



Tahoe
Metropolitan
Planning
Organization



TAHOE
REGIONAL
PLANNING
AGENCY

Tahoe Basin Transportation Overall Work Program

Tahoe Metropolitan Planning Organization
Tahoe Regional Planning Agency

FINAL - May 28, 2008

Fiscal Year 2009
July 1, 2008 - June 30, 2009



TABLE OF CONTENTS

	<u>Page</u>
INTRODUCTION	2
Lake Tahoe Transportation Planning Overview	2
Pathway Process / Mobility 2030	3
Setting	4
Tahoe Basin Transportation Planning Institutional Structure	4
Results of the FY 2008 Program	12
2008/2009 Planning Emphasis Areas	13
SAFETEA-LU Planning Considerations	15
WORK ELEMENTS	16
<i>Outreach and Administration</i>	
WE 101 – Transportation Development Act	17
WE 102 – Overall Work Program	18
WE 103 – Boards, Stakeholders, and Tribal Coordination	20
WE 104 – Public Outreach	22
<i>Regional Intermodal Planning</i>	
WE 105 – Regional Intermodal Planning	24
WE 106 – ITS Planning	26
WE 107 – Air Quality Planning and Analysis	28
WE 108 – Transit Planning and Coordination	29
WE 109 – Transportation Data Collection and Forecasting	31
<i>Project Tracking</i>	
WE 110 – Regional Programming and Project Tracking	33
WE 111 – Transportation Impact Analysis and Mitigation Coordination	36
WE 112 – North South Transit Connection Alt. Analysis	38
Caltrans Regional Planning Activities for Fiscal Year 2008/2009	40
FINANCIAL PROGRAM	41
Table 1 – Historic Revenue Summary	41
Table 2 – FY 2009 Programmed Revenues	42
Table 3 – FY 2009 Salaries	43
Table 4 – Staff Costs and Revenues	43
Table 5 – Direct Costs and Revenues	43
Table 6 – Direct and Staff Costs Totals	44
Table 7 – Direct and Staff Costs by Revenue	44
ADOPTING RESOLUTION & CERTIFICATIONS	45
TMPO Adopting Resolution	46
FHWA – FTA FY 09 Planning Certification	47
FTA FY 09 Certification and Assurances	48
Debarment and Suspension Certification for FY 09	50

INTRODUCTION

The Overall Work Program (OWP), also referred to as a Unified Planning Work Program (UPWP), defines the continuing, comprehensive, and coordinated regional transportation planning process for the Lake Tahoe Basin. It establishes transportation, air quality, and other regional planning objectives for Fiscal Year 2008/09, and funding to complete the work. The OWP also serves as a management tool for the Tahoe Regional Planning Agency (TRPA) and Tahoe Metropolitan Planning Organization (TMPO) through the identification of work elements and products to be provided during the year, including mandated metropolitan planning requirements and other regional transportation planning activities. The OWP presents an annual outline for the TMPO's use of resources for transportation planning activities. The OWP programs a variety of funding sources that are available to the TMPO for fiscal year 2008-2009. All tasks and activities contained in the OWP will be carried out by TMPO, and the federal planning funds that are programmed are consistent with the eligible uses listed in the *MPO 2008-09 OWP Guidance*.

LAKE TAHOE TRANSPORTATION PLANNING OVERVIEW

The 1980 Tahoe Regional Planning Compact (PL 96-551) includes the following provisions:
“...there be established a Tahoe Regional Planning Agency with the powers conferred by this compact including the power to establish environmental threshold carrying capacities and to adopt and enforce a regional plan and implementing ordinances with will achieve and maintain such capacities while providing opportunities for orderly growth and development consistent with such capacities.”

The TRPA Regional Plan shall be a single enforceable plan with the following related elements:

- ✓ A Goals and Policy Plan
- ✓ A Transportation Plan for the integrated development of a regional system of transportation, including but not limited to parkways, highways, transportation facilities, transit routes, waterways, navigation facilities, public transportation facilities, bicycle facilities and appurtenant terminals and facilities for the movement of people and goods, within the region.
- ✓ The goal of transportation planning shall be:
 - To reduce dependency on the automobile by making more effective use of existing transportation modes and of public transit to move people and goods within the region; and
 - To reduce to the extent feasible air pollution that is caused by motor vehicles.
- ✓ Where increases in capacity are required, the agency shall give preference to providing such capacity through public transportation and public programs and projects related to transportation.
- ✓ The plan shall provide for an appropriate transit system for the region.
- ✓ The plan shall give consideration to:
 - Completion of the Loop road in the States of Nevada and California
 - Utilization of a light rail mass transit system in the South Shore area
 - Utilization of a transit terminal in the Kingsbury Grade area

TRPA establishes transportation and land use policy direction by virtue of the Code of Ordinances, Goals and Policies, and Plan Area Statements, also part of the Regional Plan package. Additionally, TRPA administers the Environmental Improvement Program (EIP) program, a capital improvement program centered on the restoration and protection of Lake Tahoe. The EIP contains a programmatic approach to implementing transportation

improvements, including a financial plan and funding assignment process that is consistent with federal and state programming activities.

The Tahoe Metropolitan Planning Organization (TMPO) was created by the Governors of California and Nevada by designating the TMPO under authority provided in federal regulations. As with all federally designated MPOs, the TMPO's role is primarily a planning and financial programming role. Products required of MPOs by federal rule are a Regional Transportation Plan (RTP), Federal Transportation Improvement Program (FTIP), and an Overall Work Program (OWP). The TMPO Governing Board is comprised of the TRPA Governing Board, with the addition of a United States Forest Service- Lake Tahoe Basin Management Unit representative.

Integrating the responsibilities of the three authorities listed above to produce an RTP, the TRPA and TMPO adopted the Lake Tahoe Basin Regional Transportation Plan 2004-2027 in October 2004 that satisfied TRPA, federal and state transportation planning requirements. This RTP was the first time a single plan has combined the TRPA, federal, and state mandates. The integration of the three major regional transportation planning authorities will continue to strengthen and utilize the various institutional and policy structures to support each other. Examples of opportunities for integration are the transportation planning components of the TRPA 20-year Regional Plan update process titled *PATHWAY*, and programming and performance measure components of the EIP. The ability to integrate land use and transportation planning at a regional level is a prime focus of this program.

PL 96-551 requires the development of goals, transportation plans and projects that are evaluated in conjunction with TRPA's environmental standards called "environmental threshold carrying capacities" (under the following nine categories; water quality, air quality, noise, scenic quality, soil preservation and stream environment zones, wildlife, fisheries, vegetation conservation, and recreation). Lake Tahoe's existing requirements align well with new planning requirements contained in SAFETEA-LU regarding coordination with resource agencies, identifying environmentally sensitive lands, and mitigation opportunities.

PATHWAY / MOBILITY 2030: FOR THE NEXT GENERATION

As noted in the FY 2008 OWP, the TRPA, the US Forest Service-Lake Tahoe Basin Management Unit (LTBMU), Lahontan Regional Water Quality Control Board (Lahontan RWQCB), the Nevada Division of Environmental Protection (NDEP), and TMPO are involved in a multi-year effort to coordinate and collaborate on the joint development of key Lake Tahoe Basin planning strategies and policy. Referred to as *PATHWAY*, this multi-agency planning process seeks to develop each agency's plans in a consistent manner, which will allow them to work together in a cohesive and compatible fashion when implemented. One of the plans that will be developed through this process is the 2008 update to the TMPO Regional Transportation Plan entitled *Mobility 2030: For the Next Generation*.

PATHWAY has completed an initial round of community-based planning workshops to develop innovative transportation and land use alternatives to improve community livability, long-term economic stability, and sustainable development. This "Place Based" planning effort involved over 1,800 people through 16 "hands-on" public meetings that produced both *subregional* visions and guiding principals and a *regional* vision and guiding principals. These guiding principals provide a context for policy and strategies in the development of *Mobility 2030: For the Next Generation*, also referred to as the 2008 RTP update.

Continued *PATHWAY* planning activities will be a large component of FY 2009 OWP (WE 105), based on the magnitude of the desired outcomes as set forth by the regional and sub-regional

guiding principles that emerged from the “place-based” planning process. The opportunity for integration of transportation and community goals and objectives in land use, housing, economic development, social welfare, and environmental preservation must be capitalized on to drive regional transportation planning goals and directly feed in to the development of the 2008 RTP. The 2008 RTP is scheduled to be adopted by TMPO in July 2008, with *PATHWAY* efforts culminating with a TRPA RTP update later in 2009.

SETTING

The Lake Tahoe Region is located on the border of the states of California and Nevada, between the Sierra Crest and the Carson Range. Approximately two-thirds of the Region is located in California with one-third within the State of Nevada. The Tahoe Region contains an area of about 501 square miles, of which approximately 191 square miles comprise the surface waters of Lake Tahoe. Lake Tahoe dominates the features of the Region and is the primary focus of local environmental regulations to protect its exceptional water clarity. Nearly 80% of the land area in the Lake Tahoe Basin is publicly owned and represents a major recreation attraction.

Located within the California portion of the Tahoe Region is the incorporated City of South Lake Tahoe, and portions of El Dorado County and Placer County. This part of the Region is within the first and fourteenth Congressional Districts of California. The resident population of the Tahoe Region is approximately 63,448 (2000 census); of which 46,200 people reside within the California portion. Within the Nevada side of the Tahoe Region portions of Washoe County, Douglas County, and the rural area of Carson City make up the remainder of the geographic area, with a population of 17,248.

Lake Tahoe and the surrounding areas provide a major recreational opportunity for residents of the surrounding states. The primary market for recreation at Lake Tahoe is from northern California, primarily the Sacramento and San Francisco Bay Area. There has been a measurable increase in destination visitors to the region arriving via Reno Tahoe International and Sacramento International Airports.

Serving the resident and visitor populations are public and private fixed route transit, shuttles, trolleys, demand-responsive services, as well as air transportation via the South Lake Tahoe Airport and a local and regional highway network. There are seven access points to the Basin from outside the region. A variety of state route segments encircle the Lake. Portions of the Region are served by bicycle facilities and waterborne excursion services. Public transit is provided on the north shore by Tahoe Area Regional Transit (TART), operated by the County of Placer. Transit service on the south shore is provided by BlueGO, which has incorporated a variety of public and private services including fixed route and door to door service as well as casino and ski area shuttle services. Both the North and South Shores are served by airport shuttles, visitor trolley, ski and rafting shuttle services, special event shuttles and other services funded by a combination of public and private funds.

TAHOE BASIN TRANSPORTATION PLANNING INSTITUTIONAL STRUCTURE

The Lake Tahoe Region holds Federal, State and Local transportation planning authorities that do not always align due to various institutional and policy limitations. The Region’s planning complexity requires the utmost 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.

Tahoe Regional Planning Agency

The Tahoe Regional Planning Agency (TRPA) was created by P.L. 96-551 and is governed by a fourteen member Governing Board, with a non-voting federal representative as the fifteenth member. Each state has seven representatives, including one representative from each local jurisdiction. TRPA is unique because of its responsibilities under the Lake Tahoe Planning Compact for land use planning, transportation planning, project review and approval, enforcement of TRPA ordinances, and the achievement of environmental goals.

