projected Board agenda schedule through year's end for items to be heard by the Board for decision or direction.

It should be noted that Deputy District Manager Jim Marino will be out of the country for the October meeting. It also should be noted that the Joint Powers Authority being considered by the City of South Lake Tahoe and El Dorado County for transit operations will be presented with

its requested plan at a joint meeting of the City Council and Board of Supervisors on October 15. The decision on that plan will have a bearing on TTD Board discussions about TTD decisions and direction, which in turn may influence the search for a new District Manager.

Staff recommends that with the above-mentioned factors that the Board consider appointing Jim Marino as Acting District Manager, effective November 2024; that the Board work with the Human Resource Manager DeDe Aspero, Legal Counsel Mary Wagner, and CFO Joanie Schmitt on developing a recruitment strategy, and that the Board may want to establish an executive committee to work with Staff and the Board.

Additional Information:

If you have any questions or comments regarding this item, please contact DeDe Aspero at (775) 589-5326 or daspero@tahoetransportation.org, or Carl Hasty at 775-589-5501 or chasty@tahoetransportation.org.

Attachment:

- A. District Manager Job Description



July 2023
FLSA: Exempt
Grade: 70
Salary Range: \$132,726 - \$174,658

DISTRICT MANAGER

DEFINITION

Under policy direction, plans, organizes, and provides overall leadership, direction, and oversight for all Tahoe Transportation District functions and activities; ensures policy direction of the Board of Directors is carried out in an expeditious and cost-effective manner; performs a variety of professional executive and managerial duties related to planning, organizing, directing, coordinating, and controlling the development, expansion, maintenance, and operation of the TTD; encourages and facilitates provision of services to TTD stakeholders; fosters cooperative working relationships with federal, state, and local government and regulatory agencies and various public and private groups; and performs related work as required.

SUPERVISION RECEIVED AND EXERCISED

Receives broad policy guidance and direction from the Board of Directors. Provides leadership and direction to Senior Management and serves as the top-level executive responsible and accountable for interpreting and carrying out the Board's directives. Exercises general direction and supervision over all TTD staff through subordinate levels of management and supervision.

CLASS CHARACTERISTICS

The District Manager serves as the Chief Executive Officer of TTD, accountable to the Board of Directors, and is responsible for enforcement of all TTD local, state, and federal codes, ordinances, and regulations, the conduct of all financial activities, and the efficient and economical performance of TTD's operations. The work provides for a wide variety of independent decision-making, within legal and general policy and regulatory guidelines.

EXAMPLES OF TYPICAL JOB FUNCTIONS (Illustrative Only)

Management reserves the right to add, modify, change, or rescind the work assignments of different positions and to make reasonable accommodations where appropriate so qualified employees can perform the essential functions of the job.

- Exercises all authority, powers, or duties as prescribed by the TTD Board of Directors and as prescribed by statutes and adopted policies; serves as administrative advisor and liaison to the Board of Directors and member entities as needed to inform and apprise on operational issues; ensures the Board of Directors is kept informed of TTD functions, activities, and financial status, and of legal, social, and economic issues affecting TTD activities.
- Provides technical insight and recommendations related to determining operational policies, goals, and objectives; formulates implementation options and strategies; converts strategies to action plans with timetables and deadlines; evaluates District needs and formulates short- and long-range plans to meet needs in all areas of responsibility.
- Plans, directs, coordinates, and controls the activities of the District; determines work priorities and delegates assignments to subordinate personnel; develops guidelines and deadlines; provides quality assurance review of work in progress; ensures services delivered by departmental staff meet quality and timeliness standards; monitors and reports department activities.
- Manages, directs, and coordinates the development and implementation of the long-range operating business plan of the District; ensures the financial accountability and appropriate recordkeeping and

District Manager
Page 2 of 5

internal controls of the District; directs the preparation and development of District and departmental budgets and monitors fiscal controls to ensure conformity with established financial constraints governed by capital funding programs; monitors financial status.

- Manages and performs the hiring and evaluating staff; supervises staff; conducts employee performance evaluations; makes decisions impacting employee status in the organization, including retention, advancement, discipline, and termination.
- Explores, recommends, adapts to, and implements new methodologies and processes to streamline TTD operations and services.
- Represents TTD to the Board of Directors, other public agencies, legislators, private and community organizations, various business, professional, and educational organizations, regulatory and governmental agencies, media, and the public; provides strategic policy direction, explains and advances agency goals and objectives, and/or negotiates solutions to difficult problems and issues.
- Participates in state, regional, and metropolitan transit and transportation planning processes; represents and supports the position of the Board majority while maintaining a professional and respectful relationship between the TTD staff and other regional stakeholders.
- Ensures TTD programs, projects, contracts, and activities are in compliance with federal, state, and local laws, codes, ordinances, and regulations, and TTD policies and procedures.
- Oversees training and professional development of TTD staff; oversees the implementation of effective employee relations programs; conducts labor contract negotiations; provides policy guidance and interpretation to staff; serves as the hearing officer for grievances and discipline hearings.
- Directs the preparation of and prepares a variety of correspondence, reports, policies, procedures, and other written materials.
- Monitors changes in laws, regulations, and technology that may affect TTD projects, programs, and operations; directs the implementation of and/or implements policy and procedural changes as required.
- Responds to the most complex, difficult, and sensitive public inquiries and complaints and assists with resolutions and alternative recommendations.
- Ensures staff observes and complies with all District and mandated safety rules, regulations, and protocols.
- Performs other duties as assigned.

QUALIFICATIONS

Knowledge of:

- Administrative principles and practices, including goal setting, program development, implementation, and evaluation, and supervision of staff, either directly or through subordinate levels of supervision.
- Principles and practices of leadership, motivation, team building, and conflict resolution.
- Principles and techniques for working with groups and fostering effective team interaction to ensure teamwork is conducted smoothly.
- Principles and practices of strategic plan development.
- Principles and practices of budget administration.
- Principles and practices of contract management.
- General principles of risk management related to the functions of the assigned area.
- Principles, practices, and procedures of public administration in a municipal setting.
- Functions, authority, responsibilities, and limitations of an appointed Board of Directors.

