TAHOE TRANSPORTATION DISTRICT (TTD)  
BUDGET FINANCE COMMITTEE  
Meeting Agenda  

Granlibakken Resort and Conference Center  March 27, 2015  
Bay Room  8:30 a.m.  
725 Granlibakken Road  
Tahoe City, CA  96145  

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

I. PUBLIC INTEREST COMMENTS  
All comments are to be limited to no more than five minutes per person. Comments made cannot be acted upon or discussed at this meeting, but may be placed on a future agenda for consideration.

II. RECOMMENDATION OF APPROVAL OF MINUTES OF FEBRUARY 13, 2015

III. DISCUSSION ITEMS

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<tr>
<td>B. Authorize Execution of a Change Order to Increase the Amount of the Purchase Order for Sunshine Taxi, Inc., Sunshine Yellow Cab (Item VII.C)</td>
<td>Recommend Approval</td>
<td>69</td>
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<td>C. Approval of Resolutions for California Transportation Development Act Funds for the El Dorado County Portion of Lake Tahoe, Including the City of South Lake Tahoe for Transit Operations for Fiscal Year 2015-2016 (Item VII.D.)</td>
<td>Recommend Approval</td>
<td>71</td>
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<td>D. Approval of Execution of the Final One-Year Contract Extension to Diversified Transportation LLC, dba Keolis Transit America for Transit Operations and Maintenance of the TTD’s BlueGo Transit System (Item VII.E.)</td>
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<td>E. Authorize District Manager to Execute an Agreement with the Nevada Division of State Parks; Execute a Facility Use Agreement and Purchase Order with the Washoe County School District; and Approval of Alteration to East Shore Express Service Plan (Item VII.F.)</td>
<td>Recommend Approval</td>
<td>76</td>
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<td>F. Approval to Award a Contract for Auditing Services for Three Fiscal Years (FY2015 through FY2017) With One Two-Year Extension Option for Two Additional Fiscal Year Audits (FY2018 and FY2019) (Item VIII.B.)</td>
<td>Recommend Award</td>
<td>166</td>
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IV. ADJOURNMENT
I. CALL TO ORDER AND GENERAL MATTERS
   A. Roll Call and Determination of Quorum of TTD/TTC
   B. Approval of Agenda for March 27, 2015
   C. Approval of Amended Minutes of January 23, 2015
   D. Approval of Minutes of February 13, 2015

II. PUBLIC INTEREST COMMENTS
    At this time, members of the public shall have the opportunity to directly address the Board. All comments are to be limited to no more than five minutes per person. The Board is prohibited by law from taking immediate action on or discussing issues raised by the public that are not listed on this agenda. In addition, members of the public shall have the opportunity to directly address the Board after each item on which action may be taken is discussed by the public body, but before the public body takes action on the item.

III. BUDGET FINANCE COMMITTEE REPORT

IV. TAHOE REGIONAL PLANNING AGENCY ADVISORY PLANNING COMMISSION APPOINTEE REPORT

V. TAHOE TRANSPORTATION COMMISSION (TTC) CONSENT ITEMS

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<td>A. Recommendation of Adoption of the Supporting Resolution for Fiscal</td>
<td>Recommend Adoption</td>
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<td>Year 2015 Federal Transit Administration Section 5311 Program of</td>
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<td>Projects for the California Portion of the Tahoe Region</td>
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<td>B. Recommend Adoption of the Supporting Resolution to Authorize</td>
<td>Recommend Adoption</td>
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<td>Submission and Programming of the Tahoe Transportation District</td>
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<td>Federal Transit Administration Section 5311(f) Operating Assistance</td>
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<td>Funds</td>
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<td>C. Recommend Adoption of the Supporting Resolution Regarding Fiscal</td>
<td>Recommend Adoption</td>
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<td>Year 2014-2015 Proposition 1B California Transit Security Grant</td>
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<td>Program – California Transit Assistance Funds</td>
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VII. TAHOE TRANSPORTATION DISTRICT (TTD) CONSENT ITEMS

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VIII. TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS

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<td>A.</td>
<td>Consideration of the State Route 89/Fanny Bridge Community Revitalization Project and its Final Environmental Impact Report; Certification of the Final Environmental Impact Report; Approval of the State Route 89/Fanny Bridge Community Revitalization Project as described in the Final Environmental Impact Report as Alternative 1 (New Alignment–Existing SR 89 Open to Local Traffic) with Option 2 (Roundabout); Adoption of Findings of Fact and a Mitigation Monitoring and Reporting Program Pursuant to the California Environmental Quality Act</td>
<td>Certification and Approval</td>
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### Item | Action Requested | Page
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B. Approval to Award a Contract for Auditing Services for Three Fiscal Years (FY2015 through FY2017) With One Two-Year Extension Option for Two Additional Fiscal Year Audits (FY2018 and FY2019) | Award Contract | 166

### IX. DISTRICT MANAGER REPORT

### X. BOARD, COMMISSION MEMBER AND STAFF COMMENTS

### XI. ADJOURNMENT

**COMPLIANCE WITH PUBLIC NOTICE REQUIREMENTS**

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

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

**California Open Meeting Law Compliance**

Written notice of this special meeting was delivered to each member of the Board and to each local newspaper of general circulation and radio or television station who has previously requested such notice in writing. Such notice was received at least 24 hours before the time of this special meeting.

Notice of this special meeting was posted at least 24 hours prior to the meeting in a location that is freely accessible to members of the public.

In addition, the Board has caused this agenda and all documents constituting the agenda packet to be mailed to all persons requesting such materials, and such mailing occurred at the time the agenda was posted or upon distribution to all, or a majority of all, of the members of the Board, which occurred first.

**Nevada Open Meeting Law Compliance**

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

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

Supporting materials were provided to any person requesting such materials and were made available to the requester at the time the material was provided to the members of the Board or, if provided to the members of the Board at the meeting, were made available to the requester at the meeting.

This agenda has been posted on the TTD website - www.tahoetransportation.org.
Committee Members in Attendance:
Will Garner, Placer County, Chair
Steve Teshara, SS-TMA
Ron Treabess, TNT-TMA

Committee Members Absent:
Vacancy

Others in Attendance:
Carl Hasty, Tahoe Transportation District
Alfred Knotts, Tahoe Transportation District
Joanie Schmitt, Tahoe Transportation District
Aaron Langmayer, Tahoe Transportation District
Judi White, Tahoe Transportation District
Adam Spear, Esq., Legal Counsel

I. PUBLIC INTEREST COMMENTS
No public interest comments were made.

II. RECOMMENDATION OF APPROVAL OF MINUTES OF December 12, 2014
Mr. Teshara made the motion to recommend approval of the minutes of December 12, 2014. Mr. Treabess seconded the motion. The motion passed.

III. DISCUSSION ITEMS

A. Review Request for Proposals to Provide Financial Auditing Services and the Process for Selection of a Qualified Firm
Ms. Schmitt reviewed this item. The committee reviewed the Request for Proposals and gave staff minor changes, suggestions and direction to move forward with the RFP and selection process.

Action Requested: Discussion and Direction

Ms. Schmitt reviewed this item.

Action Requested: Recommend Acceptance

Mr. Teshara made the motion to recommend acceptance of the Financial Statement of Operations for July 1, 2014 through November 30, 2014. Mr. Treabess seconded the motion. The motion passed unanimously.
C. **Ratify the Scrapping of Two Bluebird Buses Received During the Settlement Between TTD and MV Transportation, Inc. and Approve the Sale of the Tacoma Pick-up Truck Without Public Sale Procedures**

Mr. Hasty reviewed this item.

**Action Requested: Recommend Ratification**

Mr. Treabess made the motion to recommend ratifying the scrapping of two Bluebird buses received during the settlement between TTD and MV Transportation, Inc. and approve the sale of the Tacoma pick-up truck without waiving the District’s public sale procedures. Mr. Teshara seconded the motion. The motion passed unanimously.

D. **Ratify Advertising Purchase Order Under the Approved Agreement for Congestion Mitigation and Air Quality Funding for Spare the Air Free Ride Days**

Mr. Langmayer reviewed this item.

**Action Requested: Recommend Ratification**

Mr. Teshara made the motion to recommend ratifying the advertising purchase order under the approved agreement for Congestion Mitigation and Air Quality funding for Spare the Air Free Ride Days. Mr. Treabess seconded the motion. The motion passed unanimously.

**IV. ADJOURNMENT**
TAHOE TRANSPORTATION DISTRICT / COMMISSION
SPECIAL BOARD MEETING MINUTES
January 23, 2015

TTD/C Board Members in Attendance:
Steve Teshara, SS-TMA, Chair
Will Garner, Placer County
Ron Treabess, TNT-TMA
Mark Kimbrough, Carson City
Travis Lee, Douglas County

TTD/C Board Members Absent:
Marsha Berkbigler, Washoe County, Vice Chair
Austin Sass, City of South Lake Tahoe
Andrew Strain, Member at Large
Sue Novasel, El Dorado County
Sondra Rosenberg, NDOT
Gary Arnold, Caltrans
Mike Gabor, U.S. Forest Service
Darrel Kizer, Washoe Tribe

Others in Attendance:
Carl Hasty, Tahoe Transportation District
Alfred Knotts, Tahoe Transportation District
Joanie Schmitt, Tahoe Transportation District
George Fink, Tahoe Transportation District
Nick Haven, Tahoe Regional Planning Agency
Judi White, Tahoe Transportation District
Adam Spear, Esq., Legal Counsel

I. TAHOE TRANSPORTATION DISTRICT CALL TO ORDER AND ROLL

A. Roll Call and Determination of Quorum
The meeting of the Tahoe Transportation District was called to order by Chairman Teshara at 9:30 a.m., at the Granlibakken Resort and Conference Center. Roll call was taken and it was determined a quorum was in attendance for the TTD.

B. Approval of TTD Agenda of January 23, 2015
Motion/second by Mr. Treabess/Mr. Kimbrough to approve the TTD agenda for today’s meeting. The motion passed unanimously.

C. Approval of TTD/TTC Meeting Minutes for December 12, 2014
Motion/Second by Mr. Treabess/Mr. Kimbrough to approve the TTD and TTC minutes. The motion passed unanimously.
II. PUBLIC INTEREST COMMENTS
Phil Marley, About Time Limousine, explained the licensing issues the Lake Tahoe Basin private ground transportation services are having in crossing between the state lines of California and Nevada and asked for the District’s assistance.

III. BUDGET FINANCE COMMITTEE REPORT
Mr. Garner reported the committee met and gave staff direction to solicit proposals for auditing services. The committee also reviewed and recommended the requested actions of the consent items.

IV. TAHOE REGIONAL PLANNING AGENCY ADVISORY PLANNING COMMISSION APPOINTEE REPORT
Mr. Teshara reported the APC had a presentation and public hearing on the Fanny Bridge EIR/EIS/EA.

V. TAHOE TRANSPORTATION DISTRICT (TTD) CONSENT ITEMS
B. Ratify the Scrapping of Two Bluebird Buses Received During the Settlement Between TTD and MV Transportation, Inc. and Approve the Sale of the Tacoma Pick-up Truck Without Public Sale Procedures
C. Ratify Advertising Purchase Order Under the Approved Agreement for Congestion Mitigation and Air Quality Funding for Spare the Air Free Ride Days
D. Review and Acceptance of South Shore and Commuter November 2014 Transit Contractor Report and Transit and Mobility Managers’ Updates for December 2014

Mr. Garner motioned to approve the consent calendar, without waiving of the public sale procedures for the sale of the Tacoma pick-up truck under Item V.B. Mr. Lee seconded the motion. The motion passed unanimously.

VI. PUBLIC HEARING
A. Public Hearing on State Route 89/Fanny Bridge Community Revitalization Project Public Draft Joint Environmental Document
Mr. Knotts and Marianne Lowenthal, Ascent Environmental, gave a presentation.

Public Comment:
Jim Sadjak requested the number of lanes and alignment of those lanes be reviewed to develop a workable revision to Alternative 6A to avoid the Bridgetender Restaurant. He believes Alternative 6A provides the least impact to the environment, prevents the potential risk of lost revenue for the struggling business community, alleviates congestion at the current Wye to reduce greenhouse gas emissions, and reduce project costs to both the highway administration, local agencies, and taxpayers.
Ellie Waller, Tahoe Vista resident, noted that Placer County is not a party to the environmental documentation but may be responsible for road segments and asked what the difference is between implementing the project and non-party status involvement. She hopes the PDT team is working with Placer County regarding the Tahoe City area plan to ensure the town center goals are met and modifications to the Caltrans maintenance yard are consistent. She stated the environmental documentation must address the community noise proponent levels (policy N-2.1), water quality (3.3), and transportation policy (T-1.2).

Larry Boehm, resident of Kimberly Drive in Tahoe City, reiterated his email of January 19. He agrees that improvements of air quality and traffic controls are needed, but strongly objects to several of the proposals. Alternatives 1, 2, 3, and 4 are intrusive and an expensive way to address the existing problem and would cause the new bridge to be built just below the residences on Kimberly Drive, increasing traffic noise and intrusive overhead lighting, blighting what is now a beautiful natural setting, bifurcating the land, and drastically reducing the property values of all the residences on that drive. He asked if the homeowners be compensated for the noise, lighting and loss of the beautiful pristine setting. He believes Alternative 6A is best to accomplish the goals of the project, be far less intrusive, and save the taxpayers an enormous amount of money. He also suggested building a tunnel under SR 89 to accommodate pedestrians and bikers to eliminate the pedestrian crossing.

Kathy Hemmen, Tahoe City Shell, stated she really cares about community and the proposed bypass transfers 25 to 60% of people coming into Tahoe City to the West shore, which will devastate the businesses. She also stated that Fanny Bridge isn't falling down and alternative 6A is the only alternative to keep businesses viable. She stated that travelers coming to the area will take the bypass to the Lake, ignoring Tahoe City and because of that, is strongly against the bypass.

Paul Patton handed out a copy of correspondence between him and Mr. Knotts. He referenced item 3.1.3 in the EIR as he is concerned that there will be no access to his property, if it is abandoned. He stated he feels his concerns were not addressed in the EIR and asked if the promises made to him and his family at the October 2012 meeting would be kept.

Mike Schwartz, chief North Tahoe Fire, noted the North Tahoe Fire Protection District has submitted comments and stated Alternative 1 is preferable for improving public safety.

Matt Homolka, Assistant GM of Tahoe City PUD, expressed great appreciation for being involved in the project as it has direct impacts on the water, sewer and bike trails systems. He stated his Board supports Alternative 1, in that it provides the best emergency access to the west shore, improves circulation, and enhances trail and pedestrian safety.
John Betts, artist of the fish sculpture at the Wye, is concerned that there is no mention of potential impacts to the various alternatives to his sculpture, and is anxiously looking forward to that issue being discussed and addressed in any future planning documents.

Kathy Betts, stated the fish sculpture was built in 1977 to enhance the entrance to Tahoe City and is a very important icon to the town. She asked if the public will have another chance to comment once an alternative is chosen and if estimates were available for each alternative’s cost. She also stated a survey was conducted in November when there was snow on the ground and any evidence of archeological artifacts would be under snow.

Janet Gregor commented that things have changed since the project was started. One is the de-icer product used on the roads and hopes that is addressed. She also stated the pedestrian crossing that was installed on the eastern side of Tahoe City is a significant impact to traffic. She stated she favors Alternative 6A and the project should not bisect 64 acres.

Jaime Wright, Executive Director TNT-TMA, recommended all alternatives. She stated Alternative 1 meets the necessary criteria and appreciates TTD’s appreciation for community input. She also stated the chosen alternative should allow State Route 89 to remain open at the current alignment, thereby allowing for two access points to the west shore. She noted that improving all forms of mobility in that corridor is vital for the project and that signage and community gateways will be vital to the economic vitality of Tahoe City.

Shannon Eckmayer, League to Save Lake Tahoe, stated she hopes to see a much stronger analysis on the impacts of the environmental thresholds and stronger mitigation measures.

John Ravitza asked where the fill will be used to building the new highway. Mr. Knotts replied the fill will be on the approach of the new bridge structure. Mr. Ravitza asked for consideration of working through the winter to speed up project and if there will be any consideration to local contractors or sub-contractors. He stated he favors Alternative 1, option 2.

Roger Kahn, property owner at the Wye, stated he was on Citizens Advisory Group Review Committee and he favors Alternative 1. He is also in favor of keeping the free right lanes to allow access to his property. He stated if the project is done properly, the amount of asphalt currently in Tahoe City will be reduced. He also stated the town should start at roundabouts with additional signage showing access to Tahoe City and Kings Beach.

Peter Kraatz, assistant director of Placer County Public Works Department, commented on behalf of the county and department and as a CEQA responsible agency to this project. Placer County has long been a partner on the project and has made a sizeable monetary commitment
to the project. He stated the County is very serious with what happens with project and is looking forward to a finished project with the public’s support.

Logan Carnell, Tahoe City resident, asked for clarification of the process of choosing the preferred alternative.

Mr. Knotts explained the bid process and contractor selection will be dictated by federal acquisition regulations. He also explained the lead agencies each have to certify the environ doc as technically adequate once all comments have been responded to and then a preferred alternative will be chosen, with an opportunity to comment before an action is taken to approve the preferred alternative.

Action Requested: Conduct Public Hearing

VII. DISTRICT MANAGER REPORT
Mr. Hasty noted the February Board meeting will be held as normal on February 13 at the South Shore. He also reported that our new Board member for the City of South Lake Tahoe will be Austin Sass and Sue Novasel for El Dorado County.

VIII. LEGAL COUNSEL REPORT
Mr. Spear had nothing to report.

IX. BOARD, COMMISSION MEMBER AND STAFF COMMENTS
Mr. Tresaress commented that at next month’s the resort associations TOT budget meeting will determine what transportation services will be funded by TOT.

X. ADJOURNMENT
The meeting adjourned at 11:22 a.m.

Respectfully Submitted:

Judi White
Executive Assistant
Clerk to the Board
Tahoe Transportation District

(The above meeting was recorded in its entirety, anyone wishing to listen to the aforementioned tapes, please contact Judi White, Clerk to the Board, (775) 589-5502.)
Committee Members in Attendance:
Will Garner, Placer County, Chair
Steve Teshara, SS-TMA
Ron Trearess, TNT-TMA

Committee Members Absent:
Vacancy

Others in Attendance:
Carl Hasty, Tahoe Transportation District
Joanie Schmitt, Tahoe Transportation District
George Fink, Tahoe Transportation District
Judi White, Tahoe Transportation District

I. PUBLIC INTEREST COMMENTS
Mr. Teshara noted Ms. Sue Novasel, El Dorado County’s new representative, was present and introductions were performed.

II. RECOMMENDATION OF APPROVAL OF MINUTES OF JANUARY 23, 2015
Mr. Trearess made the motion to recommend approval of the minutes of January 23, 2015. Mr. Teshara seconded the motion. The motion passed.

III. DISCUSSION ITEMS

Ms. Schmitt reviewed this item.

   Action Requested: Recommend Acceptance

   Mr. Trearess made the motion to recommend acceptance of the Financial Statement of Operations for July 1, 2014 through December 31, 2014. Mr. Teshara seconded the motion. The motion passed unanimously.