Tahoe Metropolitan Planning Organization

The Tahoe Metropolitan Planning Organization (TMPO) is responsible as the forum for taking the required actions under federal regulations regarding metropolitan planning organizations. The TMPO defined area is concurrent with that of the TRPA. The TMPO Board of Directors is comprised of the fourteen voting members of the TRPA Governing Board, and a voting representative of the United States Forest Service, Lake Tahoe Basin Management Unit (USFS). The TMPO voted to provide that the Chair and Vice-Chair of the TRPA serve as Chair and Vice-Chair of the TMPO unless the TMPO votes otherwise.

The TMPO meeting is held during the TRPA meetings, so notices and agendas are mailed at the same time. The TRPA Board must adjourn and the TMPO Board then convenes after being joined by the USFS. Once TMPO actions are taken, the TMPO adjourns and the TRPA reconvenes without the USFS.

It is important to note that these two policy bodies, although they embody many of the same individuals, have diverse missions and responsibilities. The TRPA's overriding obligation is adherence to the Compact, including attaining and maintaining environmental thresholds. The TMPO's mission, on the other hand, is to provide policy decisions on transportation plans and programs. In many circumstances these two differences will be minor, while in some cases conflicting philosophies may develop. As described above, integration through the *PATHWAY* planning process is underway to support the TRPA mission and policies through the TMPO and RTPA authorities and planning requirements.

Regional Transportation Planning Agency (California Only)

TRPA is statutorily designated by the State of California as a Regional Transportation Planning Agency (RTPA) for the Tahoe Region. As an RTPA, TRPA must fulfill various statutory requirements, including those of the Transportation Development Act (TDA), coordination with Caltrans on the development of Regional Transportation Plans and Regional Transportation Improvement Programs, and other project related activities. The TRPA Governing Board indicates that it is sitting as the RTPA when taking a policy action, but no change to the membership of the Governing Board occurs.

Tahoe Transportation District

Article IX of the Tahoe Regional Planning Compact created the Tahoe Transportation District (TTD). TTD has responsibility for implementing of transportation plans, programs and projects. TTD may acquire, own and operate public transportation systems and parking facilities serving the Tahoe Region and provide access to convenient transportation terminals outside of the Region. The TTD also has the ability to receive specific tax revenue to support transit and transportation facilities. The TTD was originally governed by a Board of Directors representing the counties within the Region and the City of South Lake Tahoe. Article IX was amended by the states of California and Nevada in 1997 to provide for private sector representation on the Board, recognizing transit is a public-private partnership. Board membership now includes representation from the Basin's two Transportation Management Associations, an at-large

member representing transit providers, and representative of any special transit districts formed under California law. The California Department of Transportation (Caltrans) and the Nevada Department of Transportation (NDOT) each have non-voting members on the Board of Directors.

Tahoe Transportation Commission

The Tahoe Transportation Commission (TTC) was established as part of the metropolitan planning process to provide TMPO and TRPA transportation planning and policy recommendations. The TTC was formalized through TRPA and TMPO resolutions passed in 2007.

The TTC is charged with providing TMPO technical input and recommendations on transportation plans and programs, offering proactive public participation through its meeting noticing requirements, and with providing the TMPO Board time necessary to address the full range of complex and interrelated transportation issues facing the Lake Tahoe Basin. The TTC provides policy guidance to the full TRPA and TMPO where additional input and discussion can take place prior to final actions being taken. The TTC is comprised of the voting membership of the TTD, with the addition of representatives from the Washoe Tribe of CA & NV, USFS and the TRPA Advisory Planning Commission.

TRPA Advisory Planning Commission

The APC is established under the Compact to support the TRPA Governing Board. It is 17 member body comprised of a number of state and local representatives, designed to provide technical review of projects and regional planning plan proposals prior to review and action by the TRPA Governing Board. As a TRPA function, the APC does not review or act on TMPO or TRPA programming actions, but does have jurisdiction over planning issues related to the regional plan and therefore the transportation plan, and could have review responsibility over permits sought by the TTD. The TTD has a voting representative on the APC.

OTHER TRANSPORTATION PLANNING PARTNERS

Coordinated Transit System (BlueGO) Management Company Board of Directors

The Coordinated Transit System Management Company Board of Directors (BlueGO Board) is a multi-agency transportation coordination group responsible for management oversight of the South Lake Tahoe transit system BlueGO, and sub-regional transportation collaboration. The BlueGO Board is comprised of public-private partners that contribute to the operation of the BlueGO system. The BlueGO Board also serves as a sub-regional transportation planning venue for public input and other transportation planning efforts for Lake Tahoe's "South Shore" community.

Resort Triangle Transportation Planning Coalition

The Resort Triangle Transportation Planning Coalition (RTTPC) is a coordination group with a responsibility to assist in the coordination and review of transportation planning activities, programs and projects. Any action by the RTTPC is not binding upon the member organizations. RTTPC monitors major land use issues and projects for effects on the transportation system. It is expected that the Coalition will strive to develop a consensus in support of projects and programs. The RTTPC provides a "North Shore" venue for transportation planning and coordination that is not limited to the TMPO/TRPA jurisdiction.

The RTTPC membership includes three Regional Transportation Planning Agencies and two Metropolitan Planning Organizations including; TRPA, Placer County Transportation Planning Agency, Nevada County Transportation Commission, Washoe County Regional Transportation Commission, and TMPO. Other partners include the Town of Truckee, and the Truckee North

Tahoe Transportation Management Association. A collection of implementing agencies and citizen advisory groups provide technical assistance to the RTTPC as necessary.

TRPA/TMPO Transportation and Air Quality Team

The TRPA staff provides staffing resources in one form or another to each of these organizations or bodies. This provides for a single point of contact for transportation issues, reduces administrative overhead, and avoids philosophical conflicts at the staff level. The Tahoe Basin Transportation Planning OWP serves as the universal document for staff direction to fulfill the needs and requirements of the TRPA, TMPO, and TTD.

**TAHOE REGIONAL PLANNING AGENCY
GOVERNING BOARD**

Last Name	First Name	Representation
Bresnick	Mara	CHAIR- California Assembly Speaker Appointee
Biaggi	Allen	Director of NV Dept. of Conservation & Natural Resources
McDermid	Nancy	Douglas County Commissioner
Santiago	Norma	El Dorado County Supervisor
Miller	Ross	Nevada Secretary of State
Kranz	Bruce	Placer County Supervisor
Aldean	Shelly	Carson City Supervisor
Weber	Michael	City of South Lake Tahoe Council Member
Ruthie	Donna	Governor of NV Appointee
Galloway	Jim	Washoe County Commissioner
Merrill	Steven	Governor of California Appointee
Swobe	Coe	Nevada-at-Large Member
Waldie	Jerome	California Senate Rules Committee Appointee
Yount	Stuart	President of the United States Appointee
Leslie	Tim	Governor of California Appointee
Singlaub	John	TRPA Executive Director

**TAHOE METROPOLITAN PLANNING ORGANIZATION
GOVERNING BOARD**

Last Name	First Name	Representation
Bresnick	Mara	CHAIR- California Assembly Speaker Appointee
Biaggi	Allen	Director of NV Dept. of Conservation & Natural Resources
McDermid	Nancy	Douglas County Commissioner
Santiago	Norma	El Dorado County Supervisor
Miller	Ross	Nevada Secretary of State
Kranz	Bruce	Placer County Supervisor
Aldean	Shelly	Carson City Supervisor
Weber	Michael	City of South Lake Tahoe Council Member
Ruthie	Donna	Governor of NV Appointee
Galloway	Jim	Washoe County Commissioner
Merrill	Steven	Governor of California Appointee
Swobe	Coe	Nevada-at-Large Member
Waldie	Jerome	California Senate Rules Committee Appointee
Yount	Stuart	President of the United States Appointee
Leslie	Tim	Governor of California Appointee
Marceron	Terri	USFS Forest Supervisor (TMPO Only)
Singlaub	John	TRPA Executive Director

**TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION**

Last Name	First Name	Representation
Tolhurst	Alan	Chair - El Dorado County Lay Member
Jamin	Teri	Vice Chair- City of South Lake Tahoe Planning
Upton	John	City of South Lake Tahoe Lay Member
Breuch	Allen	Placer County Planning
Maurer	Peter	El Dorado County Planning
Krause	Eva	Washoe County Planning
Harris	Richard	Washoe County Lay Member
Zuckerman	Harmon	Douglas County Planning
Riley	Mike	Douglas County Lay Member
Plemel	Lee	Carson City Planning
Jepsen	Robert	Carson City Lay Member
Merchant	Jennifer	California Lay Member
Lafevre	Mike	U.S. Forest Service
Kemper	Lauri	Lahontan Regional Water Quality Control Board
Lawrence	Jim	Division of State Lands
McIntyre	Ron	Tahoe Transportation District
Sertic	Kathy	Nevada Div. Environmental Protection
Schmidt	Jane	Natural Resources Conservation Service
Vacant		ARB Office of the Ombudsman

**TAHOE TRANSPORTATION DISTRICT
BOARD OF DIRECTORS**

Last Name	First Name	Representation
Harper	Mike	Chair – Washoe County
Strain	Andrew	Vice Chair – So. Shore TMA
McIntyre	Ron	Truckee No. Tahoe TMA
Santiago	Norma	El Dorado County
Pittenger	Patrick	Carson City
Teshara	Steve	Member-At-Large
Weber	Mike	City of So. Lake Tahoe
McDermid	Nancy	Douglas County
Garner	Will	Placer County
Davis	William	California Department of Transportation (non-voting)
Cooper	Kent	Nevada Department of Transportation (non-voting)
Singlaub	John	TRPA Executive Director

**TAHOE TRANSPORTATION COMMISSION
BOARD OF DIRECTORS**

Last Name	First Name	Representation
Harper	Mike	Chair – Washoe County
Strain	Andrew	Vice Chair – So. Shore TMA
McIntyre	Ron	Truckee No. Tahoe TMA
Santiago	Norma	El Dorado County
Pittenger	Patrick	Carson City
Teshara	Steve	Member-At-Large
Weber	Mike	City of So. Lake Tahoe
McDermid	Nancy	Douglas County
Garner	Will	Placer County
Hoefler	Anjeanette	USFS LTBMU
Walker	Waldo W.	Washoe Tribe of NV & CA
Tolhurst	Alan	TRPA Advisory Planning Commission
Davis	William	California Department of Transportation (non-voting)
Cooper	Kent	Nevada Department of Transportation (non-voting)
Singlaub	John	TRPA Executive Director

**COORDINATED TRANSIT SYSTEM MANAGEMENT COMPANY (CTS-MCO)
BOARD OF DIRECTORS**

Last Name	First Name	Representation
Dingman	Stacy	Chair – Lakeside Inn and Casino
Strain	Andrew	Vice Chair - Heavenly
Angelocci	Rick	City of South Lake Tahoe
McDermid	Nancy	Douglas County
Santiago	Norma	El Dorado County
Hill	Chris	Harrahs Lake Tahoe
Hill	Chris	Harvey’s Lake Tahoe
Weber	Michael	Tahoe Transportation District
Kohler	Glen	Mount Bleu
Kohler	Glen	Horizon Casino Resort
Haven	Nick	Tahoe Regional Planning Agency (non-voting)

RESORT TRIANGLE TRANSPORTATION PLANNING COALITION (RTTPC)

Placer County Transportation Planning Agency (Placer county RTPA)
Nevada County Transportation Commission (Nevada County RTPA)
Tahoe Regional Planning Agency (Tahoe Basin RTPA)
Tahoe Metropolitan Planning Organization (Tahoe MPO)
Washoe Regional Transportation Commission (Washoe MPO)
Placer County
Town of Truckee
Truckee North Tahoe Transportation Management Association

RESULTS OF THE FY 2008 PROGRAM

The 2008 Planning program had a productive year with the continuation of a significant public outreach process that attracted over 1,800 people providing fresh ideas and concepts. Armed with that information, TMPO planners began development of concepts and elements of the Lake Tahoe Basin Regional Transportation Plan update (Mobility 2030: for the next generation).