District Manager
Page 3 of 5

- Organization and management practices as applied to the development, analysis, and evaluation of programs, policies, and operational needs of the District.
- Principles, practices, procedures, functions, services, and funding sources of a public transportation planning and congestion management agency.
- Political, sociological, and economic complexities and trends related to transportation services, multi-jurisdictional cooperation, and general operations.
- Principles of human resources, collective bargaining, management, and employee supervision.
- Public or platform speaking, proposal development, creative writing, and presentation skills.
- Effective negotiation techniques.
- Methods and techniques of developing technical and administrative reports, and business correspondence
- Research methods and techniques.
- Applicable federal, state, and local laws, regulatory codes, and ordinances, and District policies and procedures relevant to assigned area of responsibility.
- District and mandated safety rules, regulations, and protocols.
- Techniques for providing a high level of customer service by effectively dealing with the public, vendors, contractors, and District staff.
- The structure and content of the English language, including the meaning and spelling of words, rules of composition, and grammar.
- Modern equipment and communication tools used for business functions and program, project, and task coordination, including computers and software programs relevant to work performed.

Ability to:

- Develop and implement goals, objectives, policies, procedures, work standards, and internal controls.
- Provide administrative and professional leadership for the District.
- Oversee all TTD financial activities, including administering investments, development and implementation of the budget, and control of all expenditures and purchases.
- Interpret, apply, explain, and ensure compliance with applicable federal, state, and local laws, rules, regulations, and ordinances, and TTD policies and procedures.
- Plan, organize, direct, and coordinate the work of management, supervisory, professional, and technical personnel; delegate authority and responsibility.
- Select and supervise staff, provide training and development opportunities, ensure work is performed effectively, and evaluate performance in an objective and positive manner.
- Research, analyze, and evaluate new service delivery methods, procedures, and techniques.
- Effectively administer special projects with contractual agreements and ensure compliance with contractual obligations.
- Work cooperatively with, provide highly complex and responsible staff support to, and implement the policies of the Board of Directors.
- Conduct effective negotiations and effectively represent the TTD in meetings with governmental agencies, community groups, labor unions, and various business, professional, educational, regulatory, and legislative organizations, and the media.
- Direct the preparation of and prepare clear and concise reports, correspondence, policies, procedures, and other written materials.
- Exercise diplomacy and cooperative problem solving.
- Plan, organize, and implement special events.
- Conduct complex research projects, evaluate alternatives, make sound recommendations, and prepare effective technical staff reports.
- Direct the establishment of filing, record-keeping, and tracking systems.
- Independently organize work, set priorities, meet critical deadlines, and follow-up on assignments.
- Use tact, initiative, prudence, and independent judgment within legal, policy, and procedural guidelines.

District Manager
Page 4 of 5

- Effectively use computer systems, software applications relevant to work performed, and modern business equipment to perform a variety of work tasks.
- Communicate clearly and concisely, both orally and in writing, using appropriate English grammar and syntax.
- Establish, maintain, and foster positive and effective working relationships with those contacted in the course of work.

Education and Experience:

Any combination of training and experience that would provide the required knowledge, skills, and abilities is qualifying. A typical way to obtain the required qualifications would be:

Education:

- Equivalent to a bachelor's degree from an accredited college or university with major coursework in public administration, business administration, public policy, finance, or a related field.

Experience:

- Ten (10) years of increasingly responsible experience at the senior management or executive level in a municipal or public agency transportation setting.

Licenses and Certifications:

- Possession of a valid California or Nevada Driver's license, to be maintained throughout employment.

PHYSICAL DEMANDS

Must possess mobility to work in a standard office setting and use standard office equipment, including a computer; to operate a motor vehicle and to visit various District and meeting sites; vision to read printed materials and a computer screen; and hearing and speech to communicate in person, before groups, and over the telephone. This is primarily a sedentary office classification although standing in and walking between work areas may be required. Finger dexterity is needed to access, enter, and retrieve data using a computer keyboard or calculator and to operate standard office equipment. Positions in this classification occasionally bend, stoop, kneel, reach, push, and pull drawers open and closed to retrieve and file information. Employees must possess the ability to lift, carry, push, and pull materials and objects weighing up to 25 pounds.

ENVIRONMENTAL CONDITIONS

Employees work in an office environment with moderate noise levels, controlled temperature conditions, and no direct exposure to hazardous physical substances. Employees may interact with upset staff and/or public and private representatives in interpreting and enforcing departmental policies and procedures.

MEMORANDUM

Date: August 28, 2024

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff – Jim Marino, Deputy District Manager

Subject: Update on the Formation of the South Tahoe Transit Joint Powers Authority for Transit Operations

Action Requested:

This is an informational item. No action is requested.

Fiscal Analysis:

The formation of the South Shore Transit Joint Powers Authority (JPA) may place existing State of California and certain Federal operational funding at risk for the existing TTD Bi-state public transit operations. Currently, the extent of the risk to funding is unknown pending the proposed operational plan for the JPA and an analysis of it.

Work Program Analysis:

Staff time associated with the South Shore Technical Advisory Committee (SSTAC) discussions regarding the formation of an additional transit operator on the South Shore are contained within FY25 Work Element 4.7 Transit Operations – EDC/JPA.

Background:

In February 2024, the City of South Lake Tahoe City Council directed the City Manager to enter negotiations with El Dorado County on a Joint Exercise of Powers Agreement to establish a Tahoe South Shore Transit Joint Powers Authority (JPA) for purposes of operating a public transit system within the proposed JPA boundary. In March 2024, the El Dorado County Board of Supervisors also authorized County staff to initiate negotiations for the formation of a JPA.