B. Authorize the Renewal of the District’s Line of Credit with Nevada State Bank at a Minimum Amount of $500,000 for Purposes of Cash Flow Management for District Operations
Ms. Schmitt reviewed this item.

   Action Requested: Recommend Approval
Mr. Treabess made the motion to recommend approval of renewing the District’s line of credit with Nevada State Bank. Mr. Teshara seconded the motion. The motion passed unanimously.

C. **Authorize Execution of Contract with Solutions for Transit’s Customized Software Reporting System**
   Mr. Fink reviewed this item.

   Action Requested: Recommend Approval

   Mr. Teshara made the motion to recommend authorize execution of contract with Solutions for Transit’s customized software reporting system. Mr. Treabess seconded the motion. The motion passed unanimously.

IV. **ADJOURNMENT**
TTD/C Board Members in Attendance:
Steve Teshara, SS-TMA, Chair
Bob Lucey, Washoe County
Austin Sass, City of South Lake Tahoe
Andrew Strain, Member at Large
Will Garner, Placer County
Ron Treabess, TNT-TMA
Sue Novasel, El Dorado County
Nancy McDermid, Douglas County
Mark Kimbrough, Carson City
Sondra Rosenberg, NDOT

TTD/C Board Members Absent:
Gary Arnold, Caltrans
Mike Gabor, U.S. Forest Service
Darrel Kizer, Washoe Tribe

Others in Attendance:
Carl Hasty, Tahoe Transportation District
Alfred Knotts, Tahoe Transportation District
Joanie Schmitt, Tahoe Transportation District
Derek Kirkland, Tahoe Transportation District
Nick Haven, Tahoe Regional Planning Agency
Karen Fink, Tahoe Regional Planning Agency
Judy Weber, Tahoe Regional Planning Agency
Judi White, Tahoe Transportation District
Adam Spear, Esq., Legal Counsel

I. TAHOE TRANSPORTATION DISTRICT CALL TO ORDER AND ROLL

A. Roll Call and Determination of Quorum
The meeting of the Tahoe Transportation District was called to order by Chairman Teshara at 9:30 a.m., at the Tahoe Regional Planning Agency. Roll call was taken and it was determined a quorum was in attendance for the TTD.

Introductions were held for newly appointed Board members.

B. Approval of TTD Agenda of February 13, 2015
Motion/second by Mr. Treabess/Mr. Lucey to approve the TTD agenda for today’s meeting. The motion passed unanimously.
C. Approval of TTD/TTC Meeting Minutes for January 23, 2015
   Motion/Second by Mr. Garner/Mr. Tresbess to approve the TTD and TTC minutes, as amended by Mr. Teshara. The motion did not pass, with Mr. Sass, Ms. McDermid, Ms. Novasel and Mr. Lucey abstaining.

II. PUBLIC INTEREST COMMENTS
   Mike DePasquale is concerned regarding a proposed location change to a BlueGo bus stop at the Tillman Center that their disabled son uses to go to the Haugen and Keck Learning Center in Gardnerville.

   Emily DePasquale stated her son has Down’s Syndrome and is non-verbal. She also noted he is not capable of finding his own way and requested the stop not be moved to the opposite side of the building.

   Mr. Strain arrived at 9:35 a.m.

III. BUDGET FINANCE COMMITTEE REPORT
   Mr. Garner reported the committee reviewed the items and recommended the requested actions of the consent items.

IV. TAHOE REGIONAL PLANNING AGENCY ADVISORY PLANNING COMMISSION APPOINTEE REPORT
   Mr. Teshara reported the APC heard an update regarding the Heavenly Epic Discovery Project.

V. TAHOE TRANSPORTATION DISTRICT (TTD) CONSENT ITEMS
   B. Authorize the Renewal of the District’s Line of Credit with Nevada State Bank at a Minimum Amount of $500,000 for Purposes of Cash Flow Management for District Operations
   C. Review and Acceptance of South Shore and Commuter December 2014 Transit Contractor Report and Transit and Mobility Managers’ Updates for January 2015
   D. Authorize Execution of Contract with Solutions for Transit’s for a Customized Software Reporting System

   Mr. Garner motioned to approve the consent calendar, Mr. Strain seconded the motion. The motion passed unanimously.

VI. TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS
   A. Formal Recognition of Norma Santiago and Angela Swanson for their Service as Board Members of the Tahoe Transportation District
      Mr. Hasty expressed his gratitude and appreciation to Ms. Santiago and Ms. Swanson for their time with the District and presented them with a certificate and thank-you gift. Mr. Teshara also thanked Ms. Santiago and Ms. Swanson on behalf of the Board.
Action Requested: Recognition

B. Appoint Board Director to Replace Norma Santiago on Finance Committee
   Mr. Hasty reviewed this item.

   Action Requested: Appoint

   Mr. Strain nominated Mr. Treabess to the Finance Committee. Ms. McDermid seconded the nomination. The motion passed unanimously. Mr. Lucey noted Ms. Berkbigler volunteered as the Finance Committee alternate and nominated Ms. Berkbigler as the alternate. Ms. McDermid seconded the nomination. The motion passed unanimously.

C. Informational Update Regarding the Draft Trans-Sierra Transportation Plan and Coalition Progress
   Mr. Hasty and Mr. Derek Morse, CH2MHiIl, reviewed this item. Mr. Garner made some suggestions regarding the plan and felt there are too many pictures in the document. Mr. Lucey suggested adding links to the various regional transportation plans.

   Public Comment:
   Norma Santiago, South Lake Tahoe resident, is supportive of the link between infrastructure and economic development. She noted there are other funding opportunities available outside of transportation that should be pursued.

   Russ Dahler, South Lake Tahoe resident, is on the Sustainability Collaborative and is excited to hear this conversation, particularly with so many unmet needs in the basin.

   Dan Wilkins, Director of Public Works for the Town of Truckee, applauded TTD for taking this project on. He stated the real question is what to do with this information now that it has been gathered. That the purpose of compiling the information was to better position the collection of counties in California and Nevada to work with the federal and state legislatures to better compete for the transportation funding bills against the larger areas.

   Mr. Hasty noted the next steps would be adding the program to next fiscal year’s budget and work program.

   Action Requested: Informational Only

   Ms. McDermid left at 10:50 a.m.
D. **Update, Discussion, and Possible Direction Regarding Implementation Planning for Lake Tahoe’s Highway Corridors and An Inter-Regional Long-Range Transit Plan, Including the Update to the Bike and Pedestrian Plan**

Mr. Hasty reviewed this item. Ms. Fink updated the Board on the Bike and Pedestrian Plan, noting that there will be public meetings held in March and October. Mr. Kimbrough noted there are many non-profits organizations and private businesses that could become supporting transportation partners. Mr. Hasty anticipates launching the PDT meetings next month.

**Public Comment:**
Norma Santiago commented there was legislation passed into law last year regarding enhanced infrastructure financing for districts as a new tool to fund projects. She suggested spending some time looking at this as a tool to replace the redevelopment agencies, noting that it provides a streamlined tool for multiple layers of government to allocate existing and anticipated new tax revenue towards realizing shared goals.

**Action Requested:** Discussion and Possible Direction

E. **Update and Discussion on Local, California, Nevada, and Federal Transportation Legislative Initiatives In Relation to Tahoe Transportation District’s Transportation Program**

Mr. Hasty reviewed this item and noted he and Mr. Knotts would be traveling to D.C and meeting with Forest Service headquarters and Federal Highways headquarters. He noted work has been progressing on the federal and California sides to change the population calculations for the Basin funding. Mr. Buzz Harris updated the Board on the Nevada legislature that has been in full session. He has been working with the Department of Transportation and the state MPO’s to develop a Statewide executive summary regarding transportation, its funding and funding shortfall, and steps to address future needs.

**Action Requested:** Informational Only

Mr. Lucey left at 11:30 a.m.

VII. **DISTRICT MANAGER REPORT**

Mr. Hasty reported the public comment period on the environmental document on the SR89/Fanny Bridge Community Revitalization Project closes Tuesday, February 17. There will be a workshop for the TRPA Governing Board on February 25, with a public workshop on February 26 in Tahoe City.

VIII. **LEGAL COUNSEL REPORT**

Mr. Spear reported the District was served with a summons and complaint for a personal injury action in connection with the transit system.
IX. BOARD, COMMISSION MEMBER AND STAFF COMMENTS
Ms. Fink announced the winter and spring series of Tahoe Talks Brown Bag lunches are continuing.

Mr. Sass noted he hosts a TV show twice a week and the District is welcome to be on the show.

Ms. Novasel commented that the EIR public meeting regarding the Echo Summit project is also on February 26.

X. ADJOURNMENT
The meeting adjourned at 11:45 a.m.

Respectfully Submitted:

Judi White
Executive Assistant
Clerk to the Board
Tahoe Transportation District

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

Date: March 23, 2015

To: Tahoe Transportation Commission (TTC)

From: Transportation Staff

Subject: Recommendation of Adoption of the Supporting Resolution for Fiscal Year 2015 Federal Transit Administration Section 5311 Program of Projects for the California Portion of the Tahoe Region

**Action Requested:** It is requested the TTC recommend adoption of the supporting resolution regarding the FY 2015 Federal Transit Administration (FTA) Section 5311 Program of Projects (POP) for the California portion.

**Background:** Tahoe Regional Planning Agency is designated by the State of California as the Regional Transportation Planning Agency (RTPA) for the Tahoe Region. Each year, the California Department of Transportation (Caltrans), Division of Mass Transportation, releases a Call for Projects for FTA Section 5311 funding. In order for a transit service within the jurisdiction of the RTPA to receive FTA 5311 funding, their project must be included in the Regional POP, which is submitted by the RTPA to Caltrans for approval. The funds are available to the Tahoe Transportation District (TTD) and Placer County as the transit operators for the Region. Last year, TTD and Placer County agreed to use a standard allocation percentage to split the funds based on the prior six year average of allocation percentages. These percentages, 66.98% (TTD) and 33.02% (Placer County), will be used again this year to allocate the funds and will be revisited in FY 2016 to see if the percentage split is still reasonable.

**Discussion:** The estimated FY 2015 FTA 5311 apportionment to TRPA is $165,687. The funds will be programmed for use by TTD and Placer County for operating the transit systems. The 2015 funds are proposed to be allocated as shown below.
FY 2015 FTA 5311 POP Allocations

<table>
<thead>
<tr>
<th>Transit Service Provider</th>
<th>Allocation %</th>
<th>FY 2015 Allocation</th>
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</thead>
<tbody>
<tr>
<td>Placer County (TART)</td>
<td>33.02%</td>
<td>$ 54,710</td>
</tr>
<tr>
<td>Tahoe Transportation District (SS Transit)</td>
<td>66.98%</td>
<td>$ 110,977</td>
</tr>
<tr>
<td>TOTAL</td>
<td>100%</td>
<td>$ 165,687</td>
</tr>
</tbody>
</table>

Any change in the final apportionment shall be adjusted according to the standard allocation percentages for each service.

Additional Information:
If you have any questions or comments regarding this agenda item, please contact Judy Weber at (775) 589-5203 or jweber@trpa.org.

Attachment:
A. TRPA Resolution

JAW/jdw

AGENDA ITEM: V.A.
TAHOE REGIONAL PLANNING AGENCY
RESOLUTION NO. 2015 -___

APPROVAL OF FISCAL YEAR 2015 FEDERAL TRANSIT ADMINISTRATION SECTION 5311 PROGRAM OF PROJECTS FOR THE CALIFORNIA PORTION OF THE TAHOE REGION

WHEREAS, the Tahoe Regional Planning Agency is designated by the State of California as the Regional Transportation Planning Agency for the Tahoe Region;

WHEREAS, there are Federal Transit Administration (FTA) Section 5311 and Congestion Mitigation Air Quality program funds available for transit assistance for non-urbanized areas for use to support public transit agencies;

WHEREAS, the TRPA, as the RTPA, has submitted a request for programming of transit operating assistance for Tahoe Transportation District and Placer County;

WHEREAS, these funds are essential in providing dependable transit service in the Tahoe Region; and

WHEREAS, these funds are consistent with the TRPA Regional Transportation Plan for the Tahoe Region.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Regional Planning Agency adopts this resolution approving the Fiscal Year 2015 FTA Section 5311 Program of Projects for the California portion of the Tahoe Region, to be programmed for use by the Tahoe Transportation District and Placer County for operating the local transit systems.

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at its regular meeting held on April 23, 2015 by the following vote:

Ayes:

Nays:

Abstain:

Absent:

___________________________
Casey Beyer, Chair
Tahoe Regional Planning Agency Governing Board

JAW/jdw

AGENDA ITEM: V.A.
MEMORANDUM

Date: March 23, 2015

To: Tahoe Transportation Commission (TTC)

From: Transportation Staff

Subject: Recommend Adoption of the Supporting Resolution to Authorize Submission and Programming of the Tahoe Transportation District Federal Transit Administration Section 5311(f) Operating Assistance Funds

Action Requested: It is requested the TTC recommends adoption to the Tahoe Regional Planning Agency (TRPA) Governing Board of the supporting resolution to authorize the submission and necessary programming of the Tahoe Transportation District (TTD) Federal Transit Administration (FTA) Section 5311(f) Intercity Bus Program operating assistance request.

Background: TRPA is designated by the State of California as the Regional Transportation Planning Agency for the Tahoe Region. Each year, California Department of Transportation (Caltrans), Division of Mass Transportation, releases a Call for Projects for FTA Section 5311(f) Intercity Bus Program. TRPA’s responsibility for this 5311(f) Program is to approve, by resolution, the authorization of submission and programming of these funds in the Federal Transportation Improvement Program (FTIP) upon award of funding to TTD.

Discussion: The FTA 5311(f) Program provides funds on a competitive basis for transit projects that develop and support intercity bus transportation in rural areas of the state. The program is administered by Caltrans. TTD is eligible to apply for the FTA 5311(f) Intercity Bus Program and will be submitting an application for the FY 2015 grant cycle requesting operating assistance funds ($42,272) for the West Shore Route 30 service. These funds will enable the expansion of Route 30 on the West Shore of Lake Tahoe to connect to North Shore’s Tahoe Area Regional Transit (TART) service. The extension of service to Tahoe City will provide a critical link between North and South Shore and supply service to popular recreation destinations along the corridor.

TTD’s application requires TRPA approval of the programming of Section 5311(f) Intercity Bus Program funds by resolution. The attached resolution confirms that if successful, subsequent to the award of the project, these funds will be programmed in the FTIP, that local funding will be committed to provide the local share and that TTD will have sufficient funds to complete the project.

Additional Information: If you have any questions or comments regarding this agenda item, please contact Judy Weber at (775) 589-5203 or jweber@trpa.org.

Attachment:
   A. TRPA Resolution
RESOLUTION AUTHORIZING THE FEDERAL FUNDING UNDER FEDERAL TRANSIT ADMINISTRATION SECTION 5311(f) PROGRAM (49 U.S.C. SECTION 5311) WITH CALIFORNIA DEPARTMENT OF TRANSPORTATION

WHEREAS, the Tahoe Regional Planning Agency (TRPA) is designated by the State of California as the Regional Transportation Planning Agency (RTPA) for the Tahoe Region;

WHEREAS, the U. S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration (FTA) to support operating assistance projects for non-urbanized public transportation systems under Section 5311(F) Intercity Bus Program of the Federal Transit Act;

WHEREAS, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5311 (f) Intercity Bus Program grants for public transportation projects;

WHEREAS, TRPA, in its official capacity as the RTPA for the Lake Tahoe Region, recognizes that the Tahoe Transportation District (TTD) is an eligible applicant for the FTA Section 5311 (f) Intercity Bus Program;

WHEREAS, the TTD desires to apply for said financial assistance for operating assistance ($42,272) for expansion of Route 30 on the West Shore of Lake Tahoe;

WHEREAS, the TTD has, to the maximum extent feasible, coordinated with the other transportation provider and users in the region (including social service agencies) capable of providing service;

WHEREAS, the TRPA does find that the TTD and the respective transportation program is in conformance with the Regional Transportation Plan;

WHEREAS, subsequent to award of project, the Federal Transportation Improvement Plan will be amended to include this project; and

WHEREAS, TTD has committed to provide a combination of state, local, and/or private funding sources for the required local share.

NOW, THEREFORE, BE IT RESOLVED that the TRPA does hereby authorize TTD, to file and execute applications on behalf of TRPA with the Department to aid in the financing of operating assistance projects pursuant to Section 5311(f) of the Federal Transit Act (FTA C 9040.1F), as amended.
BE IT FURTHER RESOLVED the TRPA does hereby authorize the programming, as necessary, of FTA 5311(f) Intercity Bus Program funds to the TTD in the following: Category 1. Operating Assistance of $42,272; and that the TTD is authorized to execute and file all certification of assurances, contracts, agreements, reimbursement requests, or any other documents required by the Department; and

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at its regular meeting held on April 23, 2015 by the following votes:

Ayes:

Nays:

Abstain:

Absent:

___________________________
Casey Beyer, Chair
TRPA Governing Board
Date: March 23, 2015

To: Tahoe Transportation Commission (TTC)

From: Transportation Staff

Subject: Recommend Adoption of the Supporting Resolution Regarding Fiscal Year 2014-2015 Proposition 1B California Transit Security Grant Program – California Transit Assistance Funds

Action Requested: It is requested the TTC recommend adoption by the Tahoe Regional Planning Agency Governing Board for the FY 2014-2015 Proposition 1B Grant #6761-0002 California Transit Security Grant Program – California Transit Assistance Funds (CTSGP-CTAF) allocation, and the authorizing of the Executive Director, or designated representative, to act as an authorized agent for the purposes of obtaining these funds.

Background: Approved by the voters in the November 2006 general elections, Proposition 1B enacted the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. The California Governor's Office of Emergency Services (Cal OES) has been charged with administering this grant program associated with transit security. Cal OES manages the funds deposited in the Transit System Safety, Security, and Disaster Response Account under the California Transit Security Grant Program. TRPA, as the Regional Transportation Planning Agency, is eligible to apply for these funds.

Discussion: The application process for the CTSGP-CTAF program has been requested by the State. TRPA’s FY 2014-2015 direct allocation is $70,949. Both Placer County and Tahoe Transportation District (TTD), as the local transit operators for the Tahoe Region, are eligible for these funds. Placer County and TTD support TRPA’s percentage split for the disbursement of the funds, which is consistent with the percentages utilized for the allocation of transportation funding sources in California.

The funds will be distributed as follows:

Placer County - TART (33.02%) $23,427.00
TTD - South Shore transit system (68.98%) $47,522.00
Total: $70,949.00
In addition to the allocation of the regional funds shown above, TTD is eligible to receive a direct allocation through TRPA. Through this allocation, TTD will receive $4,482. Placer County’s direct allocation is received through Placer County’s allocation outside the Tahoe Region.

The TART allocation of $23,427 will go towards the replacement of the closed circuit TV system at the Tahoe City Transit Center and the South Shore transit combined allocation of $52,004 will be used for fleet/facility safety and security improvements.