- ✓ Developed four administrative draft elements of the 2008 RTP Update based on *PATHWAY* public workshops and TTC input:
 - Introduction and Trend Analysis
 - Goals and Policies
 - Financial Forecasts
 - Strategy Developments
- ✓ Conducted a series of community “Transportation Roundtables” around the Lake Tahoe Basin to review draft elements of the 2008 RTP
- ✓ Included new visualization techniques in outreach and the solicitation of input (Website, survey, and mapping)

Other Regional Intermodal Planning efforts included:

- ✓ Completed technical review of TRPA Chapter 33 provisions requiring local jurisdictions to document efforts to improve transit service in order to obtain residential building allocations.
- ✓ Instituted new SAFETEA-LU regulations related to transportation planning, including RTP development, FTIP development, Public Participation, and Transit
- ✓ Completed ongoing maintenance of the Lake Tahoe Regional ITS Architecture
- ✓ Hosted a Tahoe Planning review by FHWA HQ

Planning activities in support of Lake Tahoe transit services included:

- ✓ Provided technical assistance for the initiation of a new transit service between Stateline and Minden Nevada over Kingsbury Grade (Kingsbury Express)
- ✓ Assisted Truckee North Tahoe – Transportation Management Association (TNT-TMA) with Reno-Truckee-North Tahoe transit project
- ✓ Participated in RTTPC meetings and activities
- ✓ Supported monthly BlueGO Management Company Board of Directors meetings.
- ✓ Continued East Shore corridor planning
- ✓ Participated at TNT/TMA and SS/TMA monthly meetings
- ✓ Participated in Tahoe Area Coordinating Council for the Disabled (TACCD) meetings
- ✓ Developed a SAFETEA-LU compliant Coordinated Human Services Plan in concert with transit providers and other interested parties
- ✓ Compiled unmet needs findings report per TDA requirements
- ✓ Initiated the North-South Transit Connection Alternatives Analysis

Support of the Tahoe Transportation District (TTD) and Commission (TTC) included:

- ✓ Developed TTD Annual Budget for FY 2008
- ✓ Supported TTD board meetings
- ✓ Assisted with the TTC transition back to the TTD
- ✓ Initiated the technical review of the 2008 RTP with the TTC
- ✓ Assisted with capital bus procurements to support existing transit services
- ✓ Provided technical assistance regarding locally derived revenue options to fund transit operations

Comprehensive transportation planning involves the review and coordination of various projects and programs in the Tahoe Basin. Transportation related project review activities involves

analyzing project design alternatives against environmental threshold carrying capacities (standards are identified under each of the nine categories; water quality, air quality, noise, scenic quality, soil preservation and stream environment zones, wildlife, fisheries, vegetation conservation, and recreation) as well as transportation goals and public health and safety goals set forth in the Lake Tahoe Regional Transportation Plan.

Public outreach was a major focus of the 2008 work program. The following is a representative list of public outreach activities:

- ✓ Continued the development and update of transportation planning website and printed materials supporting the public outreach and products leading to the 2008 RTP update.
- ✓ Actively engaged low-income and minority population through community groups and direct communications
- ✓ Conducted unmet transit needs hearings on the North and South Shores of Lake Tahoe
- ✓ Developed SAFETEA-LU compliant Public Participation Plan through a series of public meeting and survey information

The relationship of planning and programming through the commitment of project funding for all stages of project development is also a critical role provided. The following list represents priority projects and programs that required project tracking support:

- ✓ US 50 Highway Improvement Project Phase I
- ✓ Kings Beach Commercial Core Improvement Project
- ✓ US 50 Stateline Corridor Project
- ✓ Myers to Stateline Greenway Class I Bike Trail
- ✓ Hwy 89/89 Realignment Project
- ✓ Regular attendance with the California Federal Programming Group
- ✓ Coordinated with the FHWA and project proponents for programming of projects with Southern Nevada Public Lands Management Act funding

Detailed financial planning, consistent with SFATEA-LU requirements, is essential in ensuring adequate funding is available for proposed transportation programs and projects, and was a significant element of the 2008 OWP. The following tasks were in support of these efforts:

- ✓ Secured Federal and State approval of the 2006 Federal Transportation Improvement amendments (Including converting to a 4-year FTIP as required by SAFETEA-LU)
- ✓ Processed 2006 STIP augmentation funding
- ✓ Reviewed TDA claimant operations and financial elements of their transit programs
- ✓ Participated in regional forums related to rural transportation planning and impacts of legislation affecting Lake Tahoe transportation planning
- ✓ Coordinating with NDOT and Caltrans regarding development of new project funding estimate tools for project programming
- ✓ Development of draft SAFETEA-LU compliant 2009 FTIP
- ✓ Annual adoption of FTA 5311 Program of Projects
- ✓ Compiled and adopted 2008 Regional Transportation Improvement Program (RTIP)
- ✓ Annual solicitation and review of FTA 5310 applications

PLANNING EMPHASIS AREAS

Federal Planning Emphasis Areas (PEAs) are published annually by FHWA and FTA to bring focus to certain planning areas. FHWA and FTA will not be issuing PEAs for the 2008/2009 fiscal year and have rescinded prior year PEAs recognizing the need to prioritize the implementation of new and modified provisions of SAFETEA-LU. The following program areas have been highlighted by FHWA CA Division and FTA Region IX as warranting increased attention in the 2008/2009 planning program:

1: Financial Planning

TRPA/TMPO continues to collaborate with partners on the development of accurate project cost estimates for inclusion in the FTIP and RTIP. The essential activities carried out by TRPA/TMPO staff relating to ongoing maintenance of the FTIP and other financial programming tools include regularly updating project costs, and including operations and maintenance costs in financial plans. Financial plans will include an inflation rate to reflect year of expenditure dollars.

-Related Work Elements: Overall Work Program, Regional Programming and Project Tracking.

2: Congestion

Targeting Lake Tahoe's seasonal congestion is a priority for TRPA/TMPO through innovative land use and transportation strategies. Creating measurable "modal-shift" is a goal and performance measure that will be monitored to evaluate the transportation system. Increases in roadway capacity are limited due to the environmental and social constraints in the Lake Tahoe Basin.

-Related Work Elements: Regional Intermodal Planning, Transit Planning and Coordination, and Transportation Impact Analysis and Mitigation Coordination.

3: Performance Measures

TMPO will be actively implementing a data collection and monitoring program that will provide critical data to the current performance measures. TMPO is in the process of finalizing new performance measures that will be included in the 2008 RTP. A few of the new performance measures being considered are: modal split and vehicle delay. TMPO performance measures have been incorporated in to the TRPA regulatory framework through the "Threshold Evaluation" that occurs every five years.

-Related Work Elements: Regional Intermodal Planning, Transportation Data collection and Forecasting, Transportation Impact Analysis and Mitigation Coordination.

4: Project Listings

In an effort to provide adequate detail and project level information required for project level approvals (conformity or funding) TMPO will be including the following information in the FTIP and RTP project listings:

- Sufficient descriptive material to allow for consistency finding between FTIP, RTP, and NEPA documents.
- Estimated total project cost and demonstration that full funding is reasonably anticipated to be available during the time period for completion of the project.
- The amount of Federal funds proposed to be obligated during each program year for the project or phase. For the first year, this includes the proposed category of Federal funds and source(s) of non-Federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of Federal funds and sources of non-Federal funds.
- Clear identification of agencies responsible for carrying out the project or phase.

-Related Work Elements: Regional Programming and Project Tracking, Regional Intermodal Planning

SAFETEA-LU PLANNING CONSIDERATIONS

The 2009 OWP was developed with the consideration of the SAFETEA-LU additional requirements for OWPs and RTPs that require the consideration and implementation of projects, strategies, and services that will address the following planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
-Related Work Elements: Regional Intermodal Planning,
2. Increase the safety of the transportation system for motorized and nonmotorized users;
-Related Work Elements: Regional Intermodal Planning, and Transit Planning and Coordination
3. Increase the security of the transportation system for motorized and nonmotorized users;
-Related Work Elements: Regional Intermodal Planning, and Transit Planning and Coordination
4. Increase the accessibility and mobility of people and for freight;
-Related Work Elements: Regional Intermodal Planning, Programming and Project Tracking
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
-Related Work Elements: Regional Intermodal Planning, and Transit Planning and Coordination
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
-Related Work Elements: Regional Intermodal Planning, and Transit Planning and Coordination
7. Promote efficient system management and operation, and;
-Related Work Elements: Regional Intermodal Planning, and Transit Planning and Coordination
8. Emphasize the preservation of the existing transportation system.
-Related Work Elements: Regional Intermodal Planning, and Regional Programming and Project Tracking

FY 2009 WORK ELEMENTS

Outreach and Administration

- WE 101 – Transportation Development Act
- WE 102 – Overall Work Program
- WE 103 – Boards, Stakeholder, and Tribal Coordination
- WE 104 – Public Outreach

Regional Intermodal Planning

- WE 105 – Regional Intermodal Planning
- WE 106 – ITS Planning
- WE 107 – Air Quality Planning and Analysis
- WE 108 – Transit Planning and Coordination
- WE 109 – Transportation Data Collection and Forecasting

Financial Planning and Coordination

- WE 110 – Regional Programming and Project Tracking
- WE 111 – Transportation Impact Analysis and Mitigation Coordination

Note: All tasks and activities proposed in the following Work Elements will be carried out by TMPO staff, except for direct expenses carried out by a contractor.

**TAHOE BASIN OWP
FY 2009 WORK PROGRAM**

WORK ELEMENT 101 – TRANSPORTATION DEVELOPMENT ACT

PURPOSE

To support on-going State of California Transportation Development Act (TDA) planning and administrative requirements.

DISCUSSION

The administration of the Tahoe Basin transportation and air quality planning process involves a variety of activities, including administrative functions to comply with provisions of the TDA. TDA functions include preparation and distribution of fiscal audits, performance audits, annual financial transaction reports and audit schedules; conducting unmet transit needs hearings, including outreach efforts to traditionally underrepresented and underserved populations and their community leaders (i.e. elderly, disabled, low income, and minorities); compiling unmet needs findings, and distributing and monitoring the use of LTF and STA funds by TDA claimants.

PREVIOUS WORK

The work activities listed above continue on a regular, ongoing basis.