Discussion:

TTD staff have been involved in discussions with the SSTAC since December of 2022, first to address the integration of the Tahoe Event Center micro-transit van mitigation service with TTD's fixed route and paratransit service. The focus of the discussions has evolved over the last seven months to not only address integration, but also the possible creation of a new operator for public transit within the South Shore. The SSTAC is comprised of designees from the South Shore Transit Management Association (SSTMA); the current operator of micro-transit on the south shore, represented by Vail Corporation; Barton Hospital; the TMA Executive Director; TRPA; TTD; and the City of South Lake Tahoe, who is leading the effort in establishing and managing the South Shore Transit JPA with El Dorado County.

While the SSTAC has made great progress, the roles, responsibilities, timing and funding of a new transit operator on the south shore have not yet been established.

City staff presented an update to City Council on the formation of the JPA at the August 13, 2024 meeting. *Attachment A* provides the City's staff report and the proposed JPA boundary map for informational purposes. The City will be scheduling a joint meeting with El Dorado County on October 15, 2024 to discuss a draft operational proposal and plan developed by Hendrickson Transportation Group LLC. The proposed operational details regarding the South Shore Transit JPA and funding for such will be presented at that time.

It is anticipated that TTD staff will bring forward an item at the November 2024 TTD Board meeting to present a preliminary review of the proposed JPA operational plan and the implications the plan may or may not have on continued public transit operations on the South Shore and regionally for the Board to begin its deliberation process.

Additional Information:

If you have any questions or comments regarding this item, please Jim Marino at 775-557-4901 or jmarino@tahoetransportation.org.

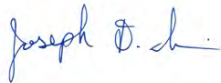
Attachment:

- A. City Staff Report

City of South Lake Tahoe

Agenda Item Executive Summary

Joe Irvin, City Manager



Meeting Date: August 13, 2024

Agenda Item #: 19



Agenda Item: Update on Formation of South Tahoe Transit Joint Powers Authority

Executive Summary: On February 13, 2024, the City Council adopted Resolution 2024-022, authorizing and directing the City Manager and City Attorney to enter negotiations with El Dorado County on a Joint Exercise of Powers Agreement to establish a Tahoe South Shore Transit Joint Powers Authority (JPA). On March 12, 2024 the El Dorado County Board of Supervisors also authorized County staff to initiate negotiations with the City regarding the formation of a JPA. The general purpose of forming the JPA is to jointly implement transit services in the Lake Tahoe south shore area. Staff will present an update on the status of the JPA formation negotiations and potential JPA agreement terms.

Requested Action / Suggested Motions: Pass a Motion confirming negotiating terms with El Dorado County for South Tahoe Transit Joint Powers Authority (JPA) as follows: (1) Purpose to include working with regional, state and federal agencies to plan, program, and secure funding for transit within the JPA area, and to develop, provide, and operate local transit services to benefit the JPA area; (2) Member agencies are City of South Lake Tahoe and El Dorado County, with the JPA Board to be comprised of 2 City Councilmembers and the County District V Supervisor, with non-voting ex officio members to include an appointee each from the South Shore Transit Management Association (SSTMA) Board and Tahoe Transportation District (TTD) Board; and (3) Managing Agency to be the City of South Lake Tahoe.

Responsible Staff Member: Hilary Roverud, Assistant City Manager

Reviewed and Approved By: Susan Blankenship, City Clerk Olga Tikhomirova, Finance Director
Heather Stroud, City Attorney

Attachments:

- [01-Staff Report-Transit JPA Formation](#)
- [02-South Tahoe Transit JPA Boundary](#)



City of South Lake Tahoe

Report to City Council

Meeting Date: August 13, 2024

Title: Update on the formation of a South Tahoe Transit Joint Powers Authority

Location: Citywide

Responsible Staff Member: Hilary Roverud, Assistant City Manager

Background: On February 13, 2024, the City Council adopted Resolution 2024-022, authorizing and directing the City Manager and City Attorney to enter negotiations with El Dorado County on a Joint Exercise of Powers Agreement to establish a Tahoe South Shore Transit Joint Powers Authority (JPA). On March 12, 2024 the El Dorado County Board of Supervisors also authorized County staff to initiate negotiations with the City regarding the formation of a JPA. The general purpose of forming the JPA is to jointly implement transit services in the Lake Tahoe south shore area.

Issue and Discussion: Since respective staff were authorized to negotiate establishment of a JPA, DeeAnne Gillick with Sloan Sakai Young & Wong, LLP was mutually selected by County Counsel and the City Attorney to assist in creating the JPA formation documents in compliance with California Government Code. City and County staff, with the assistance of Ms. Gillick, have met several times to discuss JPA formation requirements and potential terms of a Joint Powers Authority Agreement. The following terms have been discussed.

Purpose:

- To work with regional, state and federal agencies to plan, program, and secure funding for transit within the portion of El Dorado County within the Lake Tahoe Basin, including the City of South Lake Tahoe (JPA area).
- Develop and implement transit plans for local transit services within the JPA area,
- Develop, provide and operate local transit services to benefit the JPA area.
- Advocate before local, regional, state, and federal officials and agencies for improvements to transit services and facilities as well as funding for those improvements.
- Coordinate facility, service, and operational plans and programs with other organizations.

Member Agencies:

- City of South Lake Tahoe
- El Dorado County

Managing Agency:

- City of South Lake Tahoe

- The Executive Director (Transportation Director) shall be an employee of the Managing Agency and serve at the pleasure of the JPA Board. Managing Agency shall provide all necessary administrative and accounting support to the Board.
- The designated Treasurer shall be the City Finance Director who will provide all budget, procurement and accounting support to the Board. The Board will contract with a third party for auditing services.

Governance:

- JPA Agreement
- Bylaws

Powers:

- To exercise in the manner provided by this Agreement, the powers common to each of the Member Agencies and necessary to the accomplishment of the purposes of this Agreement. Powers common to each of the Member Agencies shall include any powers granted to all Member Agencies by legislative enactment prior to or subsequent to the date of this Agreement.
- To make and enter into contracts.
- To employ agents and employees.
- To contract for the services deemed necessary to meet the purposes of the JPA including the retention of counsel as the Board deems appropriate. To acquire, by lease, purchase, lease-purchase, or eminent domain, and to hold and dispose of real and personal property necessary to carry out the purposes of this Agreement.
- To construct, manage, and maintain facilities and services.
- To sue and be sued in its own name.
- To incur debts, liabilities, or obligations including, but not limited to certificates of participation and revenue bonds. The debts, liabilities, and obligations of the JPA shall not constitute a debt, liability, or obligation of any of the Member Agencies that are parties to this Agreement.
- To apply for and execute/ and administer grants and contributions pursuant to any applicable state or federal statutes or local requirements.