In addition to approving the allocation request for funds for the local transit operators, the attached resolution also authorizes the TRPA Executive Director, or a designated representative, to act as the authorized agent on behalf of TRPA for the purposes of obtaining these funds provided by Cal OES through this grant program.

Additional Information: If there are any questions regarding this agenda item, please contact Judy Weber at (775) 589-5203 or jweber@trpa.org.

Attachments:
   A. Resolution
   B. Certification
WHEREAS, the Tahoe Regional Planning Agency (TRPA) is designated by the State of California as the Regional Transportation Planning Agency (RTPA) for the Tahoe Region;

WHEREAS, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 authorizes the issuance of general obligation bonds for specified purposes, including, but not limited to, funding made available for capital projects that provide increased protection against security and safety threats, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems;

WHEREAS, there are Proposition 1B California Transit Security Grant Program – California Transit Assistance Grant Funds available for transit security enhancements;

WHEREAS, the California Governor’s Office of Emergency Services (Cal OES) administers such funds deposited in the Transit System Safety, Security, and Disaster Response Account (TSSSDRA) under the California Transit Security Grant Program;

WHEREAS, TRPA is eligible to apply for and receive funds from the Cal OES for transit security projects;

WHEREAS, the TRPA has applied for Proposition 1B California Transit Security Grant Program – California Transit Assistance Fund for the South Shore transit system, operated by Tahoe Transportation District (TTD); and for the Tahoe Area Regional Transit (TART) system, operated by Placer County;

WHEREAS, these funds are consistent with the TRPA Regional Transportation Plan for the Lake Tahoe Region;

WHEREAS, $47,522 will be available for the South Shore transit system, and $23,427 will be available for the TART system from TRPA’s allocation of $70,949 of GC 8879.58 (a)(2) from the TSSSDRA;

WHEREAS, TTD shall receive $4,482 of Direct Allocation (GC 8879.58 (a)(3)) from the TSSSDRA and Placer County’s Direct Allocation is received through Placer County’s allocation outside of the Tahoe Region;
WHEREAS, that upon approval by the Cal OES, TRPA will enter into agreement for the use of the California Transit Assistance Funds;

WHEREAS, TRPA intends to use these FY 2014-2015 funds for various transit security related projects that benefit the South Shore transit system and the TART system;

WHEREAS, TRPA has designated its Executive Director, or designated representative, as an authorized agent for the purposes of these funds.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of TRPA approves the FY 2014-2015 Proposition 1B California Transit Security Grant Program – California Transit Assistance Fund allocation to provide security enhancements for the South Shore transit system and the TART system.

BE IT FURTHER RESOLVED that the Governing Board of TRPA, hereby authorizes the Executive Director, or designated representative, to act as an authorized agent on behalf of TRPA for the purposes of obtaining the funds provided by the Cal OES.

PASSED AND ADOPTED by the Governing Board of TRPA at its regular meeting held on April 23, 2015, by the following vote:

Ayes:

Nays:

Abstain:

Absent:

__________________________________________
Casey Beyer, Chair
TRPA Governing Board
Certification

I, [Name], Marja Ambler, duly appointed and [Title] of the [Governing Body], do hereby certify that the above is a true and correct copy of a resolution passed and approved by the [Governing Body] of the TRPA on the [Date] day of April, 2015.

[Signature]
[Official Position]
[Date]
DATE: March 23, 2015

TO: Tahoe Transportation Commission

FROM: Transportation Staff

SUBJECT: Initiate 30-day Public Comment Period for Draft 2016 Tahoe Metropolitan Planning Organization Overall Work Program

Requested Action:
It is requested the Board initiate the 30-day public comment period for the Draft 2016 Tahoe Metropolitan Planning Organization (TMPO) Overall Work Program (Attachment B).

Background:
The TMPO is required to annually submit an Overall Work Program (OWP), also known as a Unified Planning Work Program, for authorizing the use of federal transportation planning funds. The OWP provides a detailed accounting of work tasks and products to be completed by transportation planning staff in the 2016 fiscal year (July 1, 2015 through June 30, 2016). The OWP represents the transportation planning component of the TRPA agency-wide budget and work plan. An Executive Summary of the 2016 OWP briefly summarizes each Work Element and provides a budget overview (Attachment A).

Discussion:
The 30-day public comment period for the draft 2016 OWP will begin on March 27, 2015 and comments on the draft document are requested by 5:00 pm, April 27, 2015. All comments received will be considered in a Final Draft 2016 OWP. Staff will be presenting the final draft 2016 OWP at the May 8, 2015 TTC meeting for a recommendation of approval to the TMPO Governing Board. Upon recommendation by TTC, the final draft document will be presented to the TMPO Governing Board for approval at the May 27, 2015 meeting. The Draft 2016 OWP and subsequent Final 2016 OWP will be available at www.TahoeMPO.org.

Additional Information:
Please direct any questions or comments regarding this item to Nick Haven at nhaven@trpa.org or 775-589-5256.

Attachments:
A. Draft 2016 OWP Executive Summary
B. Draft 2016 TMPO OWP
Tahoe Basin Transportation Program
Overall Work Program - FY 2016

March 2015

Summary

Introduction
The Overall Work Program (OWP) 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 and associated funding for Fiscal Year 2015/16. 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 containing tasks and products to be provided during the year, including Federal and State mandated transportation planning requirements and other regional transportation planning activities.

Work Elements
The OWP is organized by functional areas and work elements combining similar activities, and products in one place. Below is a list of the work elements with a brief description of each:

Outreach and Administration
WE 101 – Transportation Development Act
The Transportation Development Act (TDA) is a major source of regional transit operational funding from California. This work element represents the administration and management of the TDA funding coming into the Lake Tahoe Region.

WE 102 – Outreach and Administration
This work element includes tasks necessary for the development, adoption and on-going management of the annual budget and work program for transportation planning activities of the Tahoe Metropolitan Planning Organization. The element also includes public outreach, TMPO/TTC Board support, staff professional development, and environmental justice activities.

Regional Intermodal Planning
WE 103 – Regional Intermodal Planning
This work element contains a variety of transportation planning activities that include updates to the Regional Transportation Plan and Bicycle and Pedestrian Plan, supporting the Corridor Connection Plan in partnership with the Tahoe Transportation District, transit planning, and other transportation system performance activities.

WE 104 – Transportation Data Collection and Forecasting
This work element includes regional transportation data collection and modeling efforts to support transportation data needs of staff, partners, and the general public. This element also includes the administration and maintenance of the TMPO traffic model and various transportation data sets. These activities are coordinated by the TRPA Research and Analysis Program.
Tracking and Financial Management

**WE 105 – Project Tracking and Financial Management**

This work element supports the financial management activities related to federal and state funded transportation projects in the Region. This element includes the required administration activities of the TMPO Federal Transportation Improvement Program (FTIP) and Regional Transportation Improvement Program (RTIP).

Regional Coordination

**WE 106 – On Our Way Program**

This work element supports the On Our Way program aimed at assisting local governments and community groups plan community-based transportation improvements that directly support the Regional Transportation Plan and Sustainable Communities Strategy. This element also includes collaboration with the Tahoe Transportation District on the development of the Corridor Connection Plan to link Tahoe’s transportation system.

**TMPO Transportation Program Revenue**

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<th>Source</th>
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<tr>
<td>FHWA PL - CA *</td>
<td>$1,020,000</td>
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<tr>
<td>FHWA PL - NV *</td>
<td>220,000</td>
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<td>FHWA FLH*</td>
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<td><strong>Federal Subtotal:</strong></td>
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<tr>
<td>TRPA</td>
<td>60,000</td>
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<td>TDA - Planning</td>
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<td>TDA - Administration</td>
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<td>RSTP</td>
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<td><strong>Non-Federal Subtotal:</strong></td>
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<td><strong>GRAND TOTAL:</strong></td>
<td><strong>$1,600,000</strong></td>
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</table>

* Note: funding level reflects estimated allocation plus carryover balance

Contact: Nick Haven, Transportation Planning Manager - 775-589-5256 - nhaven@trpa.org
The Lake Tahoe Transportation Overall Work Program for FY 2015/2016 has been prepared to present a comprehensive plan of work for the Tahoe Metropolitan Planning Organization that is funded through state and federal transportation planning grants administered by the following agencies:

California Department of Transportation (Caltrans)

Nevada Department of Transportation (NDOT)

Federal Highway Administration (FHWA)
  California Division Office
  Nevada Division Office
  Central Federal Lands Highway Division (CFLHD)

U.S. DOT Credit/Disclaimer:

This report was funded in part through grants from the Federal Highway Administration, U.S. Department of Transportation. The views and opinions of TMPO expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.
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<td>Tracking &amp; Financial Management</td>
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<td>Table 6 – FY 2016 Staff and Direct Costs by Revenue Source</td>
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<td>FY 2016 FHWA Transportation Planning Process Certification</td>
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**GLOSSARY OF ACRONYMS AND ABBREVIATIONS**

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<tr>
<th>Acronym</th>
<th>Description</th>
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<td>CFPG</td>
<td>California Federal Programming Group</td>
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<td>Congestion Mitigation and Air Quality</td>
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<td>CSLT</td>
<td>City of South Lake Tahoe</td>
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<td>CTIP</td>
<td>Coordinated Federal Lands Highway Technology Implementation Program</td>
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<td>DBE</td>
<td>Disadvantaged Business Enterprise</td>
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<td>EDCTC</td>
<td>El Dorado County Transportation Commission</td>
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<td>MAP-21</td>
<td>Moving Ahead for Progress in the 21st Century (Federal Transportation Bill title)</td>
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<td>Planning Emphasis Areas</td>
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<td>SB 375</td>
<td>California State Senate Bill 375</td>
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<tr>
<td>SB 575</td>
<td>California State Senate Bill 575</td>
</tr>
<tr>
<td>SCS</td>
<td>Sustainable Communities Strategy</td>
</tr>
<tr>
<td>SSTAC</td>
<td>Social Services Transportation Advisory Council</td>
</tr>
<tr>
<td>SS/TMA</td>
<td>South Shore Transportation Management Association</td>
</tr>
<tr>
<td>STA</td>
<td>State Transit Assistance</td>
</tr>
<tr>
<td>STIP</td>
<td>Statewide Transportation Improvement Program</td>
</tr>
<tr>
<td>TART</td>
<td>Tahoe Area Regional Transit</td>
</tr>
<tr>
<td>TDA</td>
<td>California Transportation Development Act</td>
</tr>
<tr>
<td>TDM</td>
<td>Transportation Demand Management</td>
</tr>
<tr>
<td>TMPO</td>
<td>Tahoe Metropolitan Planning Organization</td>
</tr>
<tr>
<td>TNT-TMA</td>
<td>Truckee North Tahoe – Transportation Management System</td>
</tr>
<tr>
<td>TRPA</td>
<td>Tahoe Regional Planning Agency</td>
</tr>
<tr>
<td>TTC</td>
<td>Tahoe Transportation Commission</td>
</tr>
<tr>
<td>TTD</td>
<td>Tahoe Transportation District</td>
</tr>
<tr>
<td>UPWP</td>
<td>Unified Planning Work Program (also referred to as OWP)</td>
</tr>
<tr>
<td>USFS-LTBMU</td>
<td>United States Forest Service, Lake Tahoe Basin Management Unit</td>
</tr>
</tbody>
</table>
INTRODUCTION

The Overall Work Program (OWP), also referred to as a Unified Planning Work Program, 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 2015/2016 covering the period of July 1, 2015 through June 30, 2016 (FY 2016), and a budget to complete the work. The OWP also serves as a strategic 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 FY 2016.

LAKE TAHOE TRANSPORTATION PLANNING OVERVIEW

The Lake Tahoe Region includes three integrated regional transportation planning authorities: 1) Tahoe Regional Planning Compact (PL 96-551) planning requirements, 2) Regional Transportation Planning Agency for the California portion of the Lake Tahoe basin, and 3) the Metropolitan Planning Organization for the Tahoe Region.

The 1980 Tahoe Regional Planning Compact includes the following transportation related 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 which 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:
  o 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
  o To reduce, to the extent feasible, air pollution 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:
  o Completion of the Loop Road in the states of Nevada and California
  o Utilization of a light rail mass transit system in the South Shore area
  o 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), a regional capital improvement program focused on the restoration and protection of Lake Tahoe. The EIP is a programmatic approach to implementing transportation improvements, among other resource area investments, and includes a financial plan and funding allocation process that is consistent with federal and state programming activities.

In addition to the responsibilities under the Tahoe Regional Planning Compact, TRPA is recognized as the Regional Transportation Planning Agency (RTPA) in California. As the RTPA, TRPA is charged with developing a Regional Transportation Plan (RTP), a (RTIP) to program California state funding, and the allocation of California state transit funding.

The TMPO was created in 1999 by the Governors of California and Nevada by designating the TMPO under authority provided in federal regulations. As with all federally designated Metropolitan Planning Organizations (MPOs), the TMPO’s role is primarily a planning and financial programming role. Products required of MPOs by federal rule are a RTP, Federal Transportation Improvement Program (FTIP), and an OWP. The TMPO Governing Board is comprised of the TRPA Governing Board, with the addition of a voting representative of the United States Forest Service, Lake Tahoe Basin Management Unit (USFS-LTBMU).

The integration of the three authorities listed above is exemplified in the recently adopted RTP, Mobility 2035 satisfying all three planning requirements. The ability to integrate land use and transportation planning at a regional level, while considering impacts on implementation efforts, is a prime focus of this program that responds to federal and state planning guidance. Another opportunity for regional coordination, in terms of implementation and policy development, lies with the partnership of the Tahoe Transportation District (TTD). The TTD, established in Article IX of the Tahoe Regional Planning Compact, provides transit operations and transportation project implementation capacity through an authority to own and operate public transit and transportation infrastructure. The TMPO works closely with the TTD to vet policy and planning considerations to gain an implementation perspective in order to facilitate efficient project delivery. The TMPO is also working closely with the TTD to foster a seamless planning and project delivery system that can improve the region’s implementation capacity.

Lake Tahoe’s unique setting and environmental stature necessitates developing 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) and transportation goals. The recent passage of Lake Tahoe’s Total Maximum Daily Load (TMDL) water quality standards has identified transportation as an area of opportunity for water quality improvements. The existing coordination among various entities supports planning requirements and subsequent guidance from the Federal Highway Administration (FHWA) regarding coordination with resource agencies, identifying environmentally sensitive lands, and mitigation opportunities stemming from the federal transportation legislation Moving Ahead for Progress in the 21st Century (MAP-21).
SETTING

The 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 fourth Congressional District of California. Based on the 2010 Census, the resident population of the Tahoe Region was 54,862. This is a significant decline from the 62,894 population estimated by the 2000 Census. Of the 54,862 population figure, 41,176 people reside within the California portion, while the Nevada side of the Tahoe Region, portions of Washoe County, Douglas County, and the rural area of Carson City make up the remaining 13,686 in population. The Nevada portion of the Region is within Nevada’s second Congressional district.

Lake Tahoe and the surrounding areas provide a major recreational opportunity for residents of the surrounding metropolitan areas. The primary market for recreation at Lake Tahoe is from northern California, primarily the Sacramento and San Francisco Bay Area. Over 4 million visitors make over 8 million visits to the Lake Tahoe region from the Bay Area and Sacramento area alone. Additional domestic and international visitors arrive 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 roadways and a Federal and State 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 the TTD and has incorporated a variety of public and private services, including fixed route and demand response transit, as well as neighborhood and ski shuttle services. Airport shuttle operations, including the North Lake Tahoe Express and the South Tahoe Express, provide shuttle service to the Reno/Tahoe Airport. Both the North and South shores are additionally served by special visitor targeted services including trolleys, ski and rafting shuttle services, special event shuttles and others funded by a combination of public and private funds.

**TAHOE BASIN TRANSPORTATION PLANNING INSTITUTIONAL STRUCTURE**

The Lake Tahoe Region contains various federal, state and local transportation planning authorities. The Region’s planning complexity requires the utmost coordination and collaboration among transportation and land use planning partners. The following section provides a brief description of the regional entities that have a role in the transportation policy or technical decision-making process.

**TAHOE REGIONAL PLANNING AGENCY**

The Tahoe Regional Planning Agency (TRPA) was created by the Tahoe Regional Planning Compact (updated in 1980 through 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, with each local jurisdiction within the Region also represented. TRPA is unique because of its regional bi-state responsibilities under the Compact for land use planning, transportation planning, project review and approval, enforcement of regional land-use and environmental ordinances, and the achievement of environmental goals.

**Tahoe Metropolitan Planning Organization**

The Tahoe Metropolitan Planning Organization is responsible 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, USFS-LTBMU. 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 monthly TMPO meeting is held during the TRPA meetings, so notices and agendas are mailed at the same time. The TRPA Board adjourns in order for the TMPO Board to convene after being joined by the USFS. Once TMPO actions are taken, the TMPO Board adjourns and the TRPA Board reconvenes without the USFS.

It is important to note that these two policy bodies, although they include 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. As described above, integration of the land use and transportation planning process is in place to support the TRPA mission and policies through the TMPO and Regional Transportation Planning Agency authorities and planning requirements.
TRPA is statutorily designated by the State of California as a Regional Transportation Planning Agency for the Tahoe Region. As an RTPA, TRPA must fulfill various statutory requirements, including those of the Transportation Development Act, coordination with California Department of Transportation (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 changes to the membership of the Governing Board occur.

Article IX of the Tahoe Regional Planning Compact created the Tahoe Transportation District. The TTD is responsible for the implementation of transportation plans, programs and projects. The TTD may acquire, own and operate public transportation systems and parking facilities, and other transportation infrastructure 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, the two state departments of transportation, 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 and transportation is a public-private partnership in the Lake Tahoe Basin. Board membership now includes representation from the Basin’s two Transportation Management Associations, an at-large member representing transit providers, and a representative for any special transit districts formed under California law. Caltrans and the Nevada Department of Transportation (NDOT) each have a non-voting member on the Board of Directors. The TTD is a close partner to the TMPO in implementing the RTP and increasing project implementation capacity region-wide.

TAHOE TRANSPORTATION COMMISSION
The Tahoe Transportation Commission (TTC) is designed 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 the TMPO technical input and recommendations on transportation plans and programs, offering proactive public participation through its meeting noticing requirements, and 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 TRPA and TMPO, where additional debate 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 California and Nevada, USFS and the TRPA Advisory Planning Commission (APC).

TRPA ADVISORY PLANNING COMMISSION
The APC was established under the Compact to support the TRPA Governing Board. It is a 20-member body consisting of a number of state and local representatives, designed to provide
technical review of projects and regional planning 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 RTPA 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.

TRPA STRATEGIC PLAN AND THE TRANSPORTATION PROGRAM

The Transportation Planning Program plays an integral role in implementing the TRPA Strategic Plan. The TRPA Strategic Plan encompasses the intent of the federal cooperative, continuing, and comprehensive transportation planning approach required of MPOs. Building partnerships that result in projects that support the human and natural environment is a fundamental vision of the Strategic Plan.

The “Strategic Goals” include:

1) **Accelerate Threshold Attainment** – focus on Regional issues and develop new funding opportunities to continue the Environmental Improvement Program.