FY 2009 PRODUCTS

COMPLETION DATE

Conduct and Document Unmet Transit Needs Hearings and Outreach Efforts	January 2009
Adopt Unmet Needs Findings	March 2009
Claimant and TRPA Financial Audits	November 2008
TDA Schedule of Performance Audits	September 2008
Annual Report of Financial Transactions	September 2008

FY 2009 TASKS

Unmet Needs: Preparation and coordination for holding unmet transit needs hearings; Coordinate and attend monthly Tahoe Area Coordinating Council for the Disabled meetings, acting quarterly as the Social Service Advisory Council.
TDA Administration: Fund balance tracking and claim processing, billings; annual operating presentations; Request allocations, notices to jurisdictions, audit monitoring and submittals

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
FHWA PL (CA)		Audit Expense	\$7,000
TDA Administration:	\$7,000		
Subtotal:	\$7,000	Subtotal:	\$7,000
TMPO Staff:		TMPO Staff:	
TDA Administration:	19,000		
TDA Planning:	1,468	Wages/Benefits:	\$6,804
RSTP	-	Est. Indirect Cost:	\$13,664
Subtotal:	\$20,468	Subtotal:	\$20,468
Total:	\$27,468	Total:	\$27,468

**TAHOE BASIN OWP
FY 2009 WORK PROGRAM**

WORK ELEMENT 102 – OVERALL WORK PROGRAM

PURPOSE

To support tasks necessary for the development, adoption and on-going management of the annual budget and work program for transportation planning and programming for the Tahoe Metropolitan Planning Organization.

DISCUSSION

Federal requirements for MPOs include the development and adoption of an annual Overall Work Program (OWP). The OWP must include all anticipated transportation planning activities proposed with federal and state planning funds. The OWP must describe the source and amount of funds, and appropriate tasks and products. Grant management and timely reimbursement requests remain a priority of TRPA and TMPO, and this OWP provides support to facilitate grant management and oversight of all transportation planning grants. A mid-year review is conducted annually by TMPO to determine if any OWP amendment is necessary to reflect planned additions or modifications to the adopted OWP.

PREVIOUS WORK

FY 2008 OWP administration and financial reporting

FY 2009 PRODUCTS	COMPLETION DATE
Closeout of FY 2008 OWP	July 2008
Quarterly Grant Billing and Reports	Quarterly
Draft FY 2010 OWP	March 2009
Final FY 2009 OWP and OWPA	June 2009
FY 2009 OWP Amendments	As Necessary
FY 2009 FHWA PLH Agreement	May 2009

FY 2009 TASKS

Overall Work Program: Administer 2009 OWP document and related amendments; host annual meeting; coordinate mid-year review; 2010 OWP development
Grant Management: Provide grant management and oversight of all transportation planning grants; PL Billings; invoicing; agreement administration; Finance Dept. coordination
TRPA Work Program Coordination : Coordinate transportation overall work program with TRPA work program and budget; populate and utilize TRPA Primavera project management software to administer the transportation work program
Federal Lands Highways: Budget and agreement administration; Federal Lands Highway funding administration; FHWA Federal Lands staff coordination.
Staff Development in Regional Transportation Planning: Attend training both in-house and outside courses and seminars that directly relate to transportation planning; conduct staff reviews and mentoring

Work Element 102 - Overall Work Program

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
FHWA PL (CA)		Travel/Training	11,750
FHWA PL (NV)		Other Direct	4,000
PLH	15,750		
Subtotal:	\$15,750	Subtotal: \$	15,750
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	15,000		
FHWA PL (NV)	8,164		
TRPA General	3,159		
TDA Planning:		Wages/Benefits:	\$8,750
RSTP		Est. Indirect Cost:	\$17,573
Subtotal:	\$26,323	Subtotal: \$	26,323
Total:	42,073	Total: \$	42,073

TAHOE BASIN OWP
FY 2009 WORK PROGRAM

WORK ELEMENT 103 –BOARDS, STAKEHOLDER AND TRIBAL COORDINATION

PURPOSE

To provide support to the TRPA, TMPO Governing Boards, the TTC Board of Directors, the TTD Board of Directors, CTS-MCO, RTTPC, and other public agency committees; to integrate transportation planning, programming and project activities of the TRPA, TMPO, and TTD with those of other Basin transportation stakeholders, as well as neighboring jurisdictions and state agencies; to coordinate and involve the Native American Tribes, communities, organizations, and individuals including the Washoe Tribe of California and Nevada in the transportation planning process; to enter in to an agreement with the Washoe Tribe of CA & NV and the US Forrest Service to outline roles and responsibilities and key decision points in the metropolitan planning process.

DISCUSSION

This Work Element directly supports activities to foster coordination, consultation, and cooperation as part of the regional transportation planning and programming process. Additional activities include staff support for the TRPA and TMPO Governing Board, and the development of staff recommendations, preparation of staff reports based on those recommendations, attendance at meetings to present the staff recommendations, and follow-up of Governing Board actions.

The Tahoe Basin has a multitude of public agencies that have an interest in transportation in some form or another. These include local and county governments, general improvement and special purpose districts, state, federal and regional agencies. In addition, numerous private non-profit agencies as well as special interest groups have formed, many of which are devoted solely to the issue of transportation.

At the Federal level, TRPA transportation staff work directly with numerous offices of the Federal Highway Administration, the Federal Transit Administration, the US Forest Service, the Environmental Protection Agency, the US Postal Service and the US Department of Energy. At the state level, staff interact with Caltrans, the California Transportation Commission and NDOT in planning, programming, design, maintenance, and ITS, to name a few. Transportation staff is involved with other agencies such as state parks, California Tahoe Conservancy, state lands, conservation districts, water agencies and others. Locally, staff support the City of South Lake Tahoe and the counties by attending council and commission meetings and general project meetings.

Formal consultation with the Washoe Tribe is considered a formal government to government consultation, and is above and beyond any general public outreach. As members of the Tahoe Transportation Commission the Washoe Tribe has additional opportunity to provide input on various transportation and associated environmental considerations affecting Tribal interests.

Furthermore, the South Shore Transportation Management Association (SS/TMA), Truckee North Tahoe Transportation Management Association (TNT-TMA), the Lake Tahoe Transportation and Water Quality Coalition and the League to Save Lake Tahoe are several of the monthly meetings held in which TMPO has a standing interest. The TNT-TMA assists the regional transportation planning process by conducting meetings, coordinating public outreach, organize and participate in various planning activities, and provide input into TMPO plans and

programs. An annual cooperative agreement for the SS/TMA and TNT/TMA's supporting planning activities will be developed and approved by the TMPO for the use of federal and state planning funds.

PREVIOUS WORK

Most of these groups and agencies have had ongoing relationships with the TRPA and the TTD for many years.

FY 2009 PRODUCTS	COMPLETION DATE
TRPA, TMPO, and TTD/C Board packet development and distribution, including staff briefings	Ongoing
Documented formal government-to-government relations with Washoe Tribe of CA & NV	February 2009
Planning MOU With US Forest Service (LTBMU) & Washoe Tribe	November 2008
TMA agreement for services in FY 2009	July 2008

FY 2009 TASKS

TRPA/TMPO Boards: briefing materials preparation and distribution; attendance and issue coordination.
Local Coordination: preparation for and participation in <u>local</u> committees, ad hoc meetings, workshops, etc (city, county, local PUD)
TTD/C Annual Workshop: preparation for and participation in annual retreat.
Tribal Government Coordination, Consultation, and Collaboration: Confer with Washoe Tribe of NV/CA regarding transportation plans and programs via meeting notices, TTC agendas, direct correspondence, and response to issues raised by the Tribal government; involve the Washoe Tribe with a government-to-government partnership approach.
Regional Coordination: preparation for and participation in <u>regional</u> committees, ad hoc meetings, and workshops directly relating to regional transportation planning
Statewide Coordination: preparation for and participation in <u>statewide</u> committees, ad hoc meetings, and workshops directly relating to regional transportation planning
Federal Coordination: preparation for and participation in <u>federal or national</u> committees, ad hoc meetings, and workshops directly relating to regional transportation planning

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs	
FHWA PL (CA)		Meeting Room Rental	\$12,000
FHWA PL (NV)		TMA Services	\$18,000
PLH	\$30,000		
Subtotal:	\$30,000	Subtotal:	\$30,000
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$36,118		
FHWA PL (NV)	\$5,000		
PLH	\$15,000		
TRPA General	\$3,289		
TDA Planning:		Wages/Benefits:	\$20,744
RSTP	\$3,000	Est. Indirect Cost:	\$41,663
Subtotal:	\$62,407	Subtotal:	\$62,407
Total:	\$92,407	Total:	\$92,407

**TAHOE BASIN OWP
FY 2009 WORK PROGRAM**

WORK ELEMENT 104 – PUBLIC OUTREACH

PURPOSE

To increase public awareness and understanding of TMPO and TRPA and their efforts; to support the planning, project implementation, air quality, land use, and other regional collaborative programs by providing information to the public and soliciting input from interested parties; to improve outreach efforts to traditionally underrepresented and underserved populations and their community leaders (i.e. elderly, disabled, low income, and minorities); to provide excellent customer service by responding to information requests and questions from the general public, other public agencies, and the news media.

DISCUSSION

In support of the continuing *PATHWAY* public involvement activities including the 2008 RTP update (Mobility 2030: For the next generation) TMPO and TRPA will be conducting additional public workshops and producing supporting printed and electronic materials. TMPO is committed to utilizing improved visualization techniques to solicit and provide information related to transportation issues. A new TMPO webpage has been developed and includes links to documents and transportation data for public viewing. TRPA is leading a “Bike to Work Month” campaign to raise awareness about safe bicycling practices and routes, and to encourage greater use of this mode. A Public Participation Plan was developed through extensive public input to provide a documented public process for the approval of key TMPO documents and other transportation planning efforts carried out by TMPO.

PREVIOUS WORK

Created a web presence for TMPO planning and documents
 Developed a SAFETEA-LU compliant Public Participation Plan
 Conducted a public survey to provide input on the development of key TMPO documents
 Conducted public meetings for the development of the Public Participation Plan, Regional Transportation Plan, and Coordinated Human Services Transportation Plan

FY 2009 PRODUCTS

COMPLETION DATE

Adoption of Compliance with Civil Rights Certifications and Assurance; Adoption of DBE goals for 2009, Title VI assurances	September 2008
TMPO Website Update	March 2009

FY 2009 TASKS

Public Participation and Involvement: Administer TMPO Public Participation Plan; Preparation for and participation in public meetings; release public notices and other public information to media outlets as appropriate; produce maps, displays, and other visualization tools; public meetings and workshops for transportation planning; enhance and maintain the new transportation planning website.
Environmental Justice: preparation for and participation in meetings designed to inform minority and low income populations regarding the transportation planning process and to assess impacts on those communities.
Civil Rights: Title VI, DBE, ADA program management, compliance, monitoring, and reporting
Bike to Work Month: coordinate with local Basin agencies to plan event, set up web page, publicize events in local newspapers and other venues, and publicize results. (*Not funded with PL Funds)

Work Element 104 – Public Outreach

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs	
FHWA PL (CA)	\$13,200	Noticing and Advertising	\$3,000
FHWA PL (NV)		Website Update and	\$5,000
PLH	\$20,000	Maintenece	
TRPA General		Printing and Distribution	\$8,000
TDA Administration:		Public Education	\$19,000
TDA Planning:	\$1,800	Contract	
Subtotal:	\$35,000	Subtotal:	\$35,000
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$31,000		
FHWA PL (NV)	\$11,097		
TRPA General	\$8,740	* Includes \$3,000 for Bike to	
TDA Administration:		Work Month tasks	
TDA Planning:		Wages/Benefits:	\$16,898
RSTP		Est. Indirect Cost:	\$33,939
Subtotal:	\$50,837	Subtotal:	\$50,837
Total: \$	85,837	Total:	\$85,837

TAHOE BASIN OWP
FY 2009 WORK PROGRAM

WORK ELEMENT 105 – REGIONAL INTERMODAL PLANNING

PURPOSE

To carry out and support the integration of federal, state, and local transportation planning processes; to complete activities and products to satisfy new federal metropolitan planning requirements established by SAFETEA-LU, and States of California and Nevada requirements; to conduct staff activities directed toward update of the Regional Transportation Plan (2008 RTP) and transportation elements of the TRPA 20-year Regional Plan (*PATHWAY*).