Board Members and Voting:

- El Dorado County District V Supervisor
- 2 City Councilmembers (appointed by City Council)
- Each Board member has one vote
- An alternate for each Board position must also be appointed
- Board members select a Chair and a Vice Chair who shall hold office for a period of one year

Ex-officio Members:

- SSTMA Board member (appointed by SSTMA Board)
- TTD Board member (appointed by TTD Board)
- Ex-officio Members do not have a vote and are not counted toward a quorum
- An alternate for each Ex-officio position must also be appointed

Budget and Work Plan:

- Board shall adopt by resolution an annual budget and work plan.

These are draft terms presented for Council discussion and feedback to staff. Discussions regarding the make up of the JPA Board Members is ongoing, however City staff prefers the three voting member board described above over a 5 voting member board made up of 3 Councilmembers, the District 5 Supervisor and one other Supervisor that is also being discussed. A three-member board would be easier to provide support to and to schedule in-person meetings with. A final agreement is anticipated to be presented at a joint City Council/County Board of Supervisors meeting on October 15.

After formation of the JPA, the JPA board will need to address several additional organizational requirements, including:

- File Notice of JPA formation
- File Roster of Public Agency with Secretary of State and County Clerk.
- Administer Oath of Office to board members and officers
- File Assuming Office Form 700s
- Adopt Conflict of Interest Code
- Adopt regular meeting schedule
- Adopt policies and procedures, as applicable
- Procure or address insurance needs and requirements
- Establish agreements to fund the JPA and adopt a budget
- Enter into an agreement with the Managing Agency to provide administrative and financial services to the JPA
- Enter into a contract for annual audits
- Enter into an agreement for legal services to the JPA
- Designate the public office or officer to have charge of any property of JPA and file an official bond

The JPA Board will also establish a work plan that guides the JPA in its pursuit of funding, managing and implementing transit services within the JPA boundaries (Attachment 02). To assist the JPA in establishing transit goals and determining the steps necessary to achieve them, the South Shore Transportation Management Association (SSTMA) has contracted with Hendrickson Transportation Group LLC, for the Executive Director of SSTMA, Raymond Suarez, to prepare a plan outlining the steps

necessary to transition operations and funding of transit services to the JPA. This service transition plan will include proposed 5 year operating, capital and financial planning and requirements necessary for the JPA to be an eligible recipient of state and federal funding sources.

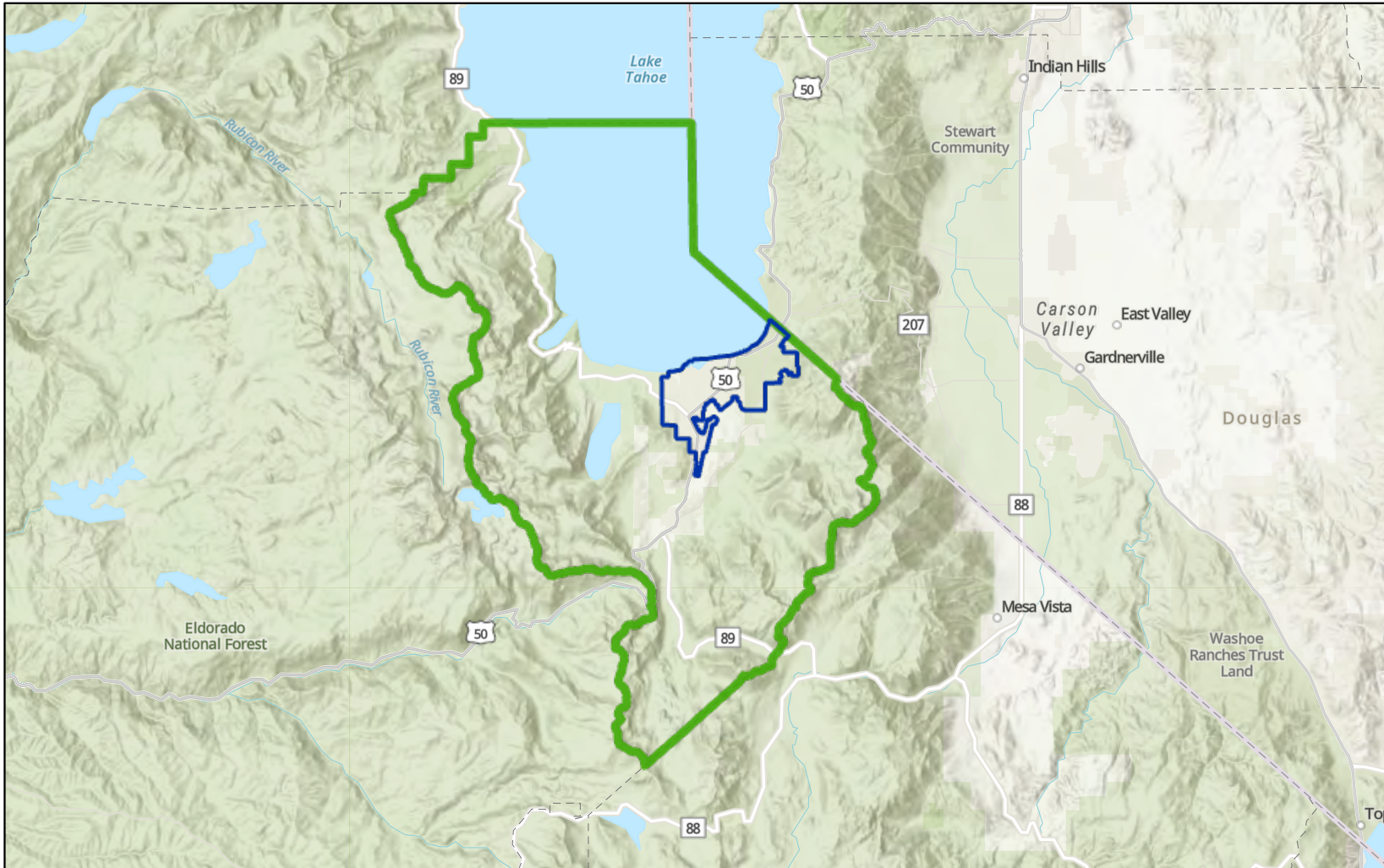
Financial Implications: There are no financial implications associated with receiving this report. After establishment of a JPA, the JPA Board will, by resolution, adopting a budget and enter into separate agreements with funding partners.