2) **Propel the Development and Use of Best Information, Data and Science** – continue strong relations with the science community and improve measurement and reporting for accountability.

3) **Establish TRPA as a Leader in Environmental & Sustainability Programs** – seek best practices and form new strategic alliances.

4) **Operate as a High Performance Organization** – Create an enduring organizational culture of high performance and continuous improvement.

<table>
<thead>
<tr>
<th>TRPA Strategic Plan</th>
<th>Work Elements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Strategic Priorities</strong></td>
<td><strong>101</strong></td>
</tr>
<tr>
<td>1) Accelerate Threshold Attainment</td>
<td>◊</td>
</tr>
<tr>
<td>2) Propel the Development and Use of Best Information, Data and Science</td>
<td>◊</td>
</tr>
<tr>
<td>3) Establish TRPA as a Leader in Environmental &amp; Sustainability Programs</td>
<td>◊</td>
</tr>
<tr>
<td>4) Operate as a High Performance Organization</td>
<td>◊</td>
</tr>
</tbody>
</table>
TAHOE REGIONAL PLANNING AGENCY
GOVERNING BOARD

Representing:

Governor of California Appointee ........................................... Casey Beyer, Chair
Nevada Department of Conservation & Natural Resources .......... James Lawrence, Vice Chair
Douglas County Commissioner .................................................... Nancy McDermid
El Dorado County Supervisor ....................................................... Sue Novasel
Carson City Representative ......................................................... Shelly Aldean, Chair
Nevada Secretary of State ............................................................ Barbara Cegavske
Placer County Board of Supervisors ............................................. Larry Sevison
City of South Lake Tahoe Council Member .................................. Hal Cole
Governor of Nevada Appointee ................................................... Mark Bruce
Washoe County Commissioner .................................................... Marsha Berkbigher
Governor of California Appointee ................................................ E. Clement Shute, Jr.
Nevada At-Large Member ............................................................. Timothy Cashman
California Senate Rules Committee Appointee ......................... William Yeates
California Assembly Speaker Appointee ..................................... Elizabeth Carmel
President of the United States Appointee ................................. Timothy Carlson

TRPA Executive Director ............................................................. Joanne S. Marchetta

TAHOE METROPOLITAN PLANNING ORGANIZATION
GOVERNING BOARD

Representing:

Governor of California Appointee ........................................... Casey Beyer, Chair
Nevada Department of Conservation & Natural Resources .......... James Lawrence, Vice Chair
Douglas County Commissioner .................................................... Nancy McDermid
El Dorado County Supervisor ....................................................... Sue Novasel
Carson City Representative ......................................................... Shelly Aldean, Chair
Nevada Secretary of State ............................................................ Barbara Cegavske
Placer County Board of Supervisors ............................................. Larry Sevison
City of South Lake Tahoe Council Member .................................. Hal Cole
Governor of Nevada Appointee ................................................... Mark Bruce
Washoe County Commissioner .................................................... Marsha Berkbigher
Governor of California Appointee ................................................ E. Clement Shute, Jr.
Nevada At-Large Member ............................................................. Timothy Cashman
California Senate Rules Committee Appointee ......................... William Yeates
California Assembly Speaker Appointee ..................................... Elizabeth Carmel
President of the United States Appointee ................................. Timothy Carlson
USFS Forest Supervisor ............................................................. Jeff Marsolais

TRPA Executive Director ............................................................. Joanne S. Marchetta
Transportation Planning Manager ............................................... Nick Haven
TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

Representing:

Tahoe Transportation District ........................................................... Steve Teshara, Chair
Lahontan Regional Water Quality Control Board.............................. Robert Larsen, Vice Chair
Nevada Division of State Lands ......................................................... Charlie Donohue
El Dorado County Planning .............................................................. Roger Trout
El Dorado County Lay Member ......................................................... Jason Drew
City of South Lake Tahoe Planning .................................................... Shawna Brekke-Read
City of South Lake Tahoe Lay Member .............................................. Vacant
Placer County Planning ................................................................. Paul Thompson
Placer County Lay Member ............................................................. Jennifer Merchant
Washoe County Planning ................................................................. Eva Krause
Washoe County Lay Member ........................................................... Vacant
Douglas County Planning ............................................................... Hope Sullivan
Douglas County Lay Member ........................................................... Mike Riley
Carson City Planning ................................................................. Lee Plemel
Carson City Lay Member ............................................................... Paul Esswein
U.S. Forest Service ................................................................. Mike LeFevre
Nevada Division of Environmental Protection .................................. David Gaskin
Tahoe Basin Fire Chief’s Representative .......................................... Eric Guevin
Washoe Tribe of California and Nevada ............................................ Vacant
Natural Resources Conservation Service ........................................ Vacant
ARB Office of the Ombudsman ...................................................... Vacant

TAHOE TRANSPORTATION COMMISSION
BOARD OF DIRECTORS

Representing:

South Shore TMA .............................................................................. Steve Teshara, Chair
City of South Lake Tahoe ............................................................... Austin Sass
Placer County ................................................................. Will Garner
Washoe County ................................................................. Marsha Berkbigler
Truckee - North Tahoe TMA ........................................................ ...... Ron Treabess
El Dorado County ................................................................. Sue Novasel
Carson City ................................................................. Mark Kimbrough
Member At-large ............................................................... Andrew Strain
Douglas County ................................................................. Nancy McDermid
USFS Lake Tahoe Basin Management Unit .................................... Michael Gabor
Washoe Tribe of Nevada and California ........................................ Darrell Kizer
TRPA Advisory Planning Commission ........................................... Vacant
California Tribe of Nevada and California ...................................... Vacant
Nevada Department of Transportation (non-voting) ......................... Gary Arnold
Nevada Department of Transportation (non-voting) ......................... Jason VanHavel

Transportation Planning Manager ............................................... Nick Haven
CONSULTATION AND PUBLIC INVOLVEMENT

An important component of the TMPO transportation planning process is consultation and public participation in the development of plans, programs and policy. The regional transportation planning program establishes an important forum for discussing and resolving regional transportation issues. Some examples of executing the continuing, coordinated, and cooperative planning process include board meetings, public workshops, technical committees, issue specific meetings, public hearings, and formal public document review periods. TMPO has developed specific policies and procedures for consulting partners and engaging public participation through the TMPO Public Participation Plan (PPP) found at www.tahoempo.org. The PPP emphasizes efforts to coordinate with underserved and underrepresented groups and the utilization of both new technology and conventional in-person communication to maximize public participation. Additional information regarding TMPO’s efforts to provide a transparent non-discriminatory program is documented in the TRPA/TMPO Title VI Plan.

NATIVE AMERICAN TRIBAL GOVERNMENT COMMUNICATION

The Lake Tahoe Region is home to one Tribal Government, the Washoe Tribe of California and Nevada. TMPO conducts regular government-to-government communication with the Washoe Tribe to consider tribal needs in the planning and programming process. The Washoe Tribe is a voting member of the Tahoe Transportation Commission, the advisory body to the TMPO Governing Board.

PLANNING EMPHASIS AREAS/MAP-21 PLANNING FACTORS

FHWA, in consultation with the Federal transit Administration (FTA), develops annual Planning Emphasis Areas (PEAs) to promote policy, procedural and technical topics that should be considered by metropolitan planning organizations in preparation of the annual work plans. The PEAs address a mix of planning issues and priority topics identified during on-going reviews of metropolitan and statewide transportation planning processes as requiring additional work.

In addition to PEAs, MAP-21 issued (Section 134(h)) Federal Planning Factors that emphasize transportation planning considerations from a national perspective. The matrix below illustrates how PEAs and MAP-21 Planning factors are addressed across work elements in the OWP.
## Fiscal Year 15/16 FHWA Planning Factors/Planning Emphasis Areas

<table>
<thead>
<tr>
<th>PEAs</th>
<th>MAP-21 Implementation</th>
<th>Models of Regional Planning Cooperation</th>
<th>Ladders of Opportunity</th>
<th>Work Elements</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>101</td>
<td>102</td>
<td>103</td>
<td>104</td>
</tr>
<tr>
<td>MAP-21 Planning Factors</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Increase the safety of the transportation system for motorized and non-motorized users.</td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Increase the security of the transportation system for motorized and non-motorized users.</td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Increase the accessibility and mobility of people and for freight.</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>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.</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Promote efficient system management and operation.</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Emphasize the preservation of the existing transportation system.</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>
FY 2016 WORK ELEMENTS

*Outreach and Administration*
WE 101 – Transportation Development Act
WE 102 – Outreach and Administration

*Regional Intermodal Planning*
WE 103 – Regional Intermodal Planning
WE 104 – Transportation Data Collection and Forecasting

*Tracking & Financial Management*
WE 105 – Project Tracking and Financial Management

*Regional Partnerships*
WE 106 – On Our Way Program

*NOTE:* All activities and products identified in the following Work Elements are part of the regional transportation planning process and are assumed to be eligible expenses for the budgeted funding sources.
WORK ELEMENT 101: TRANSPORTATION DEVELOPMENT ACT ADMINISTRATION

PURPOSE
To administer requirements of the California Transportation Development Act (TDA); to process the Local Transportation Funds (LTF) and State Transit Assistance (STA) funds for allocation to local entities; to prepare the 2015 Transit Needs Assessment; to monitor the completion of necessary operational and financial audits; to work with local jurisdictions and transit operators to be sure that appropriate transit improvement recommendations are implemented.

DISCUSSION
LTF and STA funds are eligible for funding transportation projects in the Tahoe Region. TRPA, serving as the Regional Transportation Planning Agency, is responsible for processing and monitoring the distribution and use of these funds. This administrative role allows TRPA to ensure that LTF funds are used in accordance with the TDA.

One of the annual tasks included in this work element is the “Unmet Transit Needs” finding process, which is required under PUC Section 99401.5. TRPA’s unmet transit needs process is accomplished through the Social Services Transportation Advisory Council (SSTAC), in accordance with the TDA, with additional assistance from the Regional Coordinating Council (RCC), Truckee - North Tahoe Transportation Management Association (TNT-TMA), and Placer County Transportation Planning Agency (PCTPA).

All TDA funds are used for public transit, therefore TRPA conducts unmet needs hearings as transit forums that provide for the identification of needs and direct operational feedback to transit operators. SSTAC, in partnership with the RCC, reviews the information annually at a public hearing.

PREVIOUS WORK
• Completed Triennial Performance Audits of transit operators receiving TDA funds
• Provided LTF and STA Estimates
• Processed TDA Claims
• Held Unmet Transit Needs Forum

PRODUCTS

<table>
<thead>
<tr>
<th>PRODUCTS</th>
<th>COMPLETION DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>P-1 Submit TDA Schedule of Performance Audits</td>
<td>September 2015</td>
</tr>
<tr>
<td>P-3 Complete claimant and TRPA Financial Audits</td>
<td>December 2015</td>
</tr>
<tr>
<td>P-4 Conduct and document Unmet Transit Needs/Transit Forums</td>
<td>October 2015</td>
</tr>
<tr>
<td>P-5 Release LTF and STA Preliminary Findings of Apportionment</td>
<td>February 2016</td>
</tr>
<tr>
<td>P-6 Prepare and produce FY 2015 Transit Needs Assessment</td>
<td>March 2016</td>
</tr>
<tr>
<td>P-7 Release Final LTF Apportionments</td>
<td>May 2016</td>
</tr>
<tr>
<td>P-8 LTF and STA allocation instructions to County Auditors</td>
<td>June 2016</td>
</tr>
</tbody>
</table>
Work Element 101: Transportation Development Act Fund Administration (cont.)

**Tasks**

**T-1 TDA Administration**
- Process TDA Claims: notify claimants of funds available for apportionment; process claims for TRPA approval; submit allocation instructions to Auditor-Controllers
- Monitor quarterly reports from Auditor-Controllers
- Audit Coordination: Provide assistance to auditors for TRPA fiscal audits; monitor completion and submittal of claimant audits
- Review statutes, rules and regulations, and pending legislation pertinent to transit and transit funding
- Work with consultant to provide any necessary assistance in the completion of the operators’ Triennial Performance Audits.

**T-2 Social Services Transportation Advisory Council**
- Preparation and coordination for holding unmet transit needs/transit forum hearings
- Coordinate with and attend Regional Coordinating Council meetings
- Conduct meetings of the SSTAC in conjunction with RCC meetings

**T-3 Unmet Transit Needs**
- Review and analyze Unmet Transit Needs, make a determination to the SSTAC regarding unmet transit needs and those that are reasonable to meet, discuss, review and accept the Transit Needs Assessment
- Conduct and document unmet transit needs hearings and outreach efforts with traditionally underrepresented and underserved populations and their community leaders (i.e., elderly, disabled, low income, and minorities: Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander)

**Work Element Budget:**

<table>
<thead>
<tr>
<th>REVENUES</th>
<th>EXPENDITURES</th>
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<tr>
<td><strong>Direct Costs:</strong></td>
<td><strong>Direct Costs:</strong></td>
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| **Total:**                    | **Total:**                       |
| $50,687                       | $50,687                           |
WORK ELEMENT 102: ADMINISTRATION AND OUTREACH

PURPOSE
To support tasks necessary for the overall administration of the regional transportation planning program and programmatic coordination and outreach activities in accordance with the TMPO Public Participation Plan; to provide on-going management of the annual budget and work program for transportation planning program of the TMPO; to support policy boards and attend various local, regional, state, and federal meetings; to coordinate and involve the Native American Tribes, communities, organizations, and individuals, including the Washoe Tribe of California and Nevada in the regional transportation planning process; to utilize electronic and conventional outreach to maximize the reach to the public.

DISCUSSION
The TMPO regional transportation planning program is administered through a Unified Planning Work Program (UPWP), also known as an Overall Work Program (OWP). The OWP must include all anticipated transportation planning activities proposed with federal and state planning funds. TMPO staff develops the OWP through a transparent public process and is ultimately adopted by the TMPO Governing Board.

As part of the regional transportation planning process, TMPO supports the TMPO Governing Board and Tahoe Transportation Commission through the development of agendas, staff reports and other board requests. In support of coordination, consultation, and cooperation as part of the regional transportation planning and programming process TMPO participates in various local, regional, state, and federal meetings and committees. Internally, TMPO invests in the professional development of its workforce to aid in creating a high performance organization.

TMPO has established a transparent inclusive regional transportation planning forum that invites and solicits public input on proposals. Existing policies and procedures are in place to ensure a non-discriminatory transparent public process, and are documented in TRPA/TMPO’s Title VI Plan. TRPA/TMPO engages with the Washoe Tribe of California and Nevada government through coordination meetings that ensure the Washoe Tribe is involved and aware of transportation policies and projects under consideration in the region. This consultation with the Washoe Tribe is considered a formal government to government consultation, and is above and beyond any general public outreach. As a member of the TTC, the Washoe Tribe is formally included in the regional planning framework and has additional opportunity to provide input on various transportation and associated environmental considerations affecting Tribal interests.

TMPO continues to improve access to information by making documents and data readily available to the public in both electronic and print versions. The TMPO website is maintained to provide the latest information.

PREVIOUS WORK
• Performed FY 2015 OWP administration and financial reporting
• TMPO staff attended transportation planning professional development trainings
• Maintained on-going communication with the public through press releases, updates to the web site, and social media on transportation planning activities and concepts
• Developed and initiated the “Tahoe Talks” Speaker Series forum for public engagement
Work Element 102: Administration and Outreach (cont.)

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<tr>
<td>P-2  Final FY 2016 OWP and OWPA</td>
<td>July 2015</td>
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<td>P-3  FY 2016 OWP Amendments</td>
<td>Quarterly</td>
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<td>P-5  Draft FY 2017 OWP</td>
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<td>P-6  Updated TMPO Public Participation Plan</td>
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**TASKS**

**T-1 Overall Work Program/Budget**
- Closeout FY 2015 OWP
- Administer 2016 OWP document and related amendments
- Coordinate mid-year review and end of year reporting
- Provide grant management and oversight of transportation planning grants
- Budget and agreement administration
- Host annual meeting to review proposed 2017 OWP initiatives
- 2017 OWP development

**T-2 TRPA/TMPO Board Support and Regional Coordination**
- Development of agendas, staff reports, technical analysis, and related materials for public and board distribution
- Preparation for and participation in local, regional, state, and federal committees, ad hoc meetings, and workshops directly relating to regional transportation planning

**T-3 Tribal Government Coordination, Consultation, and Collaboration**
- Confer with Washoe Tribe of California and Nevada regarding transportation plans and programs via meetings, TTC agendas, direct correspondence, and response to issues raised by the Tribal government
- Involve the Washoe Tribe with a government-to-government partnership approach

**T-4 Public Participation and Involvement**
- Administer the TMPO Public Participation Plan (PPP), including documented public involvement procedures
- Release public notices and other public information to media outlets as appropriate
- Produce maps, brochures, displays, and other visualization tools supporting transportation proposals
- Participate in and hold public meetings and workshops for various transportation planning concepts and issues
- Participate in appropriate regional events to support and promote regional transportation goals and current transportation planning initiatives
- TMPO web maintenance and content updates

**T-5 Staff Development in Regional Transportation Planning**
- Support internal cross training to promote diverse staffing capabilities
- Attend training, both in-house and outside courses and seminars, that directly relate to transportation planning

**T-6 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

**T-7 Civil Rights**
- Title VI, DBE, ADA program management, compliance, monitoring, and reporting
Work Element Budget:

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**Total:** $224,238

**Toll Credits are displayed for tracking purposes and are not a form of cash or revenue.**
WORK ELEMENT 103: 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 core federal metropolitan planning requirements established by MAP-21, and California and Nevada’s requirements; to develop a performance-based planning system that responds to federal, state and regional requirements; to support transportation policy development and analysis; to consider all modes of transportation in implementing regional transportation goals; to consider and incorporate innovative and up-to-date concepts into transportation planning documents; to incorporate corridor-level transportation planning processes into regional transportation planning documents; to develop partnerships inside and outside of the Region to further transportation goals.

DISCUSSION
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 mandates. To support these requirements, transportation staff will utilize the established continuing, comprehensive, and coordinated planning process to develop 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 efforts, including community workshops.

The TRPA and TMPO has committed to an adaptive policy management framework that will provide for coordinated updates of the Regional Land Use Plan (TRPA Regional Plan) and Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) every four years. The Tahoe Region is maximizing the effectiveness of having an integrated land use and transportation plan, as supported by federal and state planning guidance.

TMPO is partnering with TTD in the development of the Corridor Connection Plan (CCP) which will include a series of corridor management plans for the Region. The CCP will focus on coordinating and developing potential projects that support the regional transportation plan. The CCP will include a comprehensive approach to transit, bicycle, pedestrian, and roadway management at a community scale. The CCP will also support transportation components of Area Plans developed by local governments. The community-focused CCP will represent a fundamental element of the update to the TMPO Regional Transportation Plan. Additional CCP activities are included in Work Element 106.