DISCUSSION

Overriding responsibility for transportation planning in the Tahoe Region is given to TRPA by virtue of the Tahoe Regional Planning Compact. In addition, the federal TMPO designation and the California RTPA authority establish additional planning requirements. To support these mandates transportation staff will conduct planning studies in-house, contract for planning services by consultants, conduct public hearings, hold meetings on specific issues with affected public agencies, the general public or interest groups, through various outreach, including community workshops for example. Through that established planning process recommendations are made to the appropriate policy board on plans, programs and projects that are intended to attain or maintain TRPA environmental thresholds and TMPO transportation planning requirements and objectives. The planning effort will involve coordination, consultation, and cooperation with stakeholders and interested parties. As part of the planning process, the Tahoe Transportation Commission (TTC), the advisory body to the TMPO, will provide a public forum for the development of the 2008 RTP.

The update of the RTP entitled *Mobility 2030: For the next generation* utilizes *PATHWAY* input received to date and supplements with focused “Transportation Roundtable” meetings around the region. The update effort will culminate with a targeted July 2008 approval by TMPO and includes a transportation technical analysis component and community based land use/transportation planning partnership approach to develop, coordinated transportation policies that consider land use, socioeconomic, and environmental factors. *Mobility 2030: For the next generation* will be a SAFETEA-LU compliant plan that will serve as a cornerstone of the Lake Tahoe regional transportation planning process.

PREVIOUS WORK

- Mobility 2030: For the next generation* draft plan development
- Mobility 2030: For the next generation* Public workshops
- Technical support of *PATHWAY* process
- Bicycle and pedestrian planning in support of the TMPO *Bicycle and Pedestrian Master Plan*

FY 2009 PRODUCTS

COMPLETION DATE

FY 2009 PRODUCTS	COMPLETION DATE
Final <i>Mobility 2030: For the next generation</i> approvals	July 2008
<i>TMPO Bicycle and Pedestrian Master Plan</i> update	May 2009
Technical papers on specific Tahoe Transportation Issues	July 2008

FY 2009 TASKS

<p><i>PATHWAY</i>: Provide technical analysis for proposed policies and concepts, and participate in public and interagency meetings as a transportation technical resource; ensure SAFETEA-LU RTP development guidelines are considered during <i>PATHWAY</i> process to facilitate a TRPA RTP integration in 2008; Assist</p>

with the adoption a TRPA RTP that incorporates necessary California RTP requirements and elements of the TMPO's *Mobility 2030: For the next generation*

Bicycle and Pedestrian: Update of Bicycle/Ped MP corresponding with "place based" planning efforts. Administration of Bicycle/Ped MP project planning and programming, and other public outreach/coordination related to plan; begin feasibility analysis of a shared use path as part of a stateline-to-stateline bicycle/pedestrian corridor

Waterborne: provide technical and planning assistance; participate on waterborne public-private stakeholder group;

Aviation: Provide technical aviation planning assistance to the City of South Lake Tahoe in the update of the Lake Tahoe Airport Master Plan as necessary; aviation planning will consider both people and freight, ground access, emergency access and maintenance issues related to the Lake Tahoe Airport; coordination with Caltrans Division of Aeronautics and City of South Lake Tahoe.

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs	
FHWA PL (CA)	\$116,694	Land Use/Transportation	\$100,000
FHWA PL (NV)		Analysis Report	
PLH	\$40,000	RTP/BPMP Public Mtgs.	\$20,000
TRPA General	\$10,600	Policy Analysis	\$50,000
TDA Administration:		BPMP Update Services	\$12,000
TDA Planning:	\$9,000		
RSTP	\$5,706		
Subtotal:	\$182,000	Subtotal:	\$182,000
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$112,000		
FHWA PL (NV)	\$28,945		
PLH	\$60,000		
TRPA General	\$11,000		
TDA Planning:	\$8,220	Wages/Benefits:	\$73,183
RSTP		Est. Indirect Cost:	\$146,982
Subtotal:	\$220,165	Subtotal::	\$220,165
Total:	\$402,165	Total:	\$402,165

**TAHOE BASIN OWP
FY 2009 WORK PROGRAM**

**WORK ELEMENT 106 – INTELLIGENT TRANSPORTATION SYSTEMS
PLANNING**

PURPOSE

To address Intelligent Transportation Systems (ITS) Planning activities specifically within the overall transportation planning program, especially given the lack of physical capacity options facing the Tahoe Basin; to facilitate coordination between ITS project sponsors for the development of ITS projects that support regional transportation goals, and provide for seamless ITS programs in the multi-jurisdictional and bi-state Lake Tahoe Basin.

DISCUSSION

TMPO will continue to host the ITS Regional Architecture and perform updates as specified in the ITS maintenance plan developed in FY 2005. TMPO will assist ITS project sponsors be compliant with FHWA regulations regarding systems engineering for proposed projects, and Regional ITS Architecture adherence. ITS coordination with surrounding regions is critical to implement comprehensive traveler information systems that can serve the public “door-to-door” traveling to and from the Lake Tahoe Basin. Coordination with surrounding agencies will focus on 511 systems, traveler information networks, and other data sharing opportunities. Both Caltrans and NDOT are planning to implement improved and expanded traffic monitoring program including the installation of new traffic counting equipment, changeable message signs, webcams, and highway advisory radio systems. TMPO will coordinate with the DOTs to ensure new data collection capabilities can integrate in to TMPO’s data forecasting and transportation modeling efforts.

PREVIOUS WORK

Tahoe Basin ITS Architecture maintenance activities
Planning assistance with Caltrans Transportation Operations System (TOS) project

FY 2009 PRODUCTS	COMPLETION DATE
Tahoebasinits.org website maintenance	As Necessary
Tahoe Basin Regional ITS Project List	October 2008
Tahoe Basin Regional ITS Architecture Maintenance	Ongoing

FY 2009 TASKS

ITS Project Support: Mainstreaming of ITS projects for inclusion in TIPs; ensure architecture adherence with proposed ITS programs and projects that affect the Region
ITS Coordination: Coordinate with Caltrans with implementation of Traffic Operations System (TOS) plan; coordinate with surrounding regions on ITS architecture/projects; coordinate with statewide and regional 511 projects, including SACOG’s STARNET program.
ITS Architecture: Maintenance activities in support of the Tahoe Basin ITS architecture

Work Element 106 – Intelligent Transportation Systems Planning

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs	
FHWA PL (CA)	\$24,000	Update ITS Strategic Plan Contract	\$25,000
FHWA PL (NV)		ITS Architecture Update Contract	\$5,000
PLH			
TRPA General			
RSTP	\$6,000		
Subtotal:	\$30,000	Subtotal:	\$30,000
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$7,000		
FHWA PL (NV)	\$2,134		
TDA Planning:	\$1,245	Wages/Benefits:	\$3,450
RSTP		Est. Indirect Cost:	\$6,929
Subtotal:	\$10,379	Subtotal::	\$10,379
Total:	\$40,379	Total:	\$40,379

**TAHOE BASIN OWP
FY 2009 WORK PROGRAM**

WORK ELEMENT 107 – AIR QUALITY PLANNING AND ANALYSIS

PURPOSE

To implement the requirements of the federal Clean Air Act Amendments (CAAA) of 1990; to ensure that projects are delivered that do not impede the region's air quality goals; to prepare conformity determinations on the TMPO RTP and FTIP; to promote clean-fuel transit projects consistent with the State Implementation Plan (SIP) for the Region; and to provide technical support for the development of an 8-hour SIP, as required by the EPA.

DISCUSSION

To maintain eligibility for federal funding TMPO must prepare positive air quality conformity determinations prior to approving any transportation plans, programs or amendments. A conformity determination will be made for the 2009 FTIP and 2008 RTP in July 2008 and for future FTIP and RTP amendments as necessary during the 2008/09 fiscal year.

PREVIOUS WORK

Air quality conformity determination for the 2008 FTIP and 2008 RTP
Air quality data collection and analysis

FY 2009 PRODUCTS	COMPLETION DATE
2009 FTIP air quality analysis and conformity determination	July 2008
2008 RTP air quality analysis and conformity determination	July 2008
RTP and FTIP amendment conformity determination(s)	As Necessary
Air Quality monitoring and data analysis	Ongoing

FY 2009 TASKS

Air Quality Conformity: Technical analysis, and model outputs supporting the analysis of 2008 RTP and 2008 FTIP conformity and 8-hour SIP documentation;
AQ Monitoring and Data Analysis: Coordinate the monitoring of existing, and development of new transportation control measures with the local air districts; develop regional strategies and programs to reduce transportation related air quality impacts

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs	
FHWA PL (CA)	\$20,000	AQ Consultant Services	\$25,000
FHWA PL (NV)		Data Analysis	
TRPA General	\$2,000		
TDA Administration:	\$2,000		
TDA Planning:	\$1,000		
Subtotal:	\$25,000	Subtotal:	\$25,000
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$11,692		
FHWA PL (NV)	\$3,000		
TRPA General	\$2,004		
TDA Planning:		Wages/Benefits:	\$5,550
RSTP		Est. Indirect Cost:	\$11,146
Subtotal:	\$16,696	Subtotal:	\$16,696
Total:	\$41,696	Total:	\$41,696

**TAHOE BASIN OWP
FY 2009 WORK PROGRAM**

WORK ELEMENT 108 – TRANSIT PLANNING AND COORDINATION

PURPOSE

To provide planning support and regional coordination opportunities for Lake Tahoe transit operators through direct staff support and other planning activities to foster regional coordination.

DISCUSSION

The Lake Tahoe transit system is currently comprised of two distinct systems operating in the populated areas on the north and south sides of Lake Tahoe (Tahoe Area Regional Transit (TART) to the north and BlueGO on the south). Short range transit studies have been completed for the North Shore (TART Systems Plan) and interregional and intraregional connections (Inter/Intra-Regional Transit Study) that identify executable transit solutions within a five year term. A draft South Shore plan was developed as part of the previous 07/08 OWP, and will round out the regional short term transit strategy. A focus will be on safety, security, and connectivity with the implementation of the transit strategies for the regional and the sub-regional components of the Lake Tahoe transit system. The adoption of the Coordinated Human Services Transportation Plan articulates goals and projects for elderly and disabled services. Ongoing staff support to the TTD, BlueGO Board, and RTTPC will be provided through this work element and focus around establishing the self reliance of those groups through sustained revenue streams.