Environmental Considerations: Receipt of this presentation is not a “project” subject to review under the California Environmental Quality Act (CEQA) under CEQA Guidelines section 15378(b)(2) (continuing administrative or maintenance activities, such as purchases for supplies).



Policy Implications: The formation of the South Shore Transit JPA is consistent with the following Strategic Plan goals and Action Items:

- *“...Work with local partners to develop a funding mechanism and operating structure for local transit and micro-transit operators...”*
- *Action Item 6. Evaluate the feasibility of the transit system run by the City and the possibility of the City becoming the recipient of FTA and TDA monies.*

South Tahoe Area Transit JPA Boundary



6/12/2024

-  City of South Lake Tahoe
-  El Dorado County- Lake Tahoe Basin Portion

TRPA, Douglas County, NV - GIS Dept, California State Parks, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land

MEMORANDUM

Date: August 28, 2024

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff – Jim Marino, Deputy District Manager

Subject: Conditional Approval of Operating Agreement with the South Shore Transportation Management Association for Third Party Subcontracted Micro-Transit and Van Pool Services

Action Requested:

Authorize the District Manager to execute operating agreement with South Shore Transit Management Association (SSTMA) for micro-transit and van pool services pending concurrence by legal and risk management.

Fiscal Analysis:

TTD has no direct financial stake in the service currently. The micro-transit (Lake-Link) and van pool services are funded by multiple public and private sector partners including Douglas County, City of South Lake Tahoe, the Tahoe Blue Event Center, and Nevada Department of Transportation, among others directly through the SSTMA. Moving forward, TTD will act as a funding pass through for the Van Pool program on a quarterly basis. The budget amendment for the Van Pool program will be brought forward to the Finance Committee and Board at a future meeting upon execution of the operating agreement by both parties.

Work Program Analysis:

TTD staff participate in South Shore Transportation Management Association (SSTMA) meetings. It is anticipated that TTD will charge staff time associated to the Van Pool program tasks to the respective budget line item. Budget for TTD administrative services will be funded through the SS-TMA Van Pool program funds.

Background:

In June 2022, TTD entered into an operator agreement which authorized SSTMA and Downtowner to provide the Lake Link Micro-Transit Service as a pilot program on the South Shore. The three-party agreement between TTD, SSTMA, and Downtowner provided the terms and conditions of the pilot micro-transit program and included a scope of work between SSTMA and Downtowner. The agreement was for a one-year period subject to extension by amendment. The agreement expired June 2023.

The pilot program provided by SSTMA/Downtowner proved to be successful. In the fall of 2023, the limits of the program area within the City of South Lake Tahe were expanded west to Lodi Avenue, thus increasing the service area considerably.

Discussion:

In May 2024, SSTMA approached TTD to extend the agreement and provided some draft revisions of the agreement for TTD consideration. Upon review of the proposed revisions and realizing that the future of the Lake Link program may be the responsibility of the proposed South Shore Transit Joint Powers Authority (JPA), TTD staff recommended developing a new operator agreement between TTD and SSTMA. The terms and conditions of the proposed new two-party agreement would authorize SSTMA to serve as the “operator” with Downtowner as their contractor under separate contract between SSTMA and Downtowner.

In June 2024, SSTMA approached TTD regarding partnership in the SSTMA Van Pool Program. SSTMA was awarded \$700k from the Nevada Department of Transportation (NDOT) for support of the program. SSTMA is requesting TTD provide payment to the Van Pool contractor (Enterprise) monthly. Revenue for the payment to Enterprise would be borne by the secured NDOT funds held by SSTMA, in which TTD would invoice quarterly in advance of the payments. TTD does not anticipate front loading any funds for the payment. TTD will also invoice for administration. The advantage of TTD paying the contractor’s invoice is it allows TTD to claim the ridership for reporting to the Federal Transit Administration (FTA) via the National Transit Database (NTD).

TTD staff met with SSTMA staff in June 2024 and decided to integrate both micro-transit and van pool operations into one operator agreement.

TTD staff provided a revised agreement template to TTD’s legal counsel in July 2024 and have recently received counsel comments. The draft agreement template (Attachment A) will be provided to SSTMA for legal review and comment this month. To streamline process and provide SSTMA with an agreement as soon as possible, staff is recommending the TTD Board authorize the District Manager to execute the operating agreement with SSTMA pending concurrence by legal and risk management.

Additional Information:

If you have any questions or comments regarding this item, please Jim Marino at 775-557-4901 or jmarino@tahoetransportation.org.

Attachment:

- A. Draft Agreement Template

South Shore Micro-transit Operations Agreement

THIS agreement (“**Agreement**” dated _____, 2024 (“**Effective Date**”) is entered into by and between the **Tahoe Transportation District**, a bi-state special purpose district created by the Tahoe Regional Planning Compact (“**TTD**”) and the **South**

Shore Transportation Management Association (“SS/TMA”), a 501(c)(6) non-profit organization. TTD and SS/TMA are sometimes referred to herein individually as a “**Party**” and collectively as the “**Parties**”.