TMPO also maintains various plans such as the Regional Bicycle and Pedestrian Plan, Intelligent Transportation (ITS) Plan, Regional Transit Plan, etc., as well as coordinating with other local or state led safety, goods movement, aviation, and system management planning efforts. In recognition of the impact of the visitor market to Lake Tahoe’s transportation system, TMPO will continue to support the Trans-Sierra Transportation Coalition focused on multi-region coordination among surrounding transportation agencies. The Coalition is aimed at integrated transportation planning for areas connected by inter-regional travel across the Sierra Nevada mountain range.
Work Element 103: Regional Intermodal Planning (cont.)

**PREVIOUS WORK**
- Administration of *Mobility 2035*, including coordinating with state, local, and federal partners to explore funding opportunities to implement the plan
- Review of local Area Plans for consistency with RTP/SCS
- Convened the Bikeway Partnership to coordinate project prioritization, tracking, and programming
- Technical amendment to the *Lake Tahoe Region Bicycle & Pedestrian Plan*
- Completed update to the *Lake Tahoe ITS Architecture and Strategic Plan*

**PRODUCTS**

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<tr>
<td>P-1</td>
<td>Existing policy analysis and new or modified policy development</td>
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<td>Economic analysis of the impact of transportation facilities proposed in RTP/SCS or Sustainable Mobility Plans</td>
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<td>P-3</td>
<td>Updated 2015 <em>Lake Tahoe Region Bicycle and Pedestrian Plan</em></td>
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<td>P-4</td>
<td>TMPO Transportation Performance Measures Development/Update</td>
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<td>P-5</td>
<td>Draft Integrated Regional Transit Plan</td>
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**TASKS**

**T-1 Regional Transportation Plan**
- Administration of the RTP/SCS (*Mobility 2035*), including coordinating with state, local, and federal partners to explore funding opportunities to implement the plan
- Participate in public and interagency meetings as a transportation technical resource
- Continue public outreach on *Mobility 2035* concepts to promote vibrant communities, and improve public health
- Process amendments to *Mobility 2035* on a bi-annual schedule
- Develop supporting performance measures to meet MAP-21 and TRPA tracking needs
- Conduct economic analysis of transportation facilities proposed in *Mobility 2035*
- Identify key elements for 2016 update of *Mobility 2035*
- Manage *Mobility 2035* update efforts

**T-2 Corridor and Inter-Regional Planning**
- Support the development of the Corridor Connection Plan (See WE106)
- Participate on CCP project development teams
- Support the Trans-Sierra Transportation Coalition
- Identify freight movement issues and coordinate with Caltrans on the California Freight Mobility Plan
- Participate in the development of an alternative fuel infrastructure readiness plan

**T-3 Bicycle and Pedestrian Planning**
- Complete update of the TMPO Bicycle and Pedestrian Plan, including public outreach and coordination related to plan and concepts (*Linking Tahoe: Active Transportation Plan – Bicycles, Pedestrians, & Safe Routes to Schools*)
- Process necessary amendments to reflect updated project information from partners
Work Element 103: Regional Intermodal Planning (cont.)

- Monitor and utilize state and federal bicycle and pedestrian planning requirements and other resources
- Support the bikeway Partnership to coordinate project prioritization, tracking, and programming
- Support annual Tahoe Bike Challenge data collection and information dissemination
- Support an active transportation education and community outreach program

T-4 Transit Planning

- Consult regularly with TART and TTD to jointly develop transit and other transportation proposals that support the regional transportation system
- Development of a Regional Transit Master Plan in coordination with TTD
- Partner with TART and TTD to conduct periodic rider surveys and other outreach to assess current service and provide recommendations for additional service
- Coordinate transit elements of regional emergency preparedness programs
- Notify transit operators of available funding and grants for transit
- Coordinate with other service providers to plan for inter-regional connections (i.e. Washoe RTC, Carson City RTC, Capitol Corridor JPA, Etc.)

T-5 Aviation/Rail Planning

- Coordination with Caltrans Division of Aeronautics and CSLT on Lake Tahoe Airport Master Plan development
- Participate in the development of State Rail Plans in California and Nevada

T-6 System Management and Performance

- Conduct analysis to review existing transportation policies and develop modified or new policies
- Track and respond to federal and state Sustainability planning guidance
- Assist with analysis of programmatic financing strategies for transportation projects contained in Mobility 2035 and beyond
- Support the use of Intelligent Transportation Systems (ITS) technology consistent with the Lake Tahoe ITS Architecture and Strategic Plan
- Coordinate with EDCTC, SS/TMA, NDOT and Caltrans regarding traveler information and other improvements on US 50
- Coordinate with CSLT and Caltrans on signalization improvements along US 50
Work Element 103: Regional Intermodal Planning (cont.)

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**Total:** $514,673

**Toll Credits are displayed for tracking purposes and are not a form of cash or revenue.**
WORK ELEMENT 104: TRANSPORTATION DATA COLLECTION AND FORECASTING

PURPOSE
To administer the regional transportation data collection and modeling efforts of TRPA/TMPO; to collect the necessary transportation, demographic, and land use information to operate a current travel demand model; to analyze different planning scenarios and impacts of regional land use and transportation proposals; to support data requests from staff, partners, and the general public; to assist in the maintenance of a regional indicator program that illustrates the state of mobility and accessibility in the Basin over time; to provide the results of annual monitoring to the public and partners through reports and web-based access; to coordinate data collection with TRPA, state DOTs, and local agencies to support various data needs; to implement the requirements of the Clean Air Act; to provide air quality analysis and if necessary prepare conformity determinations for RTP and FTIP and associated amendments.

DISCUSSION
TRPA/TMPO utilizes its travel demand model package (TransCAD) to assess the effect of proposed land use and transportation proposals on various aspects of the region. 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. Other data collection, consistent with TMPO’s annual data collection program, includes regional travel patterns, bicycle and pedestrian counts, transit performance, and traffic counts at identified locations. TMPO utilizes the Census Transportation Planning Products (CTPP) and the variety of census products and data analysis tools it offers. TMPO coordinates the annual Highway Performance Monitoring System (HPMS) data collection effort in partnership with the local jurisdictions around the Lake Tahoe Region to track traffic volumes on local roads. Purchased data sets are also an efficient tool to supply difficult to obtain data for analysis.

Air quality activities to implement the Clean Air Act Amendments (CAAA) of 1990 include a range of technical services. Coordinating air quality data collection for the region, utilization of various air quality modeling software packages, and the development of policies and strategies to reduce transportation-related air quality impacts are all components of the regional air quality program.

PREVIOUS WORK
- TransCAD demographic database update
- TMPO Annual Monitoring Report
- TransCAD modeling for Mobility 2035
- Trip Reduction Impact Assessment (TRIA) tool refinement

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<td>Update bike trail user model</td>
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<td>P-3</td>
<td>Update bicycle and pedestrian monitoring system</td>
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<td>P-4</td>
<td>Populate and maintain transportation data at <a href="http://www.ltinfo.org">www.ltinfo.org</a></td>
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**Work Element 104: Transportation Data Collection and Forecasting (cont)**

### Tasks

**T-1 Forecasting**
- Produce requested model outputs for scenario planning, special studies, and other regional needs
- Utilize EMFAC – TransCAD Interface and GHG Visualization Tools
- Maintain and use 4D model post processor functionality
- Update TransCAD and associated forecasting software

**T-2 Data Management**
- Manage and make available various data sources utilized by TMPO (Census data, performance measures, travel data, modeling outputs, etc.)
- Coordinate the dissemination of transportation related performance data

**T-3 Performance Measures and Data Collection**
- Coordinate the regional HPMS program
- Collect data from local jurisdictions and state DOTs
- Coordinate bicycle/pedestrian monitoring data
- Ensure timely transmittal of data to Caltrans, NDOT and FHWA

**T-4 Air Quality**
- Manage air quality data for various reporting requirements, including federal requirements
- Administer Interagency Consultation Process to coordinate federal air quality actions
- Conduct technical analysis, and model outputs to support conformity findings for RTP and FTIP amendments
- Manage SCS analysis, and associated coordination with CARB regarding regional GHG targets

### Work Element Budget:

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**Total:** $243,753

**Total:** $243,753

**Toll Credits are displayed for tracking purposes and are not a form of cash or revenue.**
WORK ELEMENT 105: PROJECT TRACKING AND FINANCIAL MANAGEMENT

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 MAP-21 regulations; to document funded projects in the FTIP and 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 distribute and program various federal and state funding sources; to establish a project tracking system to ensure the appropriate funding is available for timely completion of transportation projects.

DESCRIPTION
The TMPO is required to adopt and maintain a Transportation Improvement Program, intended to coordinate and track federal funds used for transportation projects. The current 2015-2018 TMPO Federal Transportation Improvement Program (2015 FTIP) was approved on September 24, 2014. Staff will continue maintaining the current FTIP through administrative modifications and amendments to maintain required financial accuracy and accountability.

TRPA and TMPO receive funding through federal and state programs that are distributed regionally. MAP-21 created a new set of federal transportation funding programs. 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 (AB 1012).

TRPA, acting as the RTPA, is required to adopt a Regional Transportation Improvement Program (RTIP) in accordance with California programming requirements to track state transportation funding. TRPA utilizes its Continuing, Comprehensive and Coordinated (three C’s) transportation planning process with its local, state, and federal partners in maintaining the RTIP.

The Environmental Improvement Program (EIP) was highlighted during the 1997 Presidential Summit at Lake Tahoe. President Clinton and others convened to focus efforts on protecting the lake for future generations. The resulting program encompasses hundreds of capital improvement, research, program support, and operation and maintenance projects in the Tahoe Basin, all designed to help restore Lake Tahoe’s clarity and environment. EIP projects are designed to achieve and maintain environmental thresholds that protect Tahoe’s unique and valued resources while also aiding regional social and economic goals in the TRPA Regional Plan.

The Air Quality – Transportation element of the EIP represents one of the largest opportunities for environmental threshold improvements. A new EIP tracking tool (EIP Tool) looks to improve project tracking and coordination with local implementation partners and may serve as a transportation project database for both the RTP and FTIP. TMPO staff is also actively working with the NDOT on an electronic STIP that will aid in coordinating transportation projects statewide in Nevada.
Work Element 105: Regional Programming and Project Tracking (cont.)

PREVIOUS WORK
- Adoption of the 2015 FTIP
- Maintenance of 2014 RTIP
- Outreach and education to local partners on the regional funding distribution process
- Participation on the California RTPA Working Group
- Participation on the California Federal Programming Group (CFPG)
- Participation on the Nevada statewide STIP/TIP Working Group
- Coordination with California, Nevada, and local agencies in project programming
- Administration of CA CMAQ and RSTP funds
- FY 2014 Annual Federal Obligations Report

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<td>TMPO CMAQ, TAP and RSTP obligation plans</td>
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<td>P-5</td>
<td>FY 2015 Annual Federal Obligations Report</td>
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TASKS

T-1 Federal Transportation Improvement Program (FTIP)
- Monitor and maintain the current FTIP through administrative modifications and amendments
- Maintain California Transportation improvement Program (CTIP) database and NV electronic Statewide Transportation Improvement Program (e-STIP) coordination
- Maintain the accessibility of TMPO programming information on tahoempo.org
- Participate in FHWA-NV/NDOT Planning Executive Group initiatives related to programming
- Participate monthly with CFPG, RTPA Working Group, and Rural Counties Task Force
- Coordination with FHWA CA and NV Division offices, FTA, Caltrans, NDOT, and local agencies on project development and funding

T-2 Regional Transportation Improvement Program
- 2016 RTIP development and adoption
- 2014 RTIP document maintenance

T-3 EIP
- Coordinate priority project identification and reporting efforts
- Participate with Air Quality and Transportation EIP Working Group
- Develop and utilize EIP tool to catalog and track transportation projects
- Coordination with EIP Database to integrate EIP, FTIP, and RTP/SCS projects

T-4 Project Tracking and Statewide Transportation Improvement Program Coordination
- Monitor and provide guidance on available federal and state funding, track transportation project costs and schedules
- Establish project performance measures for funding and post project consideration
- Develop annual list of obligated projects
- Coordinate with Caltrans and NDOT regarding STIP consistency with TMPO programming
- Work with NDOT on E-STIP tool development and implementation
Work Element 105:  Regional Programming and Project Tracking (cont.)

**TASKS**

T-5  **CMAQ and RSTP**
- Participate on state DOT working groups regarding MAP-21 program administration
- Administer regional funding distribution, programming and provide training and technical assistance to local partners
- Annual CMAQ report

T-6  **RSTP Exchange**
- Administration and updating of exchange and fund agreements, Caltrans coordination, and claims processing with local partners
- Maintain database of RSTP funding and projects

T-7  **FTA**
- Project application review for consistency with FTIP, programming activities necessary to ensure FTA projects are accurately reflected in the FTIP

T-8  **Documentation**
- Document public outreach on regional programming activities
- Coordinate distribution of information regarding location and status of funded projects
- Conduct program consistent with TRPA/TMPO Title VI Plan
- Document continuing, coordinated and comprehensive processes that include traditionally underrepresented and underserved populations and their community leaders (i.e., elderly, disabled, low income, and minorities: Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander)

**Work Element Budget:**

<table>
<thead>
<tr>
<th>REVENUES</th>
<th>EXPENDITURES</th>
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<tr>
<td><strong>Direct Costs:</strong></td>
<td><strong>Direct Costs:</strong></td>
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<tr>
<td>FLH 1/2%</td>
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<tr>
<td>TDA Planning:</td>
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<td><strong>Subtotal:</strong></td>
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<tr>
<th>TMPO Staff:</th>
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<tr>
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**Total:**  **$232,550**

**Note:** Toll Credits are displayed for tracking purposes and are not a form of cash or revenue.
WORK ELEMENT 106: ON OUR WAY PROGRAM

PURPOSE
To conduct collaborative planning and public participation efforts that support TMPO’s RTP/SCS (Mobility 2035) by conducting innovative transportation and land use planning to enhance quality of life, support long-term economic stability, support safety and improve the health of the lake and the environment; to continue TMPO and TRPA coordinated planning activities with local and state agencies to help realize Lake Tahoe’s sustainable future; to establish local-scale partnerships to support Mobility 2035 policies and strategies that further environmental, livability, and economic goals; to establish corridor plans to accelerate threshold gain; to provide informative and educational opportunities focused around contemporary transportation concepts.

DISCUSSION
The TRPA Regional Plan and RTP/SCS -Mobility 2035, identify priorities and regional goals centered on the natural environment and community sustainability. With these plans in place the focus turn to coordinating the implementation of the plans to realize local and regional goals.

TMPO is supporting Mobility 2035 by implementing a comprehensive program to develop community-based transportation alternatives that help achieve Mobility 2035 goals. The On Our Way program consists of a community grant program, integrated transportation corridor management plans, and a “Tahoe Talks” speaker series all aimed at establishing partnerships and commitments to implement Mobility 2035.

- The On Our Way Community Grant Program is aimed at providing local jurisdictions, community groups, and non-profits resources to conduct transportation related planning activities that support regional transportation goals and the RTP/SCS.
- The Corridor Connection Plan will comprehensively identify needs and evaluate transportation improvements to highway corridors that support regional goals and the SCS land use pattern. The CCP also described in Work Element 103, will provide data to address community livability, economic vitality, and environmental improvement. The CCP will also provide various performance measure information including regional GHG reduction, economic data, and other relevant performance data that can roll up to provide a regional perspective. Building and fostering partnerships during the development of the CCP will culminate with commitments and coordinated implementation plans. The goal is to have transportation plans that provide a bridge between local and regional planning documents, while serving as a tool for public engagement and establishing commitments that lead to coordinated delivery of projects.
- The Tahoe Talks speaker series will continue to provide public education and interactive venues for citizen engagement around contemporary transportation concepts. Tahoe Talks activities are covered specifically in Work Element 102, and are a critical component of the On Our Way Program.
Work Element 106: On Our Way Program (cont.)

PREVIOUS WORK
- Administration of On Our Way Community Grant Program
- Developed framework for corridor management planning
- Technical papers on various transportation issues

PRODUCTS

| P-1 | On Our Way Community Grant Round 2 Call for Projects | October 2015 |
| P-2 | Draft Corridor Connection Plan | June 2016 |

TASKS

T-1 On Our Way Community Grant Program
- Administer existing OOW grants
- Participate on existing OOW grant working groups
- Conduct additional solicitation of projects
- Selection of projects utilizing established OOW process

T-2 Corridor Connection Plan
- Partner with TTD and other stakeholders to engage communities in recognizing regional transportation goals and the connection with community livability, economic vitality, safety and environmental stewardship
- Assist with establishment of and participate on CCP Project Development Teams
- Develop a Corridor Connection Plan that identifies programs and projects that support Mobility 2035 and contributes to meeting GHG reduction targets and other federal, state, and regional performance targets

Work Element Budget:

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<td>TRPA General</td>
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<td>TDA Administration</td>
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<td>TDA Planning:</td>
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**Toll Credits are displayed for tracking purposes and are not a form of cash or revenue.
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<thead>
<tr>
<th>Activity</th>
<th>Description</th>
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</table>
| System Planning                | Completion of system planning products used by Caltrans and its transportation partners | • District System Management & Development Plan project list update  
• SR 28 Transportation Concept Report  
• District 3 Long Term State Highway Vision Plan  
• California Transportation Plan 2040  
• District 3 Truck Parking Study  
• District 3 Goods Movement Study and Plan  
• California Freight Mobility Plan |
| Advance Planning               | Completion of pre-programming studies (e.g., Project Initiation Documents) so as to be ready to program resources for capital projects | Project Initiation Documents (PID), as indicated in the "District 3 Three-Year PID Strategic Plan" |
| Regional Planning              | Participate in and assist with various regional planning projects and studies | Participation in the following projects and studies:  
• Bay to Tahoe Basin Recreation and Tourism Travel Impact Study  
• Air Quality Planning Activities  
• Oversight of Planning Studies / Conceptual Projects pertaining to the State Highway System |
| Local Development Review Program | Review of local development proposals potentially impacting the State Highway System | Assistance to lead agencies to ensure the identification and mitigation of local development impacts to the State Highway System |
## FY 2016 FINANCIAL PROGRAM

### Table 1 – FY 2016 TMPO Programmed Revenues

<table>
<thead>
<tr>
<th>Funding Source</th>
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### Funding Source Descriptions

**FHWA PL-CA** - Current fiscal year allocation of Federal planning (PL) funds to support metropolitan planning and may be used for transit or highway planning activities. These funds are administered by Caltrans on behalf of Federal Highway Administration (FHWA).

**Toll Credits (CA Only)** - Toll credits are not revenue or cash, but rather a substitute for local match required by PL funds. Toll credits are displayed in work elements for tracking purposes only and should not be viewed as a revenue source. Toll credits can only be applied to the current year allocation of PL funds, not the carryover balance.

**FHWA PL-CA Carryover** - Carryover balance of funding from prior PL allocations. (See above)

**FHWA PL-NV** - Same as PL-CA in nature, however this funding is administered by NDOT on behalf of FHWA.

**FHWA FLH 1/2%** - This funding source comes from the Federal Lands Highway (FLH) program of FHWA and is authorized by Federal Transportation Authorization Bill (SAFETEA-LU). These funds can be used for transportation planning and project development through environmental review. The Central Federal Lands Highway Division of FHWA administers these funds that are available through September 30, 2016.