PREVIOUS WORK

BlueGO Short Range Transit Plan Draft
FTA Section 5309 Grant application coordination
TMPO Coordinated Human Services Transportation Plan Adoption

FY 2009 PRODUCTS	COMPLETION DATE
BlueGO Systems Plan (Short Range Transit Plan) Final	October 2007
Regional Transit Marketing Study	June 2009
TTD Fiscal Year 2009 Annual Budget	May 2009

FY 2009 TASKS

Transit coordination: consult with local transit providers to solicit feedback on potential transit programs and projects; Coordinate with new transit projects that provide for inter/a regional connections; Engage transit partners outside the Region to coordinate transit services; coordinate transit elements of regional emergency preparedness programs.
Transit analysis: Explore innovative transit technologies for potential applicability; integrate transit forecasting components in modeling efforts; identify improvements to safety and security of the transit system; provide transportation model (TransCAD) analysis specific to transit.

Work Element 108 – Transit Planning and Coordination

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs	
FHWA PL (CA)	\$26,400	Final BlueGO SRTP	\$15,000
FHWA PL (NV)		Transit Analysis Svcs.	\$10,000
PLH	\$35,000	Regional Transit	\$40,000
TRPA General		Marketing Study	
RSTP	\$3,600		
Subtotal:	\$65,000	Subtotal:	\$65,000
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$61,000		
FHWA PL (NV)	\$16,500		
PLH	\$17,978		
TDA Planning:	\$12,000	Wages/Benefits:	\$35,726
RSTP		Est. Indirect Cost:	\$71,752
Subtotal:	\$107,478	Subtotal:	\$107,478
Total:	\$172,478	Total:	\$172,478

**TAHOE BASIN OWP
FY 2009 WORK PROGRAM**

**WORK ELEMENT 109 – TRANSPORTATION DATA COLLECTION
AND FORECASTING**

PURPOSE

To recognize the regional transportation data collection and modeling efforts by TRPA/TMPO; to reflect current staff activities in collecting the necessary data and running the traffic model to analyze different planning scenarios; to provide support for transportation data needs of *PATHWAY* and various data requests from staff, other partners, and the general public; to implement a monitoring program that illustrates the state of mobility in the Basin over time; to provide the results of annual monitoring to the public and partners through TMPO reports and website; and to coordinate data collection with State DOTs and local agencies to support various data needs.

DISCUSSION

TRPA/TMPO will use the updated traffic model (TransCAD) to analyze proposed land use and population impacts on transportation for the TRPA Regional Plan and TMPO Regional Transportation Plan update. An on-going transportation data collection program is in place and provides data on levels of use of the system, vehicle delay, and travel mode share. TMPO has participated in the Census Transportation Planning Products (CTPP) pooled fund project and utilizes a variety of census products and data analysis tools. TMPO coordinated the annual Highway Performance Monitoring System (HPMS) data collection effort in partnership with the local jurisdictions around the Lake Tahoe Region.

PREVIOUS WORK

Conversion of the previous traffic model to new GIS-based software.
Development of annual regional data collection program.

FY 2009 PRODUCTS

COMPLETION DATE

Address recommendations of the Model Review Committee	December 2008
Annual TMPO Transportation Report; (ie: Traffic Count Trend Report; Average Vehicle Occupancy, Transit Ridership)	February 2009
Regional data collection and analysis	On-going

FY 2009 TASKS

Traffic model: Prepare, compile and develop alternative analysis model analysis for Regional Plan and RTP Update and other requests as necessary; produce requested model outputs for special studies and other regional needs; attend training on Trans-CAD software;
Data Collection: Conduct bicycle trail user survey in July 2008; Conduct mode share surveys based on protocols developed through <i>PATHWAY</i> ; Develop and test Travel Delay indicator; utilize CTPP products.
HPMS: Coordinate the regional HPMS program; collect data from local jurisdictions; ensure timely transmittal of data to Caltrans, NDOT and FHWA.

Work Element 109 – Transportation Data Collection and Forecasting

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs	
FHWA PL (CA)	\$93,000	Annual Monitoring Svcs.	\$130,000
FHWA PL (NV)		TransCAD Maintenance	\$5,657
PLH	\$22,434		
TRPA General	\$14,223		
TDA Planning:	\$1,000		
RSTP	\$5,000		
Subtotal:	\$135,657	Subtotal:	\$135,657
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$37,000		
FHWA PL (NV)	\$17,258		
PLH	\$7,000		
TDA Administration:	\$2,000		
TDA Planning:			
RSTP	\$5,399		
Subtotal:	\$68,657	Wages/Benefits:	\$22,822
		Est. Indirect Cost:	\$45,835
Subtotal:	\$68,657	Subtotal:	\$68,657
Total:	\$204,314	Total:	\$204,314

**TAHOE BASIN OWP
FY 2009 WORK PROGRAM**

WORK ELEMENT 110 – REGIONAL PROGRAMMING AND PROJECT TRACKING

PURPOSE

To support the selection of transportation projects for state and federal funding and meet all of the state and federal requirements under California, Nevada, and Federal SAFETEA-LU regulations for documenting funded projects in the Federal Transportation Improvement Program (FTIP) and Regional Transportation Improvement Program (RTIP); to support project delivery through identification of available state and federal funds; to provide workshops, training, technical assistance, and information to assist local partners with timely implementation of transportation projects in Lake Tahoe; to establish a project tracking system to ensure the appropriate funding is available for timely completion of transportation EIP projects.

Additional activities include the regional distribution and programming process of various federal and state funding sources, including Congestion Mitigation and Air Quality (CMAQ), Regional Surface Transportation Program (RSTP), California transportation Infrastructure bonds, Transportation Enhancements Activities and Federal Transit Administration 5311 programs funds, and 5310 program of projects.

DESCRIPTION

The TMPO is required to adopt and maintain a Federal Transportation Improvement Program (FTIP). The current 2007 TMPO FTIP received Federal approval on October 2, 2006. Pursuant to the passage of SAFETEA-LU, activities supporting the continued maintenance and update of the 2007 FTIP will continue through October 2008. SAFETEA-LU has since modified the FTIP requirements and the TMPO will adopt a new four year FTIP in 2008. Amendments to the FTIP may require a determination that projects are in conformance to federal air quality standards. Staff will continue to maintain the FTIP for programming purposes in California and Nevada.

TMPO receives funding sources (CMAQ, RSTP, TEA, FTA, RIP, and California transportation Infrastructure bond funds) that are distributed regionally. Each funding source requires project programming, monitoring and tracking to ensure these funds are used in a timely manner and in some cases in accordance with California Assembly Bill 1012 (AB1012). This fiscal year TRPA and TMPO will continue to refine the funding distribution process that will be contained in the TMPO Funding Program Manual and grant distribution package to help guide local agencies for the best possible use and expenditure of these funds.

TRPA acting as the RTPA is required to adopt a Regional Transportation Improvement Program (RTIP) to meet California programming requirements. TRPA will take appropriate measures to ensure a Continuing, Comprehensive and Coordinated (three C's) process with its local, state, and federal partners in developing and maintaining the 2008 RTIP.

TRPA adopted the Environmental Improvement Program (EIP) to serve as a program of projects necessary in the next ten years to meet or attain environmental thresholds and reverse the decline in water clarity in Lake Tahoe. In order to support the delivery of transportation related projects, nearly 80% of the capital costs of the EIP, efforts are underway to integrate the project selection criteria, project performance measures, and project tracking procedures of the EIP, RTP, RTIP and FTIP to support federal, state and local programming and project tracking goals.

PREVIOUS WORK

Maintenance of the 2007 FTIP

Submittal of the 2006 RTIP Augmentation

Submittal of the 2008 RTIP for Caltrans approval

Adoption of 5311 Program of Projects.

Development and education to local partners on the Tahoe Basin Funding Guidelines

Revisions to planning and programming processes as directed by SAFETEA-LU

Participation with the California Regional Transportation Planning Agency Working Group

Participation with the California Federal Programming Group

Coordination with California, Nevada, and local agencies in project programming

FY 2007/2009 PRODUCTS

COMPLETION DATE

Maintenance of 2007 FTIP	September 2008
Adoption and maintenance of 2009 FTIP	Ongoing
2008 RTIP amendments	As Necessary
TMPO Funding Program Manual	October 2008
TMPO 08/09 CMAQ, TEA and RSTP Obligation Plans	September 2008
TMPO 08/09 FTA Programs (5309, 5310, and 5311, 5311(f)) Program of Projects	September 2008
Project tracking system for transportation EIP, FTIP and RTIP projects	February 2008

FY 2007/2009 TASKS

FTIP: 2007 amendments and maintenance; 2009 FTIP development, adoption, and amendments
RTIP: 2008 development, 2007 amendments, STIP project programming and monitoring, coordination with Caltrans, Local Agencies, Federal Agency's.
EIP: develop plan to integrate FTIP and RTIP programming and the EIP process; Develop a project tracking system for EIP, FTIP, and RTIP projects.
Project Tracking: Monitor and provide guidance on available federal and state funding, track transportation project costs and schedules in EIP, FTIP, and RTIP; Establishment of project performance measures for EIP, RTP, FTIP; develop annual list of obligated projects.
TEA, CMAQ, and RSTP: Administer regional funding distribution, programming and provide Training and technical assistance to local partners; utilize the CMAQ electronic database for CA annual CMAQ report.
RSTP Exchange: administration and updating of exchange and fund agreements, Caltrans coordination, claims processing.
Further develop TMPO Funding Program Manual and grant distribution guidelines.
SAFETEA-LU compliance research for updating TMPO programming processes; Programming and funding legislative tracking
FTA: project application review for consistency with FTIP, programming activities necessary to ensure FTA projects are accurately described in the FTIP
Documentation: Document Public Outreach on Regional Programming Activities

Work Element 110 – Regional Programming and Project Tracking

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs	
FHWA PL (CA)	\$58,000	Programming Contract	\$99,000
FHWA PL (NV)		Services (EIP Integration,	
PLH	\$30,000	FTIP Project Tracking,	
TRPA General	\$11,000	Funding Manual)	
Subtotal:	\$99,000	Subtotal:	\$99,000
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$124,000		
FHWA PL (NV)	\$25,763		
TRPA General	\$20,422		
TDA Planning:		Wages/Benefits:	\$56,569
RSTP		Est. Indirect Cost:	\$113,616
Subtotal:	\$170,185	Subtotal:	\$170,185
Total:	\$269,185	Total:	\$269,185

**TAHOE BASIN OWP
FY 2009 WORK PROGRAM**

**WORK ELEMENT 111 – TRANSPORTATION /LAND USE AND
MITIGATION COORDINATION**

PURPOSE

To facilitate the integration of transportation planning policies and objectives developed through the TMPO Regional Transportation Plan, in to the TRPA Regional Plan package (Code of Ordinances, Goals and Policies, Plan Area Statements, and Community Plans and Regional Transportation Plan); to monitor review of transportation components of project and programmatic environmental studies to ensure consistency with the Regional Transportation Plan and adopted Short Range Transit Plans by TRPA; to carry out SAFETEA-LU requirements regarding the identification of potential mitigation activities and areas to carry out those activities; and develop consistent transportation mitigation measures that support regional transportation goals.