RECITALS

WHEREAS, pursuant to the Tahoe Regional Planning Area Compact (“**COMPACT**”), TTD has the power to own and operate a public transportation system to the exclusion of all other publicly owned transportation systems in the region; and

WHEREAS, the Compact also authorizes TTD to contract with private companies to provide supplementary transportation or provide any of the services needed in operating a system of transportation for the region; and

WHEREAS, SS/TMA desires to continue to operate the Lake Link Micro-transit Pilot Program, and the Van Pool Pilot Program within the County of Douglas Nevada and the City of South Lake Tahoe California.; and

WHEREAS, TTD, SS/TMA, and South Lake Downtowner, LLC entered into the South Shore Micro-transit Services Agreement dated _____, in order to provide a micro-transit to meet the Tahoe Regional Planning Agency’s mitigation requirements related to the Tahoe South Events Center (the “**Prior Agreement**”); and

WHEREAS, the Parties desire to enter into this Agreement in order to replace the Prior Agreement and to add Van Pool services.

NOW THEREFORE, the Parties hereby agree as follows:

1. **Authority and Responsibility of Parties; TTD Limitation of Liability.** TTD, having authority under Article IX of the Tahoe Regional Planning Compact (Public Law 96-551), as subsequently amended, to operate public and private transportation systems within the Tahoe region, hereby contracts with SS/TMA to authorize its operation of transportation services as set forth in Exhibit A (the “**Services**”). The Parties acknowledge and agree that SS/TMA will be entering in to an agreement with a third party to provide some or all of the Services (the “**Operator**”). SS/TMA shall be solely responsible for the selection, funding, oversight, management, and compensation of the Operator.

TTD’s role shall be limited to providing operating authority to SS/TMA as specified in this section.

SS/TMA will provide a coordinated micro-transit program as further specified in this Agreement. SS/TMA will provide total funding for this project as further specified in this Agreement and as subject to the conditions of specific funding agreements with local participating government agencies.

SS/TMA hereby acknowledges and covenants that the following will be included in any agreement between SS/TMA and the Operator:

- a. Any rights or obligations that SS/TMA and Operator may have or accrue as a result of the agreement between them shall be deemed to be solely against SS/TMA, and that Operator shall have no right to seek compensation from TTD.

b. SS/TMA and Operator acknowledge that TTD shall have no liability to Operator or any other party with respect to the Services to be provided hereunder, and each further covenant not to make any claims or demands against TTD with respect to any Services performed except to the extent provided for under Section 11 of this Agreement.

2. **Services.** Subject to the terms and conditions set forth in this Agreement, SS/TMA shall provide the Services or cause such Services to be provided at the time, place, and in the manner specified in Exhibit A.
3. **Term.** The Term of this agreement begins July 1, 2024 and expires June 30, 2027 (three years), and is subject to the Termination condition of this Agreement.
4. **Facilities, Equipment and Other Materials.** SS/TMA shall, at its sole cost and expense, furnish all facilities, equipment, and other materials which may be required for furnishing Services pursuant to this Agreement.
5. **Exhibits.** All exhibits referred to herein will be attached hereto and by this reference incorporated herein.
6. **Time for Performance.** Time is of the essence. Failure of SS/TMA to perform any services within the time limits set forth in Exhibit A shall constitute material breach of this Agreement.
7. **Independent Contractor.** SS/TMA shall ensure that the Operator is an independent contractor and shall not be an employee of the SS/TMA.
8. **Licenses, Permits, Etc.** SS/TMA shall ensure that SS/TMA and the Operator have all licenses, permits, qualifications, and approvals of whatsoever nature, which are legally required for to perform the Services within the bi-state service area defined in this Agreement and that SS/TMA and Operator shall, at their sole cost and expense, keep in effect or obtain at all times during the term of this Agreement, any licenses, permits, and approvals which are legally required for SS/TMA and Operator to practice its profession at the time the Services are performed.
9. **Time.** SS/TMA shall devote such time to the performance of services pursuant to this Agreement as may be reasonably necessary for the satisfactory performance of SS/TMA's obligations pursuant to this Agreement.
10. **Hold Harmless and Indemnification Agreement.** SS/TMA hereby agrees to protect, defend, indemnify, and hold TTD, its board members, officers, agents, employees, and volunteers free and harmless from any and all losses, claims, liens, demands, and causes of action of every kind and character arising from this Agreement and/or the provision of the Services by SS/TMA and/or the Operator including, but not limited to, the amounts of judgments, penalties, interest, court costs, attorneys' fees, and all other expenses incurred by TTD arising in favor of any party, including claims, liens, debts, personal injuries, death, or damages to property (including employees or property of the TTD) and without limitation by enumeration, all other claims or demands of every character occurring or in any way incident to, in connection with or arising directly or indirectly out of this Agreement (collectively, "Liability"), except where caused due to the sole negligence or willful misconduct of TTD.
11. **Insurance.**

OPERATOR shall file with SS/TMA Certificates of Insurance, in companies acceptable to TTD, with a Best's Rating of no less than A- VII meeting the following requirements:

A. **Worker's Compensation and Employer's Liability Insurance**

Worker's Compensation Insurance shall be provided as required by any applicable law or regulation. Employer's liability insurance shall be provided in amounts not less than one million dollars (\$1,000,000) each accident for bodily injury by accident, one million dollars (\$1,000,000) policy limit for bodily injury by disease, and one million dollars (\$1,000,000) each employee for bodily injury by disease.

If there is an exposure of injury to Contractor's employees under the U.S. Longshoremen's and Harbor Worker's Compensation Act, the Jones Act, or under laws, regulations, or statutes applicable to maritime employees, coverage shall be included for such injuries or claims.

Each Worker's Compensation policy shall be endorsed with the following specific language:

Cancellation Notice - "This policy shall not be changed without first giving thirty (30) days prior written notice from Contractor to the SS/TMA and Tahoe Transportation District."

OPERATOR shall require all subcontractors to maintain adequate Workers' Compensation insurance. Certificates of Workers' Compensation shall be filed forthwith with the SS/TMA upon demand.