**TRPA General Fund** – This funding comes directly from the TRPA general budget and is used as a non-federal match to leverage federal planning funds.

**TDA (Planning and Administration)** – This funding is provided through the California Transportation Development Act (TDA) and can be used for administration of the TDA program, and transportation planning activities.

**RSTP** – This funding source represents funding exchanged through the Regional Surface Transportation Program (RSTP) in California to assist with the funding allocation and transportation planning activities of TMPO. The funds are used as local match to leverage other federal and state funds.
### Table 2 – FY 2016 TMPO Staffing Costs

<table>
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<th>TRPA/TMPO Transportation Team</th>
<th>Salary and Wages</th>
<th>Benefits</th>
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<tr>
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<td>$160,240</td>
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### Table 3 – FY 2016 TMPO Staffing Costs and Revenues

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<th>WORK ELEMENTS</th>
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### Table 4 – FY 2016 TMPO Direct Costs and Revenues

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### Table 5 – FY 2016 TMPO Staffing & Direct Costs by Work Element

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### Table 6 – FY 2016 TMPO Staffing Direct Costs by Revenue Source

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ADOPTING RESOLUTION AND FEDERAL CERTIFICATIONS

- TMPO Adopting Resolution
- FHWA – FTA FY 2016 Planning Certification
- FTA Debarment and Suspension Certification
TAHOE METROPOLITAN PLANNING ORGANIZATION
TMPO RESOLUTION NO. 2015-XX

ADOPTION OF THE TMPO 2016 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 2016 OWP; and

WHEREAS, the Tahoe Transportation Commission has conducted public meetings at which the 2016 OWP has been an officially noticed item of discussion; and

WHEREAS, staff is requesting that the TMPO Governing Board adopt a final 2016 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 2016 OWP document.

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Metropolitan Planning Organization adopts this resolution approving the 2016 Tahoe Basin Transportation Overall Work Program.

PASSED AND ADOPTED by the Governing Board of the Tahoe Metropolitan Planning Organization at its regular meeting held on May 28, 2015, by the following vote:

Ayes:

Nays:

Casey Beyer, Chair
TMPO Governing Board
FY 2015/16 FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and Tahoe Metropolitan Planning Organization, Metropolitan Planning Organization for the Lake Tahoe Region 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:


II. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;

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. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

V. Section 1101(b) of the MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and


__________________________  ____________________________
MPO Authorizing Signature  Caltrans District Approval Signature

Title  
May 28, 2015
Date  
Title
Date
Department of Transportation
Debarment and Suspension Certification for Fiscal Year 2015/2016
As required by U.S. DOT regulations on government-wide 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 2015/2016
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: May 28, 2015

Printed Name: Joanne S. Marchetta, Executive Director

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 Organization

Signature:_________________________ Date: May 23, 2015

Printed Name of Applicant’s Attorney: John L. Marshall
MEMORANDUM

Date: March 23, 2015
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff

**Action Requested:**
It is requested the Board accept the Financial Statement of Operations for the first seven months of fiscal year 2015, ending January 31, 2015.

**Fiscal Analysis:**
The District is currently in good financial standing.

**Background:**
Staff has completed analyzing financial information for the first seven months of fiscal year 2015 (FY15). The presentation of the financial information will highlight FY15 January activity and continues to detail the District’s funds: General, Capital Improvement Program (CIP), and Transit Operations.

**Discussion:**

*General Fund –*
Overall, the District ended with an increase of $33,977 for January activity. The increase can be summarized as follows:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>District Operations</td>
<td>$24,547</td>
</tr>
<tr>
<td>CNG Fueling Facility</td>
<td>$6,616</td>
</tr>
<tr>
<td>Rental Car Mitigation Fees (RCMF)</td>
<td>$2,814</td>
</tr>
<tr>
<td>Ridge Contribution</td>
<td>$35,159</td>
</tr>
<tr>
<td>Trillium O&amp;M Fees</td>
<td>$6,000</td>
</tr>
</tbody>
</table>

The net result increased General Fund’s overall fund balance for the year to $256,462, which is $5,452 more than at the start of the fiscal year.

*General Fund Forecast –*
The additional Ridge contribution of $35,159 will be recognized in April 2015, which will help offset the CNG Fueling Facility expenses.

FY15 RCMF’s have increased $10,581 from $37,071 in FY14 to $47,652 in FY15 for July through January activity.

The 2004 Tacoma Pickup, received from the STATA settlement, was sold in February for $7,400.
Request letters for match funding for the TTD in the amount of $80,000 each were sent to City of South Lake Tahoe (CLST), Placer County, El Dorado County, and Douglas County in February. Douglas County Board of Commissioners has approved the request which will now go to the TRPA Board. The others are pending.

**CIP Fund**
December activity resulted in an increase of $5 (Interest). Below is a brief recap of the January activity for the CIP fund.

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Expenditures</th>
<th>Grant Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>FLH Half Percent</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Round 5</td>
<td>$432,554</td>
<td>$2,570,804</td>
</tr>
<tr>
<td>TMPO</td>
<td>$43,250</td>
<td>$343,250</td>
</tr>
<tr>
<td>Public Lands Highways Discretionary Fund</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bikeway 1C</td>
<td>$0</td>
<td>$56,892</td>
</tr>
<tr>
<td>US 50</td>
<td>$11,641</td>
<td>$555,212</td>
</tr>
<tr>
<td>Federal Transit Administration</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NDOT 5303</td>
<td>$4,498</td>
<td>$486,050</td>
</tr>
<tr>
<td>5308</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TTD Bus Purchases</td>
<td>$0</td>
<td>$772,541</td>
</tr>
<tr>
<td>Placer County Bus Purchases</td>
<td>$0</td>
<td>$125,000</td>
</tr>
<tr>
<td>Prop 1B</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PTMISEA – Electronic Fareboxes</td>
<td>$95</td>
<td>$0</td>
</tr>
<tr>
<td>PTMISEA – Vehicles (FTA 5308)</td>
<td>$423</td>
<td>$336,187</td>
</tr>
<tr>
<td>PTMISEA – Transit System Modernization</td>
<td>$0</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>TSSSDRA – Yard Security</td>
<td>$0</td>
<td>$27,158</td>
</tr>
<tr>
<td>Question 1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bikeway 1B &amp; 1D</td>
<td>$0</td>
<td>$293,359</td>
</tr>
<tr>
<td>Total Expenditures</td>
<td>$492,461</td>
<td></td>
</tr>
</tbody>
</table>

The District transferred $95 in Equipment to the Transit Fund.

The net result increased CIP’s overall fund balance for the year to $362, which is $48 more than at the start of the fiscal year.

**Transit Fund**
Overall, the District ended with a decrease of $229,916 for January activity. The decrease can be summarized as follows:

South Shore Operations – Decrease $229,916

TTD recognized the disposal of $77,187 (net of depreciation) for a 2012 Glaval Titan II bus originally purchased with ARRA funds, which was totaled in October. The insurance company verified that it was a complete write off and will reimburse TTD $43,385. Staff has contacted NDOT and has begun the process to replace the bus.

JS/jw
Transit Ops transferred the freight costs on the Electronic Farebox Equipment from the CIP Fund, totaling $95.

CMAQ – Even
Total costs incurred for January’s “Spare the Air” Campaign totaled $9,019. Caltrans was invoiced $7,985, with The Ridge providing the match requirement of $1,034.

SR 28 – East Shore Express – No Activity

Mobility Management – Even
Total costs for the program incurred for December totaled $12,845. NDOT was invoiced $6,628, with Douglas County providing the Nevada match of $349. Caltrans was invoiced $1,817 with the Ridge contributing $1,348. Area 4 Agency on Aging was invoiced $2,379 and the Tahoe Truckee Community Foundation Grant contributed $275. Farebox totaled $49.

The net result decreased Transit’s overall fund balance for the year to $5,128,151, which is $38,285 more than at the start of the fiscal year.

Transit Forecast
In February, the District received the insurance reimbursement for the repair to the building at the transit yard due to one of the buses hitting the exterior wall. Total reimbursement was $27,361.

Balance Sheet
The detailed balance sheet as of January 31, 2015 is attached (Attachment A).

The fixed asset balances, net of depreciation, include $3,177,623 in transit funds and $452,410 in the general fund of federalized obligations. Should the District choose to liquidate a federalized asset, permission from the governmental agency is required and their obligation takes priority.

Additional Information:
If you have any questions or comments regarding this item, please contact Joanie Schmitt at (775) 589-5507 or jschmitt@tahoetransportation.org.

Attachment:
A. January Financials
# Tahoe Transportation District

## Balance Sheet

As of January 31, 2015

<table>
<thead>
<tr>
<th>TOTAL</th>
<th>General</th>
<th>CIP</th>
<th>Transit</th>
<th>GFA</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASSETS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cash &amp; Equivalents</td>
<td>995,050</td>
<td>226,314</td>
<td>-200,036</td>
<td>968,772</td>
</tr>
<tr>
<td>Accounts Receivable</td>
<td>2,213,970</td>
<td>77,630</td>
<td>678,311</td>
<td>1,458,029</td>
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<tr>
<td>Prepaids</td>
<td>34,805</td>
<td>16,983</td>
<td>17,822</td>
<td></td>
</tr>
<tr>
<td>*Capital Assets, Net Depreciation</td>
<td>3,819,444</td>
<td>3,819,444</td>
<td>560,407</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL ASSETS</strong></td>
<td>7,063,269</td>
<td>320,927</td>
<td>478,275</td>
<td>6,264,067</td>
</tr>
</tbody>
</table>

| LIABILITIES |         |     |         |     |
| Accounts Payable | 916,484 | 64,465 | 412,566 | 439,453 |
| Deferred Revenues | 795,188 | 65,347 | 729,841 |     |
| Nevada State Bank - LOC |     |     |     |     |
| EE Compensated Absences | 21,125 |     | 21,125 | 53,590 |
| **TOTAL LIABILITIES** | 1,732,797 | 64,465 | 477,913 | 1,190,420 |

| NET POSITION |         |     |         |     |
| Invested in Capital Assets | 4,140,945 |     | 4,140,945 | 643,592 |
| Unrestricted | 1,155,244 | 206,010 | 314 | 948,921 |
| Contingency Fund |     |     |     | -50,944 |
| Committed Encumbrances | 45,000 |     | 45,000 |     |
| **SUB TOTAL NET POSITION** | 5,341,189 | 251,010 | 314 | 5,089,865 |

| FY 15 Increase/(Decrease) to Net Position |         |     |         |     |
| -10,717 | 5,452 | 48 | -16,218 | -85,831 |
| **TOTAL NET POSITION** | 5,330,472 | 256,462 | 362 | 5,073,648 |
| **TOTAL LIABILITIES & NET POSITION** | 7,063,269 | 320,927 | 478,275 | 6,264,067 |

* The fixed asset balances, net of depreciation, include $3,177,623 in transit funds and $452,410 in the governmental-wide fund account of federalized obligations. Should the District choose to liquidate a federalized asset, permission from the governmental agency is required and their obligation takes priority.
# Tahoe Transportation District
## Statement of Operations
### July 1, 2014 through January 31, 2015

<table>
<thead>
<tr>
<th></th>
<th>TOTAL</th>
<th>General</th>
<th>CIP</th>
<th>Transit</th>
<th>GFA</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Revenues</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Federal Grants</td>
<td>2,998,578</td>
<td>1,833,966</td>
<td>1,164,612</td>
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<tr>
<td>State Funding</td>
<td>978,815</td>
<td>250,227</td>
<td>728,588</td>
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<td>Contributions</td>
<td>686,016</td>
<td>41,159</td>
<td>644,857</td>
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<tr>
<td>General Revenues</td>
<td>123,067</td>
<td>123,067</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Charges for Services</td>
<td>549,826</td>
<td>143,919</td>
<td>405,907</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special Items</td>
<td>4,861</td>
<td>2,666</td>
<td>48</td>
<td>2,147</td>
<td></td>
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<tr>
<td><strong>TOTAL REVENUES</strong></td>
<td>5,341,165</td>
<td>310,811</td>
<td>2,084,241</td>
<td>2,946,112</td>
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<tr>
<td><strong>Expenses</strong></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Personnel</td>
<td>571,774</td>
<td>50,549</td>
<td>312,420</td>
<td>208,805</td>
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<td>9,000</td>
<td></td>
<td></td>
<td>2,646</td>
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<tr>
<td>Admin Support</td>
<td>122,867</td>
<td>75,990</td>
<td>46,877</td>
<td></td>
<td></td>
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<td>Contracts</td>
<td>2,994,839</td>
<td>1,331,027</td>
<td>1,663,811</td>
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<tr>
<td>Fuel</td>
<td>300,777</td>
<td>-864</td>
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<td>301,640</td>
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<td>Depreciation</td>
<td>474,968</td>
<td></td>
<td></td>
<td>474,968</td>
<td>83,185</td>
</tr>
<tr>
<td>Other Operating</td>
<td>702,080</td>
<td>249,072</td>
<td>47,182</td>
<td>405,825</td>
<td></td>
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<tr>
<td>Capital Outlay</td>
<td>175,212</td>
<td>6,237</td>
<td>692</td>
<td>168,283</td>
<td></td>
</tr>
<tr>
<td>Interest</td>
<td>365</td>
<td>365</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Funding Sources</td>
<td></td>
<td>316,881</td>
<td>-316,881</td>
<td></td>
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</tr>
<tr>
<td><strong>TOTAL EXPENSES</strong></td>
<td>5,351,882</td>
<td>305,359</td>
<td>2,084,193</td>
<td>2,962,330</td>
<td>85,831</td>
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<tr>
<td><strong>Increase / (Decrease) to Net Position</strong></td>
<td>-10,717</td>
<td>5,452</td>
<td>48</td>
<td>-16,218</td>
<td>-85,831</td>
</tr>
</tbody>
</table>
# Tahoe Transportation District General Fund Statement of Operations July 1, 2014 through January 31, 2015

## General Fund Activity

<table>
<thead>
<tr>
<th>Activity</th>
<th>1st Qtr</th>
<th>2nd Qtr</th>
<th>Jan</th>
<th>3rd Qtr</th>
<th>YEAR TO DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenues</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Revenues</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Admin Support</td>
<td>36,839</td>
<td>54,678</td>
<td>31,350</td>
<td>31,350</td>
<td>122,867 212,599 57.79%</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>200 500 40.00%</td>
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<tr>
<td>Contributions</td>
<td>6,000</td>
<td>35,159</td>
<td>35,159</td>
<td>41,159</td>
<td>41,159 135,159 30.45%</td>
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<tr>
<td>Total General Revenues</td>
<td>36,939</td>
<td>60,678</td>
<td>66,609</td>
<td>66,609</td>
<td>164,226 348,258 47.16%</td>
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<tr>
<td>Charges for Services</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rental Car Mitigation Fees</td>
<td>30,146</td>
<td>14,693</td>
<td>2,814</td>
<td>2,814</td>
<td>47,652 75,000 63.54%</td>
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<tr>
<td>CNG Station Revenues</td>
<td>31,078</td>
<td>39,897</td>
<td>25,292</td>
<td>25,292</td>
<td>96,267 180,909 53.21%</td>
</tr>
<tr>
<td>Total Charges for Services</td>
<td>61,224</td>
<td>54,590</td>
<td>28,105</td>
<td>28,105</td>
<td>143,919 255,909 56.24%</td>
</tr>
<tr>
<td>Special Items</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sale of Fixed Assets</td>
<td>2,559</td>
<td>2,559</td>
<td>-100.00%</td>
<td>2,559</td>
<td>2,559</td>
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<tr>
<td>Interest Revenue</td>
<td>45</td>
<td>48</td>
<td>15</td>
<td>15</td>
<td>170 240 44.65%</td>
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<tr>
<td>Total Special Revenues</td>
<td>45</td>
<td>2,607</td>
<td>15</td>
<td>15</td>
<td>2,666 240 1110.80%</td>
</tr>
<tr>
<td>Total Revenues</td>
<td>98,207</td>
<td>117,875</td>
<td>94,729</td>
<td>94,729</td>
<td>310,811 604,407 51.42%</td>
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<tr>
<td>Expenses</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Personnel</td>
<td>14,685</td>
<td>24,786</td>
<td>11,078</td>
<td>11,078</td>
<td>50,549 78,645 64.27%</td>
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<tr>
<td>Repairs &amp; Maintenance</td>
<td>-554</td>
<td>312</td>
<td>400</td>
<td>400</td>
<td>-138.60%</td>
</tr>
<tr>
<td>Insurance</td>
<td>936</td>
<td>936</td>
<td>312</td>
<td>312</td>
<td>2,184 3,744 58.33%</td>
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<tr>
<td>Facility Rent</td>
<td>5,837</td>
<td>6,258</td>
<td>2,257</td>
<td>2,257</td>
<td>14,351 25,547 56.17%</td>
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<td>Facility Utilities</td>
<td>14,845</td>
<td>22,398</td>
<td>12,002</td>
<td>12,002</td>
<td>49,246 95,573 51.53%</td>
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<tr>
<td>Supplies</td>
<td>4,150</td>
<td>4,134</td>
<td>1,419</td>
<td>1,419</td>
<td>9,703 16,452 58.98%</td>
</tr>
<tr>
<td>Advertising &amp; Public Relations</td>
<td>600</td>
<td>0.00%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reproduction &amp; Printing</td>
<td>282</td>
<td>282</td>
<td>1,200</td>
<td>1,200</td>
<td>282 282</td>
</tr>
<tr>
<td>Postage</td>
<td>278</td>
<td>278</td>
<td>300</td>
<td>300</td>
<td>92.67%</td>
</tr>
<tr>
<td>Dues, Subscriptions &amp; Publicatio</td>
<td>2,700</td>
<td>2,762</td>
<td>388</td>
<td>388</td>
<td>5,849 4,665 125.39%</td>
</tr>
<tr>
<td>License &amp; Permits</td>
<td>450</td>
<td>450</td>
<td>2,100</td>
<td>2,100</td>
<td>450 450</td>
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<tr>
<td>Professional Services</td>
<td>46,662</td>
<td>47,614</td>
<td>29,133</td>
<td>29,133</td>
<td>123,409 212,160 58.17%</td>
</tr>
<tr>
<td>Legal Services</td>
<td>268</td>
<td>268</td>
<td>1,200</td>
<td>1,200</td>
<td>268 268</td>
</tr>
<tr>
<td>Auditing Services</td>
<td>10,685</td>
<td>5,200</td>
<td>1,765</td>
<td>1,765</td>
<td>17,650 23,650 74.63%</td>
</tr>
<tr>
<td>Bank Fee / CC Fees</td>
<td>210</td>
<td>141</td>
<td>52</td>
<td>52</td>
<td>20.13%</td>
</tr>
</tbody>
</table>
| Training Management - No Shore | 20,000  | 20,000  | 20,000 | 20,000 | 20,000 20,000 100.00%
| Travel                    | 1,476   | 424     | 1,240 | 1,240 | 3,140 8,950 35.09% | 3,140 3,140 |
| Taxes                     | 907     | 1,283   | 225 | 225 | 69.00% | 907 483 2,415 |
| Miscellaneous Expenses    | -1      | -1      | 0   | 0   | -0.5% | -1 -2 |
| Total Operating           | 102,839 | 135,167 | 60,752 | 60,752 | 298,757 510,506 58.52% | 179,893 20,000 98,864 298,757 |
| Capital Outlay            |         |         |     |         |              |
| Office & equipment over $5000 | 6,000   | 6,000   | -100.00% | 6,000 | 6,000 |
| Office & equipment under $5000 | 237     | 237     | -100.00% | 237 | 237 |
| GIP over $5000            |         |         |     |         |              |
| Reimbursed Capital Expenses |         |         |     |         |              |
| Total Capital Outlay      | 6,237   | 0       | 0   | 0       | 6,237 0 -100.00% | 6,237 |
| Interest                  |         |         |     |         |              |
| Interest Expense          | 365     | 365     | 6,000 | 6,09% | 365 365 |
| Total Interest Expense    | 365     | 0       | 0   | 0       | 365 6,000 6.09% | 365 365 |
| Other Financing Sources   |         |         |     |         |              |
| Preventive Maint (In)     |         |         |     |         |              |
| Capital Outlay (In) Out   |         |         |     |         |              |
| Transfer (In) Out         |         |         |     |         |              |
| Total Other Financing Sources | 0     | 0       | 0   | 0       | 0 0 0.00% | 0 0 0 |
| TOTAL EXPENSES            | 102,839 | 141,769 | 60,752 | 60,752 | 305,359 516,506 59.12% | 186,495 20,000 98,864 305,359 |

## Program YTD

<table>
<thead>
<tr>
<th>Program YTD</th>
<th>District</th>
<th>RCMF</th>
<th>CNG</th>
</tr>
</thead>
<tbody>
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## Tahoe Transportation District
### CIP Fund
### Statement of Operations
### July 1, 2014 through January 31, 2015

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## Tahoe Transportation District
### Transit Fund
#### Statement of Operations
July 1, 2014 through January 31, 2015

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**ATTACHMENT A**

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**AGENDA ITEM:** VII.A.