DISCUSSION

TMPO and RTPA planning and funding authorities integrated with TRPA’s planning and regulatory authority, provide a unique opportunity for transportation and land use policies to be coordinated and provide for consistent application of mitigation strategies and programs to implement the local and regional transportation strategies contained in the TMPO Regional Transportation Plan. This work element includes the development and sharing of mapping and other tools for identifying transportation corridors and the areas for mitigation of potential impacts from the improvements in those corridors.

PREVIOUS WORK

Monitored the review of various programmatic and project environmental studies
Reviewed regional land use proposals for consistency with regional transportation goals
Suggested various mitigation strategies and locations to support the regional transportation goals

FY 2009 PRODUCTS

COMPLETION DATE

Identify potential transportation mitigation measures and areas to carry out those activities that are supported or called for in the RTP	As Necessary
Develop and share GIS mapping of transportation Facilities and potential areas for mitigation	As Necessary

FY 2009 TASKS

Transportation/Land Use Integration: Attendance at public meetings, Provide technical transportation planning assistance to TRPA land use efforts ; ensure policy consistency with current or improved transportation policies contained in TMPO RTP;
Transportation Mitigation Coordination: Participate in the development of consistent regional mitigation measures and locations; Review and comment on programming of jurisdictional 5-year project list for Air Quality Mitigation Fund (AQMF) ; Support possible transition to from Air Quality Mitigation fund to Transportation Mitigation Fee; Disseminate and utilize environmental resource data for identifying potential areas of potential impact and for mitigation

Work Element 111 – Transportation/Land Use and Mitigation Coordination

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
FHWA PL (CA)	\$22,000	GIS mapping (Contract)	\$25,000
TRPA General	\$3,000		
Subtotal:	\$25,000	Subtotal:	\$25,000
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$10,000		
PLH	\$11,935		
TRPA General	\$5,000		
TDA Planning:		Wages/Benefits:	\$8,953
RSTP		Est. Indirect Cost:	\$17,982
Subtotal:	\$26,935	Subtotal:	\$26,935
Total:	\$51,935	Total:	\$51,935

**TAHOE BASIN OWP
FY 2009 WORK PROGRAM**

**WORK ELEMENT 112 – NORTH-SOUTH TRANSIT CONNECTION
ALTERNATIVES ANALYSIS**

PURPOSE

To develop a locally preferred alternative (LPA) for transit service between the North and South ends of Lake Tahoe. To utilize completed technical studies to develop alternatives for transit connections between the North and South Shores of Lake Tahoe. To engage the public in determining the locally preferred alternative that can move forward for implementation. To work with local partners and the Federal Transit Administration to establish funding and operational agreements, and access New Starts Program funding for implementation of LPA.

DISCUSSION

A transit connection between the two urban centers on the North and South ends of Lake Tahoe is a continuing goal for the realization of a region-wide intermodal transit system. Public mobility and safety are the main concerns that will be addressed by providing the expanded connection. Various technical studies focused on different transit options have looked at fixed route bus service, around the lake bus service, seasonal shuttle service, and waterborne services. This work element will carry out activities that will cull the information regarding the different transit options that could serve the corridor. Public workshops and other coordination meetings will be utilized to develop the preferred service type that will be implemented.

PREVIOUS WORK

The development of an Alternatives Analysis to determine the Locally Preferred Alternative (LPA) was initiated in FY 2008. A final LPA, expected by November 2008, will transition in to a project development process to deliver the LPA. Once a LPA is adopted by TMPO the activities related to project development and delivery will be carried out by the project proponent, not TMPO. Recognizing the eligibility of Federal planning funds allocated through this OWP, activities beyond the LPA adoption will not be funded with such funds, nor shown in this OWP.

FY 2009 PRODUCTS	COMPLETION DATE
Continue Regional Locally Preferred Alternative Workshops	September 2008
Draft Alternatives Analysis Document	August 2008
Final Alternatives Analysis Document	September 2008
TMPO/FTA Approved Locally Preferred Alternative	November 2008

FY 2009 TASKS

Project Management: Manage a stakeholder and public process for the development of a LPA; Manage the development of Alternative Analysis Document
Alternatives Analysis: Coordinate public meetings and workshops; ensure FTA Very Small Starts criteria is followed; review and circulate draft products; Obtain TMPO approvals; Obtain necessary FTA approvals under New Starts Program requirements

Work Element 112 – North/South Transit Connection Alternatives Analysis

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs	
FHWA PL (CA)	12,139	Alternatives Analysis	\$95,181
FHWA PL (NV)		Contract Services	
PLH	\$64,903		
TRPA General	\$5,563		
TDA Planning:	\$4,267		
RSTP	\$8,309		
Subtotal:	\$95,181	Subtotal:	\$95,181
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$19,757		
FHWA PL (NV)	\$2,139		
TDA Planning:		Wages/Benefits:	\$8,271
RSTP	\$2,986	Est. Indirect Cost:	\$16,611
Subtotal:	\$24,882	Subtotal:	\$24,882
Total:	\$120,063	Total:	\$120,063

CALTRANS REGIONAL PLANNING ACTIVITIES
FOR FISCAL YEAR 2008/09

Activity	Description	Products
System Planning	Completion of System Planning documents used by Caltrans and its transportation planning partners to identify State Highway Improvements	DSMP - District System Management Plan TCR - Transportation Concept Reports for SR 28, 50, 267, and US 50 TSDP - Transportation System Development Plan
Advance Planning	Completion of Project Initiation Documents (PIDs; PSR -Project Study Reports) in preparation of programming resources for capital costs.	Complete PIDs for the following projects: US 50 Bridge Replacement Various Maintenance Projects Provide PID Oversight for the following Projects: US 50/Stateline Corridor SR 50/89 Wye
Regional Planning	Participate and assist with regional planning projects and studies.	Waterborne Transit 511 Information System OWP, RFR, RTP, FTIP coordination and administration Reporting progress on CT EIP Projects
Local Development Review Program	Review local development proposals for potential impacts to the State Highway System	Comment letters with recommendations regarding identified impacts to the State Highway System.

FY 2009 FINANCIAL PROGRAM

Table 1 - Historical Revenue Summary

Funding Source	Allocation / Grant Amount	Amount available for programming	Amount Programmed	Expended (* - projected)	Carryover to next FY
CA PL FY 04	410,533	633,966	434,891	395,597	238,369
CA PL FY 05	505,869	744,238	441,135	410,234	334,004
CA PL FY 06	500,410	834,414	410,533	397,554	436,860
CA PL FY 07	500,465	937,325	880,000	496,230	441,095
CA PL FY 08	478,210	919,305	840,000	630,282	* 441,095
CA PL FY 09	502,247	943,342	850,000		
Total ('04 - '09):	2,897,734			2,329,897	
NV PL FY 04	73,795	98,716	70,940	70,940	27,776
NV PL FY 05	89,370	117,146	117,146	42,441	74,705
NV PL FY 06	73,331	148,036	49,809	40,599	107,437
NV PL FY 07	75,281	182,718	90,000	66,121	116,597
NV PL FY 08	76,478	182,351	150,000	128,088	* 54,263
NV PL FY 09	75,281	129,544	120,000		
Total ('04 - '09):	463,536			348,189	
FHWA PLH FY 04	340,000	566,494	610,000	566,494	(0)
FHWA PLH FY 05	340,000	340,000	340,000	269,125	70,875
FHWA PLH FY 06	340,000	410,875	340,000	332,706	78,169
FHWA PLH FY 07	340,000	418,169	400,000	236,944	181,225
FHWA PLH FY 08	340,000	521,225	420,000	420,000	* 101,225
FHWA PLH FY 09	340,000	441,225	370,000		
Total ('04 - '09):	2,040,000			1,825,269	

* Estimates of expenditures

CA PL – California FHWA Metropolitan Planning Funds
 NV PL – Nevada FHWA Metropolitan Planning Funds
 FHWA PLH – FHWA Public Lands Highway Program

Table 2 - FY 2009 TMPO/TRPA Programmed Revenues

Funding Source	FY 2009	FY 2008
Federal		
FHWA PL - CA ¹	\$850,000	\$840,000
FHWA PL - NV ²	\$120,000	\$150,000
FHWA PLH ³	\$370,000	\$425,000
Federal Subtotal:	\$1,340,000	\$1,415,000
Non-Federal		
TRPA General Fund	\$100,000	\$100,000
TDA - Planning	\$40,000	\$40,000
TDA - Administration	\$30,000	\$28,000
RSTP	\$40,000	\$25,000
Non-Federal Subtotal:	\$210,000	\$193,000
GRAND TOTAL:	\$1,550,000	\$1,608,000

Notes:

General: The dollar values shown above are not necessarily a new allocation for the year. Most are a combination of funds allocated for the current fiscal year plus funds that have been carried over from a prior fiscal year. The notes below show how much of each is a new allocation and what is carried over.

- 1 Current year allocation of FHWA PL (CA) funds is \$502,247.
The balance will be from a prior year carryover.
- 2 Current year allocation of FHWA PL (NV) is \$75,281.
The balance will be from a prior year carryover.
- 3 Current year allocation of PLH funds is \$340,000.
The balance will be from a prior year carryover.

Table 3 - FY 2009 TMPO/ TRPA Salaries

TRPA/TMPO Transportation Team	FY 2009 Salary and Wages	FY 2009 Benefits	Overhead 66.76%	FY 2009 Total Salary, Benefits and Overhead
Total FY 2009 Salaries (6PYs)	\$392,535	\$90,442	\$322,436	\$805,413
Total FY 2009	\$392,535	\$90,442	\$322,436	\$805,413

Table 4 - FY 2009 TMPO/ TRPA Staff Costs and Revenues

WORK ELEMENTS	FHWA PLANNING		PUBLIC LANDS, etc.	TRPA General Funds	TDA - ADMIN	TDA - PLNG	RSTP Exchange	TOTAL	% PL Funds (88.53% Max.)
	CA	NV							
101 - Transportation Dev't. Act	-	-	-	-	19,000	1,468	-	\$ 20,468	-
102 - Overall Work Program	15,000	8,164	-	3,159	-	-	-	\$ 26,323	88%
103 - Bds., comm., stakeholders	36,118	5,000	15,000	3,289	-	-	3,000	\$ 62,407	87%
104 - Public and Tribal Outreach	31,000	11,097	-	8,740	-	-	-	\$ 50,837	83%
105 - Regional Intermodal Planning	112,000	28,945	60,000	11,000	-	8,220	-	\$ 220,165	88%
106 - ITS Planning	7,000	2,134	-	-	-	1,245	-	\$ 10,379	88%
107 - Air Quality Plng and Analysis	11,692	3,000	-	2,004	-	-	-	\$ 16,696	88%
108 - Transit Plng and Coordination	61,000	16,500	17,978	-	-	12,000	-	\$ 107,478	87%
109 - Transportation Data Collection and	37,000	17,258	7,000	-	2,000	-	5,399	\$ 68,657	88%
110 - Regional Programming	124,000	25,763	-	20,422	-	-	-	\$ 170,185	88%
111 - Trans/Land Use and Mitigation	10,000	-	11,935	5,000	-	-	-	\$ 26,935	67%
112 - North-South Transit Connection	19,757	2,139	-	-	-	-	2,986	\$ 24,882	88%
TOTAL:	\$ 464,567	\$ 120,000	\$ 111,913	\$ 53,614	\$ 21,000	\$ 22,933	\$ 11,385	\$ 805,412	