B. General Liability Insurance

- i. Comprehensive General Liability or Commercial General Liability insurance covering all operations by or on behalf of Operator, providing insurance for bodily injury liability and property damage liability for the limits of liability indicated below and including coverage for:
 - a. Contractual liability insuring the obligations assumed by Operator in this Agreement.
- ii. One of the following forms is required:
 - a. Comprehensive General Liability;
 - b. Commercial General Liability (Occurrence); or
 - c. Commercial General Liability (Claims Made).
- iii. If OPERATOR carries a Comprehensive General Liability policy, the limits of liability shall not be less than a Combined Single Limit for bodily injury, property damage, and Personal Injury Liability of:
 - a. One million dollars (\$1,000,000) each occurrence
 - b. Two million dollars (\$2,000,000) aggregate
- iv. If Operator carries a Commercial General Liability (Occurrence) policy:
 - a. The limits of liability shall not be less than:
 - (i) One million dollars (\$1,000,000) each occurrence (combined single limit for bodily injury and property damage)
 - (ii) One million dollars (\$1,000,000) for Products-Completed Operations

(iii) Two million dollars (\$2,000,000) General Aggregate

b. If the policy does not have an endorsement providing that the General Aggregate Limit applies separately, or if defense costs are included in the aggregate limits, then the required aggregate limits shall be two million dollars (\$2,000,000).

v. Special Claims Made Policy Form Provisions:

Operator shall not provide a Commercial General Liability (Claims Made) policy without the express prior written consent of SS/TMA, which consent, if given, shall be subject to the following conditions:

a. The limits of liability shall not be less than:

(i) One million dollars (\$1,000,000) each occurrence (combined single limit for bodily injury and property damage)

(ii) One million dollars (\$1,000,000) aggregate for Products Completed Operations

(iii) Two million dollars (\$2,000,000) General Aggregate

b. The insurance coverage provided by Contractor shall contain language providing coverage up to one (1) year following the completion of the contract in order to provide insurance coverage for the hold harmless provisions herein if the policy is a claims-made policy.

C. Conformity of Coverages

If more than one policy is used to meet the required coverages, such as a separate umbrella policy, such policies shall be consistent with all other applicable policies used to meet these minimum requirements. For example, all policies shall be Occurrence Liability policies or all shall be Claims Made Liability policies, if approved by TTD as noted above. In no cases shall the types of policies be different.

D. Endorsements

Each Comprehensive or Commercial General Liability policy shall be endorsed with the following specific language:

i. "The Tahoe Transportation District and SS/TMA, and their respective officers, agents, employees, and volunteers are to be covered as additional insured parties for all liability arising out of the operations by or on behalf of the named insured in the performance of this Agreement."

ii. "The insurance provided by the Operator, including any excess liability or umbrella form coverage, is primary coverage to the Tahoe Transportation District and SS/TMA with respect to any insurance or self-insurance programs maintained by the SSTMA and no insurance held or owned by the SS/TMA shall be called upon to contribute to a loss."

iii. "This policy shall not be changed without first giving thirty (30) days prior written notice to Tahoe Transportation District and SS/TMA."

E. Automobile Liability Insurance

Automobile Liability insurance covering bodily injury and property damage in an amount no less than two million dollars (\$2,000,000) combined single limit for each occurrence.

Covered vehicles shall include owned, non-owned, and hired automobiles/trucks.

F. Additional Requirements

i. Premium Payments: The insurance companies shall have no recourse against the Tahoe Transportation District and SS/TMA and their funding agencies, or their respective boards, officers, agents, and employees or any of them for payment of any premiums or assessments under any policy issued by a mutual insurance company.

ii. Policy Deductibles: The Operator shall be responsible for all deductibles in all of the Operator's insurance policies. The maximum amount of allowable deductible for insurance coverage required herein shall be approved by SS/TMA and TTD.

iii. Operator's Obligations: Operator's indemnity and other obligations shall not be limited by the foregoing insurance requirements and shall survive the expiration of this Agreement. Any insurance in excess of limits specified above shall be available to SS/TMA and TTD.

iv. Verification of Coverage: Operator shall furnish the SS/TMA with original certificates and amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause. All certificates and endorsements are to be received and approved by SS/TMA and TTD before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive the Operator obligation to provide them. The SS/TMA reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

v. Material Breach: Failure of the Operator to maintain the insurance required by this Agreement, or to comply with any of the requirements of this section, shall constitute a material breach of the entire Agreement.

G. Waiver of Subrogation – Each of the insurance policies specified in this Agreement shall be endorsed to state that the insurance carrier waives its right of subrogation against the Tahoe Transportation District and SS/TMA, their respective officers, directors, officials, employees, agents or volunteers, which might arise by reason of payment under such policy in connection with performance under this agreement by the Operator. However, Operator hereby waives any rights of subrogation that may accrue to such insurers against TTD, and SS/TMA as a result of payments made for claims under such policies, and such waiver of subrogation shall be effective to the maximum extent permitted by law regardless of whether such endorsements are obtained.

1. Operator Not Agent. Except as TTD may specify in writing SS/TMA shall have no authority, express or implied, to act on behalf of TTD in any capacity whatsoever as an agent. SS/TMA shall have no authority, express or implied pursuant to this Agreement to bind TTD to any obligation whatsoever.