**TTD/C Special Board Meeting Packet - March 27, 2015**

- Page 64 -
Tahoe Transportation District
Transit Fund
Statement of Operations
July 1, 2014 through January 31, 2015

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<tr>
<th>Costs</th>
<th>1st Qtr</th>
<th>2nd Qtr</th>
<th>Jan</th>
<th>3rd Qtr</th>
<th>YEAR TO DATE</th>
<th>Actual vs Budget</th>
<th>Program YTD</th>
</tr>
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<tbody>
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<td>Equipment under $5000</td>
<td>8,797</td>
<td>75,808</td>
<td>77,187</td>
<td>77,187</td>
<td>83,677</td>
<td>28,000</td>
<td>302.16%</td>
</tr>
<tr>
<td>Disposal Fixed Assets</td>
<td>6,490</td>
<td>71,178</td>
<td>77,187</td>
<td>77,187</td>
<td>83,677</td>
<td>-100.00%</td>
<td>84,606</td>
</tr>
<tr>
<td>Reimbursed Capital Expenses</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Capital Outlay</strong></td>
<td>8,797</td>
<td>82,299</td>
<td>77,187</td>
<td>77,187</td>
<td>168,283</td>
<td>28,000</td>
<td>601.01%</td>
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<tr>
<td>Other Financing Sources</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Preventive Maint (In)</td>
<td>-7,817</td>
<td>-308,968</td>
<td>-95</td>
<td>-95</td>
<td>-361,881</td>
<td>-1,459,183</td>
<td>21.72%</td>
</tr>
<tr>
<td>Capital Outlay (In) Out</td>
<td>-316,881</td>
<td>-1,459,183</td>
<td>-95</td>
<td>-95</td>
<td>-361,881</td>
<td>-1,459,183</td>
<td>21.72%</td>
</tr>
<tr>
<td>Transfer (In) Out</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Other Financing Sources</strong></td>
<td>-7,817</td>
<td>-308,968</td>
<td>-95</td>
<td>-95</td>
<td>-361,881</td>
<td>-1,459,183</td>
<td>21.72%</td>
</tr>
<tr>
<td><strong>TOTAL EXPENSES</strong></td>
<td>1,240,784</td>
<td>1,063,800</td>
<td>657,745</td>
<td>657,745</td>
<td>2,962,330</td>
<td>4,695,518</td>
<td>63.09%</td>
</tr>
<tr>
<td>Increase / Decrease to Fund Balance</td>
<td>33,449</td>
<td>180,249</td>
<td>-229,916</td>
<td>-229,916</td>
<td>-16,218</td>
<td>527,245</td>
<td>-3.08%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1,274,233</td>
<td>1,243,049</td>
<td>427,829</td>
<td>427,829</td>
<td>3,110,212</td>
<td>6,622,763</td>
<td>50.78%</td>
</tr>
</tbody>
</table>

Increase / Decrease to Fund Balance: 33,449, 180,249, -229,916, -229,916, -16,218, 527,245, -3.08%.

ATTACHMENT A
MEMORANDUM

Date: March 23, 2015
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Review and Acceptance of January 2015 South Shore and Commuter Transit Contractor Report and Transit and Mobility Managers’ Updates for February 2015

Action Requested:
It is requested the Board review and accept the monthly transit contractor report for January 2015 and the Transit and Mobility Managers’ updates for February.

Background:
To inform the Board of the performance of the transit system, Staff will submit a monthly summary of key operational information.

Transit Contractor Report:
January’s ridership numbers totaled 88,581. Ridership numbers as a whole were down slightly compared to last month and January 2014.

Heather Craig is the recipient of this month’s Safety Service award, she has remained accident free and always ensures passengers have a safe and comfortable trip. Jonathan Jensen is the second recipient of this month’s Safety Award. He drives the Ski Shuttle routes in some of the most extreme driving conditions and has done so without having any major incidents or accidents over his seven year tenure.

There were no accidents for the month of January.

Transit Managers Report
TTD is purchasing a 2006 Aerotech 220 Chevy Duramax Diesel for $25,760.00 to replace the bus totaled in the October 2014 accident. The insurance reimbursement is covering the cost of purchasing this replacement vehicle.

Mobility Manager Report:
The North Tahoe Truckee Transport (NTTT) program’s two grant objectives are unduplicated passengers (first time users) and one-way passenger trips. Through February 2015, there were:

- Unduplicated passengers:
  - Nevada County 16 out of 35
  - Placer County 14 out of 20
- One-way passenger trips:
  - Nevada County: 72 out of 100
  - Placer County: 47 out of 80

Grant objectives must be met by June 30, 2015.

The NTTT operator, Gold Country Telecare, is unable to complete their contract with the Town of Truckee. The Telecare contract will be terminated on March 15, and the Town of Truckee has hired Paratransit Services (the current contractor for Nevada County) to operate under a 92-day emergency contract from March 16, 2015 through June 30, 2015. The Town currently has an RFP out for transit service with a new contract to start July 1, 2015. The RFP stipulates the contractor vehicles will also be required to provide the North Tahoe Truckee Transport (NTTT) service.

**Additional Information:**
If you have any questions or comments regarding this item, please contact Aaron Langmayer at (775) 589-5505 or aaronl@tahoetransportation.org.

**Attachment:**
  A. Transit statistical data for January 2015
## RIDERSHIP REPORT
### JANUARY 2015

<table>
<thead>
<tr>
<th>Riders</th>
<th>Jan 2015</th>
<th>Jan 2014</th>
<th>YOY Change</th>
<th>Dec 2014</th>
<th>MOM Change</th>
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<tr>
<td>Fixed Routes</td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>19X</td>
<td>467</td>
<td>543</td>
<td>-76</td>
<td>-14%</td>
<td>503</td>
</tr>
<tr>
<td>20X</td>
<td>1,643</td>
<td>1,408</td>
<td>235</td>
<td>17%</td>
<td>1,643</td>
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<tr>
<td>21X</td>
<td>2,236</td>
<td>2,307</td>
<td>-71</td>
<td>-3%</td>
<td>2,236</td>
</tr>
<tr>
<td>23</td>
<td>10,001</td>
<td>6,497</td>
<td>3,504</td>
<td>54%</td>
<td>10,001</td>
</tr>
<tr>
<td>50</td>
<td>16,103</td>
<td>18,945</td>
<td>-2,842</td>
<td>-15%</td>
<td>16,103</td>
</tr>
<tr>
<td>53</td>
<td>15,951</td>
<td>17,282</td>
<td>-1,331</td>
<td>-8%</td>
<td>15,951</td>
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<tr>
<td>Total Fixed</td>
<td>46,401</td>
<td>46,982</td>
<td>(581)</td>
<td>-1%</td>
<td>46,630</td>
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<table>
<thead>
<tr>
<th>Winter Routes</th>
<th>Jan 2015</th>
<th>Jan 2014</th>
<th>YOY Change</th>
<th>Dec 2014</th>
<th>MOM Change</th>
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<tbody>
<tr>
<td>10</td>
<td>2,477</td>
<td>2,239</td>
<td>238</td>
<td>11%</td>
<td>2,477</td>
</tr>
<tr>
<td>11</td>
<td>29,245</td>
<td>22,754</td>
<td>6,491</td>
<td>29%</td>
<td>29,245</td>
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<tr>
<td>12</td>
<td>1,882</td>
<td>1,851</td>
<td>31</td>
<td>2%</td>
<td>1,882</td>
</tr>
<tr>
<td>13</td>
<td>661</td>
<td>1,821</td>
<td>(1,160)</td>
<td>-64%</td>
<td>661</td>
</tr>
<tr>
<td>14</td>
<td>1,314</td>
<td>4,867</td>
<td>(3,273)</td>
<td>-71%</td>
<td>1,314</td>
</tr>
<tr>
<td>15</td>
<td>5,263</td>
<td>7,458</td>
<td>(2,195)</td>
<td>-29%</td>
<td>5,263</td>
</tr>
<tr>
<td>Total Winter</td>
<td>40,842</td>
<td>40,710</td>
<td>132</td>
<td>0%</td>
<td>40,842</td>
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<table>
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<tr>
<th>On-Call</th>
<th>Jan 2015</th>
<th>Jan 2014</th>
<th>YOY Change</th>
<th>Dec 2014</th>
<th>MOM Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,338</td>
<td>1,340</td>
<td>(2)</td>
<td>0%</td>
<td>1,275</td>
<td>63</td>
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</table>

| TOTAL | 88,581 | 89,032 | (451) | -1% | 88,747 | (166) | 0% |

<table>
<thead>
<tr>
<th>Farebox</th>
<th>Jan 2015</th>
<th>Jan 2014</th>
<th>YOY Change</th>
<th>Dec 2014</th>
<th>MOM Change</th>
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<tbody>
<tr>
<td>19X</td>
<td>43,583</td>
<td>43,583</td>
<td>0</td>
<td>0%</td>
<td>44,703</td>
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<tr>
<td>20X</td>
<td>1,430</td>
<td>1,430</td>
<td>0</td>
<td>0%</td>
<td>1,430</td>
</tr>
<tr>
<td>21X</td>
<td>1,448</td>
<td>1,448</td>
<td>(16)</td>
<td>-1%</td>
<td>1,456</td>
</tr>
<tr>
<td>23</td>
<td>1,410</td>
<td>1,398</td>
<td>12</td>
<td>1%</td>
<td>1,398</td>
</tr>
<tr>
<td>50</td>
<td>732</td>
<td>732</td>
<td>0</td>
<td>0%</td>
<td>732</td>
</tr>
<tr>
<td>53</td>
<td>732</td>
<td>732</td>
<td>0</td>
<td>0%</td>
<td>732</td>
</tr>
<tr>
<td>Total Fixed</td>
<td>43,553</td>
<td>43,583</td>
<td>(30)</td>
<td>0%</td>
<td>44,703</td>
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</table>

<table>
<thead>
<tr>
<th>Vehicle Service Miles</th>
<th>Jan 2015</th>
<th>Jan 2014</th>
<th>YOY Change</th>
<th>Dec 2014</th>
<th>MOM Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>5,263</td>
<td>6,542</td>
<td>(1,279)</td>
<td>-20%</td>
<td>5,429</td>
</tr>
<tr>
<td>14</td>
<td>3,242</td>
<td>2,729</td>
<td>513</td>
<td>37%</td>
<td>3,263</td>
</tr>
<tr>
<td>13</td>
<td>2,421</td>
<td>1,997</td>
<td>424</td>
<td>21%</td>
<td>2,421</td>
</tr>
<tr>
<td>12</td>
<td>1,502</td>
<td>1,093</td>
<td>409</td>
<td>38%</td>
<td>1,502</td>
</tr>
<tr>
<td>11</td>
<td>1,314</td>
<td>867</td>
<td>447</td>
<td>52%</td>
<td>1,314</td>
</tr>
<tr>
<td>10</td>
<td>1,038</td>
<td>693</td>
<td>345</td>
<td>50%</td>
<td>1,038</td>
</tr>
<tr>
<td>Total Winter</td>
<td>31,093</td>
<td>31,838</td>
<td>(745)</td>
<td>-2%</td>
<td>31,093</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>On-Call</th>
<th>Jan 2015</th>
<th>Jan 2014</th>
<th>YOY Change</th>
<th>Dec 2014</th>
<th>MOM Change</th>
</tr>
</thead>
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<tr>
<td>7,030</td>
<td>6,398</td>
<td>632</td>
<td>10%</td>
<td>6,673</td>
<td>357</td>
</tr>
</tbody>
</table>

| TOTAL | 81,676 | 81,819 | (142) | 0% | 51,376 | 30,300 | 59% | 7,948 | 8,026 | (79) | -1% | 6,828 | 1,120 | 16% | 513 | 336 | 177 | 53 | 0% |
MEMORANDUM

Date: March 23, 2015

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Authorize Execution of a Change Order to Increase the Amount of the Purchase Order for Sunshine Taxi, Inc., Sunshine Yellow Cab

Action Requested:
It is requested the Board authorize the execution of a change order to increase the purchase order (PO) amount for Sunshine Taxi, Inc., Sunshine Yellow Cab to provide supplementary demand response taxi service in South Lake Tahoe.

Fiscal Impact:
The original PO was approved for $14,000 and $10,768 has been invoiced from June 2014 through February 2015. The change order proposes adding $8,000 to continue the service through June 30, 2015. Capacity for the change order is available in the transit budget for FY15.

Work Program Analysis:
The staff work associated with this is captured in the District’s transit operations and mobility management programs.

Background:
In April 2014, the Board approved entering into a contract with Sunshine Taxi, Inc., Sunshine Yellow Cab to provide supplementary demand response taxi service in South Lake Tahoe. Sunshine Taxi, Inc. submitted the only proposal in response to the Request for Proposals (RFP), as they were the only company licensed to operate in California and Nevada. The Board approved a PO for $14,000. At this time, the PO must be increased to continue the service through June 30, 2015.

Discussion:
Contracting with Sunshine Taxi, Inc. has been favorable. Sunshine Taxi, Inc. cab provides demand response service nightly between 7:00 p.m. and 1:25 a.m., unless special accommodations (i.e., wheelchair lift) are necessary. The demand response service area is divided into zones and trips are reimbursed based on the distance between zones. Trips typically range between $15 and $30. Under this structure, non-revenue (deadhead) time is not paid. Ridership has steadily increased over the first seven months and the average nightly ridership is two passengers.

Service needs have increased beyond the original projections envisioned and the existing PO could be exhausted by the April billing cycle. While the requested increase brings the annual
budget for this program to $22,000, switching to taxis has reduced the use of Keolis operated demand response vehicles saving an estimated $35,525 (see below).

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Keolis Demand Response</td>
<td>$146,180</td>
</tr>
<tr>
<td>Reduced Keolis Demand</td>
<td>$110,654</td>
</tr>
<tr>
<td>Response + Taxi</td>
<td></td>
</tr>
<tr>
<td><strong>Estimated Annual Cost</strong></td>
<td><strong>Savings</strong></td>
</tr>
<tr>
<td></td>
<td>$35,526</td>
</tr>
</tbody>
</table>

The taxi service significantly reduces Keolis’ use of a third vehicle for operating the demand response service. Staff is exploring the purchase of an ADA accessible van to lease to the taxi company to further decrease the cost of service.

**Additional Information:**
If you have any questions or comments regarding this item, please contact Tara Styer at (775) 589-5509 or tstyer@tahoetransportation.org.
MEMORANDUM

Date: March 23, 2015
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Approval of Resolutions for California Transportation Development Act Funds for the El Dorado County Portion of Lake Tahoe, Including the City of South Lake Tahoe for Transit Operations for Fiscal Year 2015-2016

Action Requested:
It is requested the Board approve the resolutions for FY 2015-2016 Transportation Development Act (TDA) funds for the El Dorado County portion of Lake Tahoe, including the City of South Lake Tahoe, for transit operations administered by the District.

Fiscal Analysis:
The TDA funds will be included as revenue sources in next fiscal year’s budget. This action enables the acquisition of these revenue sources, which are used as non-federal match for federal operating grant funds.

Work Program Analysis:
The work load associated with this action is accounted for in the Work Program under Work Element 4.

Background:
An annual budget source of transit operating revenue that can be used to match federal transit operating grant funds are the TDA funds from the State of California. There are two sources that the District is eligible to receive as a transit operator. The two sources of funds are: State Transit Assistance (STA) funds; and Local Transportation Funds (LTF).

LOCAL TRANSPORTATION FUND (LTF)
TDA legislation (SB325) provides a source of financial support for public transportation by allowing counties to impose a one-quarter percent sales tax. The revenue collected from the tax is returned to the county of origin to be redistributed on a population basis. These funds are deposited in a LTF. The funds are allocated by the Regional Transportation Planning Agency (RTPA) for use in the counties based upon the priorities set by the TDA. For the Tahoe Region, the Tahoe Regional Planning Agency (TRPA) acts as the local RTPA.
Claims may be filed by transit operators for operating costs or capital requirements; by cities or counties for transit services provided under contract; or by cities and counties for streets and roads, if no unmet transit needs which are reasonable to meet exist in the claimant’s jurisdiction.

**STATE TRANSIT ASSISTANCE (STA)**

In addition to the LTF, STA funds are also made available through TDA.

The STA fund program was established under Chapter 161 of the Statutes of 1979 (SB 620). Funds from the program are derived from the statewide sales tax on gasoline and diesel fuel. The money is appropriated to the Secretary of Business, Transportation and Housing Agency for allocation by formula to each RTPA. STA funds are allocated for public transportation purposes.

TDA funds are processed on an annual basis through a claims process. In the Tahoe Region, claims for these funds are submitted by eligible recipients to the TRPA, as the RTPA. TRPA will evaluate the claims and present them for approval. Once approved, the allocation instructions for the funds are forwarded to the appropriate County Auditor-Controller’s Office. The Auditor-Controller will then release the funds to the claimant at regular intervals throughout the fiscal year. As a transit operator, TTD is eligible to receive LTF and STA funds to fund public transit services.

**Discussion:**
For FY 2016, there is approximately $804,833 in LTF and $364,755 in total STA funding available for use within the El Dorado County portion of the Tahoe Region, including the City of South Lake Tahoe.