Table 5 - FY 2009 TMPO/ TRPA Direct Costs and Revenues

WORK ELEMENTS	FHWA PLANNING		PUBLIC LANDS, etc.	TRPA GEN'L	TDA ADMIN	TDA PLNG.	RSTP Exchange	TOTAL	% PL Funds (88.53% Max.)
	CA	NV							
101 - Transportation Dev't. Act	-	-	-	-	7,000	-	-	\$ 7,000	-
102 - Overall Work Program	-	-	15,750	-	-	-	-	\$ 15,750	-
103 - Bds., comm., stakeholders	-	-	30,000	-	-	-	-	\$ 30,000	-
104 - Public and Tribal Outreach	13,200	-	20,000	-	-	1,800	-	\$ 35,000	88%
105 - Regional Intermodal Planning	116,694	-	40,000	10,600	-	9,000	5,706	\$ 182,000	82%
106 - ITS Planning	24,000	-	-	-	-	-	6,000	\$ 30,000	80%
107 - Air Quality Plng and Analysis	20,000	-	-	2,000	2,000	1,000	-	\$ 25,000	80%
108 - Transit Plng and Coordination	26,400	-	35,000	-	-	-	3,600	\$ 65,000	88%
109 - Transportation Data Collection and	93,000	-	22,434	14,223	-	1,000	5,000	\$ 135,657	82%
110 - Regional Programming	58,000	-	30,000	11,000	-	-	-	\$ 99,000	84%
111 - Trans/Land Use and Mitigation	22,000	-	-	3,000	-	-	-	\$ 25,000	88%
112 - North-South Transit Connection	12,139	-	64,903	5,563	-	4,267	8,309	\$ 95,181	40%
TOTAL:	\$ 385,433	\$ -	\$ 258,087	\$ 46,386	\$ 9,000	\$ 17,067	\$ 28,615	\$ 744,588	

Table 6 - FY 2009 TMPO/ TRPA Staff and Direct Costs by Work Element

WORK ELEMENTS	Staff	Direct	Total
101 - Transportation Dev't. Act	\$ 20,468	\$ 7,000	\$ 27,468
102 - Overall Work Program	\$ 26,323	\$ 15,750	42,073
103 - Bds., comm., stakeholders	\$ 62,407	\$ 30,000	92,407
104 - Public and Tribal Outreach	\$ 50,837	\$ 35,000	85,837
105 - Regional Intermodal Planning	\$ 220,165	\$ 182,000	402,165
106 - ITS Planning	\$ 10,379	\$ 30,000	40,379
107 - Air Quality Plng and Analysis	\$ 16,696	\$ 25,000	41,696
108 - Transit Plng and Coordination	\$ 107,478	\$ 65,000	172,478
109 - Transportation Data Collection an	\$ 68,657	\$ 135,657	204,314
110 - Regional Programming	\$ 170,185	\$ 99,000	269,185
111 - Trans/Land Use and Mitigation	\$ 26,935	\$ 25,000	51,935
112 - North-South Transit Connection	\$ 24,882	\$ 95,181	120,063
TOTAL:	\$ 805,412	\$ 744,588	\$ 1,550,000

Table 7 - FY 2009 TMPO/ TRPA Staff and Direct Costs by Revenue Source

	FHWA PLANNING		PUBLIC LANDS, etc.	TRPA General Funds	TDA - ADMIN	TDA - PLNG	RSTP Exchange	TOTAL
	CA	NV						
Total Staff:	464,567	120,000	111,913	53,614	21,000	22,933	11,385	805,412
Total Direct:	385,433	-	258,087	46,386	9,000	17,067	28,615	744,588
TOTAL:	\$ 850,000	\$ 120,000	\$ 370,000	\$ 100,000	\$ 30,000	\$ 40,000	\$ 40,000	\$ 1,550,000

ADOPTING RESOLUTIONS AND FEDERAL CERTIFICATIONS

- **TMPO Adopting Resolution**
- **FHWA – FTA FY 09 Planning Certification**
- **FTA FY 09 Certification and Assurances**
- **FTA Debarment and Suspension Certification**

**Tahoe Metropolitan Planning Organization
TMPO Resolution No. 2008- 14**

Adoption of the TMPO 2009 Transportation Overall Work Program

WHEREAS the Tahoe Metropolitan Planning Organization (TMPO) has been designated by the Governors of California and Nevada for the preparation of transportation plans and programs under Title 23, CFR 450; and

WHEREAS each MPO is required to adopt an Overall Work Program (OWP) that describes the planning priorities facing the Region and the planning activities anticipated for the Region over the next year; and

WHEREAS staff have prepared an OWP that describes the anticipated revenues and expenditures and planning activities and products for transportation and air quality planning purposes over the next year; and

WHEREAS the Federal Highway Administration, the Federal Transit Administration, Caltrans and the Nevada Department of Transportation have reviewed and commented upon a draft version of the 2009 OWP; and

WHEREAS the Tahoe Transportation Commission has conducted public meetings at which the 2009 OWP has been an officially noticed item of discussion; and

WHEREAS staff are requesting that the TMPO Governing Board to adopt a final 2009 OWP for submittal to state and federal agencies for approval, and authorize staff to take actions necessary for this approval; and

WHEREAS the TMPO certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of the federal statutes listed on the MPO Planning Process Certification and Federal Transit Administration certifications included in the 2009 OWP document.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Metropolitan Planning Organization adopts this resolution approving the 2009 Tahoe Basin Transportation Overall Work Program.

PASSED AND ADOPTED this 28th day of May 2008 by the Governing Board of the Tahoe Metropolitan Planning Organization, by the following vote:

Ayes: Ms. Aldean, Mr. Biaggi, Ms. Bresnick, Mr. Galloway, Mr. Kranz, Ms. Moss, Mr. Merrill, Ms. Thomas, Ms. Ruthe, Ms. Santiago, Mr. Swobe, Mr. Waldie, Mr. Weber

Nays:

Abstain:

Absent: Mr. Leslie



Mara Bresnick – Chair
Tahoe Regional Planning Agency

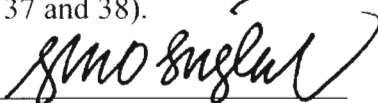
FHWA Metropolitan Transportation Planning Process Certification

FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each adopted, Final OWP.

FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and the Tahoe Metropolitan Planning Organization, the Metropolitan Planning Organization for the Lake Tahoe urbanized area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1); as amended by the Safe, Accountable, Flexible, efficient Transportation Equity Act: A Legacy for Users;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (**Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary**);
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and FTA funded projects (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38).



MPO Authorizing Signature

Executive Director _____
Title

May 25, 2007 _____
Date

Caltrans District Director Signature

Title

Date

APPENDIX A

**FEDERAL FISCAL YEAR 2008 CERTIFICATIONS AND ASSURANCES FOR
FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS**

(Signature page alternative to providing Certifications and Assurances in TEAM-Web)

Name of Applicant: _____

The Applicant agrees to comply with applicable provisions of Categories 01 – 24. _____

OR

The Applicant agrees to comply with applicable provisions of the Categories it has selected:

<u>Category</u>	<u>Description</u>	
01.	Assurances Required For Each Applicant.	_____
02.	Lobbying.	_____
03.	Procurement Compliance.	_____
04.	Protections for Private Providers of Public Transportation.	_____
05.	Public Hearing.	_____
06.	Acquisition of Rolling Stock for Use in Revenue Service.	_____
07.	Acquisition of Capital Assets by Lease.	_____
08.	Bus Testing.	_____
09.	Charter Service Agreement.	_____
10.	School Transportation Agreement.	_____
11.	Demand Responsive Service.	_____
12.	Alcohol Misuse and Prohibited Drug Use.	_____
13.	Interest and Other Financing Costs.	_____
14.	Intelligent Transportation Systems.	_____
15.	Urbanized Area Formula Program.	_____
16.	Clean Fuels Grant Program.	_____
17.	Elderly Individuals and Individuals with Disabilities Formula Program and Pilot Program.	_____
18.	Nonurbanized Area Formula Program for States.	_____
19.	Job Access and Reverse Commute Program.	_____
20.	New Freedom Program.	_____
21.	Alternative Transportation in Parks and Public Lands Program.	_____
22.	Tribal Transit Program.	_____
23.	Infrastructure Finance Projects.	_____
24.	Deposits of Federal Financial Assistance to a State Infrastructure Banks.	_____

FEDERAL FISCAL YEAR 2008 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE
(Required of all Applicants for FTA assistance and all FTA Grantees with an active capital or formula project)

AFFIRMATION OF APPLICANT

Name of Applicant: Tahoe Metropolitan Planning Organization

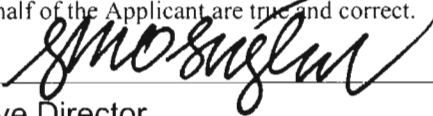
Name and Relationship of Authorized Representative: John Singlaub, Executive Director

BY SIGNING BELOW, on behalf of the Applicant, I declare that the Applicant has duly authorized me to make these certifications and assurances and bind the Applicant's compliance. Thus, the Applicant agrees to comply with all Federal statutes, regulations, executive orders, and directives, and with the certifications and assurances as indicated on the foregoing page applicable to each application it makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2008.

FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances in this document, should apply, as provided, to each project for which the Applicant seeks now, or may later, seek FTA assistance during Federal Fiscal Year 2008.

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

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

Signature  Date: 2-14-08

Name John Singlaub, Executive Director
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): Tahoe Metropolitan Planning Organization

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

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

Signature  Date: 2-21-08

Name Joanne Marchetta, General Counsel
Attorney for Applicant

Each Applicant for FTA financial assistance and each FTA Grantee with an active capital or formula project must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its signature in lieu of the Attorney's signature, provided the Applicant has on file this Affirmation, signed by the attorney and dated this Federal fiscal year.

Department of Transportation
Debarment and Suspension Certification for Fiscal Year 2008/2009
As required by U.S. DOT regulations on governmentwide Debarment and Suspension
(Nonprocurement), 49 CFR 29.100:


- 1) The Applicant certifies, to the best of its knowledge and belief, that it and its contractors, subcontractors and subrecipients:
 - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
 - d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.
- 2) The Applicant also certifies that, if Applicant later becomes aware of any information contradicting the statements of paragraph (1) above, it will promptly provide that information to the State.
- 3) If the Applicant is unable to certify to all statements in paragraphs (1) and (2) of this certification, through those means available to Applicant, including the General Services Administration's *Excluded Parties List System (EPLS)*, Applicant shall indicate so in its applications, or in the transmittal letter or message accompanying its annual certifications and assurances, and will provide a written explanation to the State.

DEPARTMENT OF TRANSPORTATION
DEBARMENT AND SUSPENSION CERTIFICATION

FISCAL YEAR 2007/2008

SIGNATURE PAGE

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

Signature  Date: 5-1-08


Printed Name: John O. Singlaub

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

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

AFFIRMATION OF APPLICANT'S ATTORNEY

For: TAHOE METROPOLITAN PLANNING ORG. (Name of Applicant)

Signature  Date: 5/1/08

Printed Name JOANNE S. MARCHETTA
of Applicant's Attorney