2. Termination.

- A. TTD shall have the right to terminate this Agreement at any time by giving notice in writing of such termination to SS/TMA. In the event TTD gives notice of termination to SS/TMA, SS/TMA shall immediately cease rendering the Services upon receipt of such written notice, pursuant to this Agreement. In the event TTD shall terminate this Agreement:
- B. SS/TMA may terminate its services under this Agreement upon thirty (30) working days' advance written notice to TTD.
3. **Compliance with Laws; Nondiscrimination.** SS/TMA and any subcontractors, consultants, and other vendors performing the Services shall comply with all applicable Federal, State and local laws, rules, regulations, ordinances, and TTD policies, including the provisions of the Americans with Disabilities Act of 1990 and Fair Employment and Housing Act, and will not unlawfully discriminate against employees, applicants or clients because of race, sex, sexual orientation, color, ancestry, religion or religious creed, national origin or ethnic group identification, mental disability, physical disability, medical condition (including cancer, HIV and AIDS), age (over 40), marital status, or use of Family and Medical Care Leave and/or Pregnancy Disability Leave in regard to any position for which the employee or applicant is qualified.
4. **Records.** SS/TMA shall maintain, at all times during the term of this agreement, complete detailed records with regard to work performed under this Agreement as outlined in Exhibit A, Scope of Services – Micro-Transit, Section 1.5.3. in a form reasonably acceptable to TTD and TTD shall have the right to inspect such records at any reasonable time.
5. **Waiver.** One or more waivers by one Party of any major or minor breach or default of any provision, term, condition, or covenant of this Agreement shall not operate as a waiver of any subsequent breach or default by the other Party.
6. **Conflict of Interest.** SS/TMA certifies that no official or employee of TTD, nor any business entity in which an official of the TTD has an interest, has been employed or retained to solicit or aid in the procuring of this Agreement. In addition, SS/TMA agrees that no such person will be employed in the performance of this Agreement.
7. **Entirety of Agreement.** This Agreement contains the entire agreement of TTD and SS/TMA with respect to the subject matter hereof, and no other agreement, statement, or promise made by any party, or to any employee, officer, or agent of any party, which is not contained in this Agreement, shall be binding or valid.
8. **Alteration.** No waiver, alteration, modification, or termination of this Agreement shall be valid unless made in writing and signed by all parties, except as expressly provided in Section 16, Termination.
9. **Governing Law; Jurisdiction.** This Agreement will be governed by, interpreted under; and construed and enforced in accordance with the laws of the State of California, without regard to its conflict of laws rules, with venue in El Dorado County, California. Each of the Parties acknowledges and agrees that the laws of the State of California and the selection of venue in the foregoing were freely chosen by the Parties. Each Party consents to exclusive personal jurisdiction over such Party by the courts of the State of California and agrees that service of process on such Party may be effected by certified or registered mail, return receipt requested, directed to such Party at its address shown in this Agreement.
10. **Notification.** Any notice or demand desired or required to be given hereunder shall be in writing and deemed given when personally delivered or deposited in the mail, postage prepaid, and addressed to the parties as follows:

Tahoe Transportation District
Attn: District Manager
PO Box 499
Zephyr Cove NV 89448
775-589-5500

South Shore Transportation
Management Association
Attn: Board Chair PO Box 1875
Zephyr Cove, NV 89448
775-588-2488

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Any notice so delivered personally shall be deemed to be received on the date of delivery, and any notice mailed shall be deemed to be received five (5) days after the date on which it was mailed.

11. Counterparts: Electronic Signature

This Agreement may be executed in duplicate counterparts. Each counterpart shall be an original and both together shall constitute but one and the same document. This Agreement shall not be deemed executed unless and until at least one counterpart bears the signatures of all parties' designated signatories.

In addition, this Agreement and future documents relating to this Agreement may be digitally signed in accordance with Californi law. Any party to this Agreement may revoke such agreement to permit electronic signatures at any time in relation to all future documents by providing notice pursuant to this Agreement.

[SIGNATURES ON THE FOLLOWING PAGE]

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IN WITNESS WHEREOF, the parties hereto have caused their duly authorized representatives to execute this Agreement as of the day first above stated:

TAHOE TRANSPORTATION
DISTRICT

By: _____

Carl Hasty, District Manager

APPROVED AS TO FORM:

By: _____

Tahoe Transportation District Counsel

SOUTH SHORE
TRANSPORTATION MANAGEMENT
ASSOCIATION

By: _____

Its: _

EXHIBITS:

Exhibit A: Scope of Services – Micro-Transit Services

Exhibit B: Scope of Services – Van Pool Program

Exhibit C: Exhibit – SSTMA Insurance

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EXHIBIT A
SS-TMA MICRO-TRANSIT SCOPE OF SERVICES

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EXHIBIT B
VAN POOL SCOPE OF SERVICES

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EXHIBIT C
PARKING FACILITIES

SS/TMA will provide a location for Contractor to park Contractor-owned vehicles and employee-owned vehicles while on shift for services under this Agreement. Contractor's employees may not park their personal vehicles overnight in the SS/TMA-provided space. Neither the SS/TMA or the owner of the parking facility will be responsible for damage or vandalism to or theft from vehicles parked in designated areas.

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2024 TTD/C Board/Committees Tentative Agenda Calendar

October 2		
TTD	TTC	Fin & Pers
<ul style="list-style-type: none"> • Award Sand Harbor to TB Cove PE contract • Financials – Jul • Towing Contract approval 	<ul style="list-style-type: none"> • RTP Update 	<ul style="list-style-type: none"> • Health Ins. • Financials - Jul • Recommend award Sand Harbor to TB Cove PE contract • Towing Contract approval
PIC	RPCC	
<ul style="list-style-type: none"> • Recommend award Sand Harbor to TB Cove PE contract • CIP update • Towing Contract approval 	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> •
November 6		
TTD	TTC	Fin & Pers
<ul style="list-style-type: none"> • Approve van purchase • Financials – Aug • IVMH Analysis • MAF draft report • Close SRTP public comment period 	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • Recommend approving van purchase • Financials - Aug
PIC	RPCC	
<ul style="list-style-type: none"> • Recommend approving van purchase 	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> •
December 4		
TTD	TTC	Fin & Pers
<ul style="list-style-type: none"> • Annual Report • Annual Audit • Financials – Sep • Award OES HMS & demo plan contract • Approve SRTP 	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • Financials - Sep • Recommend award OES HMS & demo plan contract
PIC	RPCC	
<ul style="list-style-type: none"> • Recommend award OES HMS & demo plan contract • CIP update 	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> •

TTD – Feb & May 2025 – RTP Updates

June 2025 – Chair/Vice-Chair Nominations