At this time, TTD is proposing to submit a claim for FY2016 LTF funds in the amount of $804,833 and STA funds in the amount of $364,755 for El Dorado County portion of the Tahoe Region, including the City of South Lake Tahoe. Upon Board approval, the claims will be submitted to the TRPA Governing Board, acting as the RTPA.

Staff recommends approval of the resolutions consistent with last year’s request.

**Additional Information:**
If you have any questions or comments regarding this item, please contact Joanie Schmitt at (775) 589-5507 or jschmitt@tahoetransportation.org.

**Attachments:**
A. Resolutions

JS/jw

AGENDA ITEM: VII.D.
WHEREAS, the Tahoe Transportation District (TTD) is eligible to apply for and receive funds from the California State Transit Assistance Fund (STA) for transit capital, transit operating; and

WHEREAS, the Tahoe Regional Planning Agency (TRPA), sitting as the Regional Transportation Planning Agency (RTPA), includes an estimated allocation in the amount of $364,755 for the Lake Tahoe portion of El Dorado County, including the City of South Lake Tahoe for operating and capital assistance for the south shore transit system for Fiscal Year 2015/2016.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Tahoe Transportation District authorizes the District Manager to execute the 2015/2016 Transportation claim to the TRPA, sitting as the RTPA, in the amount of $364,755 in STA funds.

PASSED AND ADOPTED by the Board of Directors of the Tahoe Transportation District at its special Board meeting held on March 27, 2015, by the following vote:

Ayes:

Nays:

Abstain:

Absent:

__________________________________
Steve Teshara, Chair
Tahoe Transportation District
TAHOE TRANSPORTATION DISTRICT
RESOLUTION NO. 2015-002

A RESOLUTION AUTHORIZING THE DISTRICT MANAGER TO EXECUTE THE
CLAIMS FOR FISCAL YEAR 2015/2016 TO THE TAHOE REGIONAL PLANNING
AGENCY, SITTING AS THE REGIONAL TRANSPORTATION PLANNING AGENCY,
FOR LOCAL TRANSPORTATION FUNDS

WHEREAS, the Tahoe Transportation District (TTD) is eligible to apply for and receive funds
from the Local Transportation Fund (LTF) for transit capital, transit operating, and road
maintenance assistance; and

WHEREAS, the Tahoe Regional Planning Agency (TRPA), sitting as the Regional
Transportation Planning Agency (RTPA), includes an estimated allocation in the amount of
$804,833 for the portion of El Dorado County at Lake Tahoe including the City of South Lake
Tahoe for operating and capital assistance for the south shore transit system for Fiscal Year

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Tahoe
Transportation District authorizes the District Manager to execute the 2015/2016 Transportation
claim to the TRPA, sitting as the RTPA, in the amount of $804,833 in TDA Article 4: Transit
Operations.

PASSED AND ADOPTED by the Board of Directors of the Tahoe Transportation District at its
special board meeting held on March 27, 2015, by the following vote:

Ayes:

Nays:

Abstain:

Absent:

__________________________________
Steve Teshara, Chair
Tahoe Transportation District

AGENDA ITEM: VII.D.
MEMORANDUM

Date: March 23, 2015

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Approval of Execution of the Final One-Year Contract Extension to Diversified Transportation LLC, dba Keolis Transit America for Transit Operations and Maintenance of TTD’s BlueGo Transit System

Action Requested:
Staff requests that the Board execute the final one-year extension of its contract with Diversified Transportation, LLC dba Keolis Transit America (Keolis), for the operations and maintenance of the BlueGO transit system.

Background:
On June 17, 2011, the Board awarded a contract to Diversified Transportation, LLC dba Tectrans for operations and maintenance of the BlueGO transit system. The initial term of the contract was for three years, with two one-year renewal options at the sole discretion of TTD. Tectrans was subsequently purchased by Keolis America Inc.

Discussion:
The end of the first one-year renewal term is June 30, 2015. During the initial term and first one-year renewal term, Keolis has continued to perform adequately, though room for improvement persists. Therefore, staff recommends that TTD exercise the second one-year extension option. In order to extend the contract for the second one-year renewal term, the contract requires TTD to notify the Contractor 90 days prior to the expiration of term. Upon approval from the Board, Staff will notify Keolis in a timely fashion that TTD intends to exercise the second one-year renewal option.

Fiscal Analysis:
The contract specified the hourly rates for fixed-route, on-call and maintenance throughout the life of the contract, including extension years. The hourly rate for operations will be $42.62 and maintenance and repair costs will be $16.61 for FY 2016. These rates have been factored into the FY 2016 transit operations budget.

Additional Information:
If you have any questions or comments regarding this item, please contact George Fink at (775) 589-5500 or gfink@tahoetransportation.org.
MEMORANDUM

Date: March 23, 2015

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Authorize District Manager to Execute an Agreement with the Nevada Division of State Parks; Execute a Facility Use Agreement and Purchase Order with the Washoe County School District; and Approval of Alteration to East Shore Express Service Plan

Actions Requested:
It is requested the Board approve the following for East Shore Express (ESE) transit operations:
1) Authorize District Manager to execute an agreement with the Nevada Division of State Parks (NDSP) to receive the match funds needed for the next two fiscal years.
2) Authorize the District Manager to execute an agreement and purchase order with Washoe County School District (WCSD) to use the old and new Incline Elementary parking lots pending execution of the agreement with Nevada State Parks for matching funds.
3) Approve the recommended change in service hours and dates to maximize efficiency and ridership.

Fiscal Analysis:
ESE operations will be funded using fare box revenue, NDOT 5311 operating funds, Lake Tahoe License Plate (LTLP) funds, and NDSP funds.

Work Program Analysis:
This project is included in the Work Program. All work associated with this effort will be captured under respective elements of the existing and proposed Work Programs and corresponding allotted staff time.

Background:
The ESE operated successfully in summer 2014 providing 13,949 passenger trips and virtually eliminating shoulder parking along State Route 28 in the area adjacent to Sand Harbor State Park. LSC Transportation Consultants (LSC) monitored the performance of the service and provided invaluable information for use in future planning efforts. The old Incline Elementary School was used as the primary Park and Ride location, with an overflow lot located at the new Incline Elementary School. The successful marketing campaign was developed and implemented by Smith and Jones.
Discussion:
Agreement with Nevada State Parks
NDSP has agreed to match the 40% required for service needs. NDSP has included $85,000 per year for the next two fiscal years in their bi-annual budget currently before the Nevada legislature for approval. At this time, NDSP staff has indicated there are no concerns of the ESE match not being approved by Nevada Legislature. In order to ensure an agreement is executed prior to the upcoming service, NDSP has provided the draft agreement (Attachment A). NDSP will execute the agreement upon approval of their bi-annual budget. Staff recommends authorizing the District Manager to execute the agreement contingent on final legal review from TTD legal counsel.

East Shore Express Service Plan
Based on performance data and rider surveys conducted in 2014, Staff recommends that the Board approve an amended schedule for the ESE to operate weekends only beginning June 6, 2015, with daily operations June 29 through September 6.

Facilities Use Agreement with Washoe County School District (WCSD)
WCSD requires a Facility Use Agreement for both the old and new Incline Elementary School sites. The Facility Use Agreement fee for use of both sites is $10 per hour per day. The use fee for 78 days for 10 hours per day totals $7,800. Use of the overflow lot for 21 days, 8 hours per day adds an additional $1,680, for a total of $9,480. A portion of the Facilities Use Fees will be reserved for use by the Incline Village schools.

The remaining task orders associated with the project will be brought to the Board for approval at the May meeting.

Additional Information:
If you have any questions or comments regarding this item, please contact Aaron Langmayer at aaronl@tahoetransportation.org or (775) 589-5505.

Attachment:
A. State Parks Agreement
INTERLOCAL CONTRACT BETWEEN PUBLIC AGENCIES

A Contract Between the State of Nevada
Acting By and Through Its

NEVADA DIVISION OF STATE PARKS, 901 S. Stewart St. Ste.5005 Carson City NV 89701, 775 684-2770, Fax 775 684-2777

And

TAHOE TRANSPORTATION DISTRICT, P.O. Box 499 Zephyr Cove, NV 89448, 775 589-5505, Fax 775-588-0917

WHEREAS, NRS 277.180 authorizes any one or more public agencies to contract with any one or more other public agencies to perform any governmental service, activity or undertaking which any of the public agencies entering into the contract is authorized by law to perform; and

WHEREAS, it is deemed that the services of Tahoe Transportation District hereinafter set forth are both necessary to Nevada Division of State Parks and in the best interests of the State of Nevada;

NOW, THEREFORE, in consideration of the aforesaid premises, the parties mutually agree as follows:

1. REQUIRED APPROVAL. This Contract shall not become effective until and unless approved by appropriate official action of the governing body of each party.

2. DEFINITIONS. “State” means the State of Nevada and any state agency identified herein, its officers, employees and immune contractors as defined in NRS 41.0307.

3. CONTRACT TERM. This Contract shall be effective upon approval to June 30, 2017, unless sooner terminated by either party as set forth in this Contract.

4. TERMINATION. This Contract may be terminated by either party prior to the date set forth in paragraph (3), provided that a termination shall not be effective until 14 days after a party has served written notice upon the other party. This Contract may be terminated by mutual consent of both parties or unilaterally by either party without cause. The parties expressly agree that this Contract shall be terminated immediately if for any reason federal and/or State Legislature funding ability to satisfy this Contract is withdrawn, limited, or impaired.

5. NOTICE. All notices or other communications required or permitted to be given under this Contract shall be in writing and shall be deemed to have been duly given if delivered personally in hand, by telephonic facsimile with simultaneous regular mail, or mailed certified mail, return receipt requested, postage prepaid on the date posted, and addressed to the other party at the address set forth above.

6. INCORPORATED DOCUMENTS. The parties agree that the services to be performed shall be specifically described; this Contract incorporates the following attachments in descending order of constructive precedence:

ATTACHMENT A: SCOPE OF WORK

7. CONSIDERATION. Tahoe Transportation District agrees to provide the services set forth in paragraph (6) at an estimated project cost of $227,500 per Fiscal Year with Nevada Division of State Parks providing $85,000 of those project costs per Fiscal Year upon legislative funding approval for the biennium in a total amount not to exceed $170,000. The Tahoe Transportation District shall invoice Nevada Division of State Parks on a monthly basis for actual costs incurred. Any intervening end to a biennial appropriation period shall be deemed an automatic renewal (not changing the overall Contract term) or a termination as the results of legislative appropriation may require.

8. ASSENT. The parties agree that the terms and conditions listed on incorporated attachments of this Contract are also specifically a part of this Contract and are limited only by their respective order of precedence and any limitations expressly provided.

9. INSPECTION & AUDIT.
   a. Books and Records. Each party agrees to keep and maintain under generally accepted accounting principles full, true and generally complete records, agreements, books, and documents as are necessary to fully disclose to the State or United States Government, or their authorized representatives, upon audits or reviews, sufficient information to determine compliance with all state and federal regulations and statutes.
   b. Inspection & Audit. Each party agrees that the relevant books, records (written, electronic, computer related or otherwise), including but not limited to relevant accounting procedures and practices of the party, financial statements and supporting documentation, and documentation related to the work product shall be subject, at any reasonable time, to inspection, examination, review, audit, and copying at any office or location where such records may be found, with or without notice by the State Auditor, Employment Security, the Department of Administration, Budget Division, the Nevada State Attorney
General's Office or its Fraud Control Units, the State Legislative Auditor, and with regard to any federal funding, the relevant federal agency, the Comptroller General, the General Accounting Office, the Office of the Inspector General, or any of their authorized representatives.

c. Period of Retention. All books, records, reports, and statements relevant to this Contract must be retained a minimum three years and for five years if any federal funds are used in this Contract. The retention period runs from the date of termination of this Contract. Retention time shall be extended when an audit is scheduled or in progress for a period reasonably necessary to complete an audit and/or to complete any administrative and judicial litigation which may ensue.

10. BREACH; REMEDIES. Failure of either party to perform any obligation of this Contract shall be deemed a breach. Except as otherwise provided for by law or this Contract, the rights and remedies of the parties shall not be exclusive and are in addition to any other rights and remedies provided by law or equity, including but not limited to actual damages, and to a prevailing party reasonable attorneys' fees and costs. It is specifically agreed that reasonable attorneys' fees shall include without limitation $125 per hour for State-employed attorneys.

11. LIMITED LIABILITY. The parties will not waive and intend to assert available NRS chapter 41 liability limitations in all cases. Contract liability of both parties shall not be subject to punitive damages. Actual damages for any State breach shall never exceed the amount of funds, which have been appropriated for payment under this Contract, but not yet paid, for the fiscal year budget in existence at the time of the breach.

12. FORCE MAJEURE. Neither party shall be deemed to be in violation of this Contract if it is prevented from performing any of its obligations hereunder due to strikes, failure of public transportation, civil or military authority, act of public enemy, accidents, fires, explosions, or acts of God, including, without limitation, earthquakes, floods, winds, or storms. In such an event the intervening cause must not be through the fault of the party asserting such an excuse, and the excused party is obligated to promptly perform in accordance with the terms of the Contract after the intervening cause ceases.

13. INDEMNIFICATION.

a. To the fullest extent of limited liability as set forth in paragraph (11) of this Contract, each party shall indemnify, hold harmless and defend, not excluding the other's right to participate, the other from and against all liability, claims, actions, damages, losses, and expenses, including but not limited to reasonable attorneys' fees and costs, arising out of any alleged negligent or willful acts or omissions of the party, its officers, employees and agents. Such obligation shall not be construed to negate, abridge, or otherwise reduce any other right or obligation of indemnity, which would otherwise exist as to any party or person described in this paragraph.

b. The indemnification obligation under this paragraph is conditioned upon receipt of written notice by the indemnifying party within 30 days of the indemnified party’s actual notice of any actual or pending claim or cause of action. The indemnifying party shall not be liable to hold harmless any attorneys' fees and costs for the indemnified party’s chosen right to participate with legal counsel.

14. INDEPENDENT PUBLIC AGENCIES. The parties are associated with each other only for the purposes and to the extent set forth in this Contract, and in respect to performance of services pursuant to this Contract, each party is and shall be a public agency separate and distinct from the other party and, subject only to the terms of this Contract, shall have the sole right to supervise, manage, operate, control, and direct performance of the details incident to its duties under this Contract. Nothing contained in this Contract shall be deemed or construed to create a partnership or joint venture, to create relationships of an employer-employee or principal-agent, or to otherwise create any liability for one agency whatsoever with respect to the indebtedness, liabilities, and obligations of the other agency or any other party.

15. WAIVER OF BREACH. Failure to declare a breach or the actual waiver of any particular breach of the Contract or its material or nonmaterial terms by either party shall not operate as a waiver by such party of any of its rights or remedies as to any other breach.

16. SEVERABILITY. If any provision contained in this Contract is held to be unenforceable by a court of law or equity, this Contract shall be construed as if such provision did not exist and the nonenforceability of such provision shall not be held to render any other provision or provisions of this Contract unenforceable.

17. ASSIGNMENT. Neither party shall assign, transfer or delegate any rights, obligations or duties under this Contract without the prior written consent of the other party.

18. OWNERSHIP OF PROPRIETARY INFORMATION. Unless otherwise provided by law any reports, histories, studies, tests, manuals, instructions, photographs, negatives, blue prints, plans, maps, data, system designs, computer code (which is intended to be consideration under this Contract), or any other documents or drawings, prepared or in the course of preparation by either party in performance of its obligations under this Contract shall be the joint property of both parties.

19. PUBLIC RECORDS. Pursuant to NRS 239.010, information or documents may be open to public inspection and copying. The parties will have the duty to disclose unless a particular record is made confidential by law or a common law balancing of interests.

20. CONFIDENTIALITY. Each party shall keep confidential all information, in whatever form, produced, prepared, observed or received by that party to the extent that such information is confidential by law or otherwise required by this Contract.

21. PROPER AUTHORITY. The parties hereto represent and warrant that the person executing this Contract on behalf of each party has full power and authority to enter into this Contract and that the parties are authorized by law to perform the services set forth in paragraph (6).
22. GOVERNING LAW; JURISDICTION. This Contract and the rights and obligations of the parties hereto shall be governed by, and construed according to, the laws of the State of Nevada. The parties consent to the jurisdiction of the Nevada district courts for enforcement of this Contract.

23. ENTIRE AGREEMENT AND MODIFICATION. This Contract and its integrated attachment(s) constitute the entire agreement of the parties and such are intended as a complete and exclusive statement of the promises, representations, negotiations, discussions, and other agreements that may have been made in connection with the subject matter hereof. Unless an integrated attachment to this Contract specifically displays a mutual intent to amend a particular part of this Contract, general conflicts in language between any such attachment and this Contract shall be construed consistent with the terms of this Contract. Unless otherwise expressly authorized by the terms of this Contract, no modification or amendment to this Contract shall be binding upon the parties unless the same is in writing and signed by the respective parties hereto, approved by the Office of the Attorney General.

IN WITNESS WHEREOF, the parties hereto have caused this Contract to be signed and intend to be legally bound thereby.

Public Agency Signature ___________________________ Date __________ Title ___________________________

Park Supervisor or Regional Manager of State Parks ___________________________ Date __________

Administrator, Division of State Parks ___________________________ Date __________

Admin. Services Officer II, Division of State Parks ___________________________ Date __________

Approved as to form by:

Deputy Attorney General for Attorney General ___________________________ On ___________________________ (Date)

APPROVED BY BOARD OF EXAMINERS

Signature - Board of Examiners ___________________________ On ___________________________ (Date)
**Name and Scope of Project:**
The East Shore Express (ESE) summer transit service operates between Incline Village and Sand Harbor of Lake Tahoe Nevada State Park. The ESE began operations June, 2012 to address safety, congestion, and natural resource issues near Sand Harbor during the peak summer months. Before the start of ESE vehicles parked on the shoulders of SR28, forcing pedestrians to use the highway as a sidewalk to access Sand Harbor, creating a very dangerous situation for both motorists and pedestrians. As part of the 2012 startup of ESE, a “No Parking Zone” near Sand Harbor was established as the ESE now provides safe and efficient access to Sand Harbor from June to early September. In 2012 the ESE provided over 12,000 rides, and in 2013 that number grew by 15% providing almost 14,000 rides. In 2014 ESE was consistent with 2013 numbers at almost 14,000. Transit services, including ESE, are considered Environmental Improvement Projects by TRPA helping to meet the air quality and water quality thresholds.

TTD and Nevada State Parks have agreed that the ESE has been a success and made a huge impact on improving safety and the environment near Sand Harbor. Monitoring results from 2014 show that 100% of all rider surveys returned requested that the ESE continue to provide service in the future. TTD currently has the FTA funds (60% of the Project costs) and needs funds to cover the 40% match required to provide ESE service for the upcoming fiscal years. TTD and State Parks have agreed to continue working together to continue the ESE service now and in the future. TTD will continue to apply to the Nevada Department of Transportation (NDOT) annual transit grant program for the Federal Transit Administration (FTA) 5311 fundings NDOT receives annually to cover 60% of the ESE operating costs, and Nevada State Parks will provide the 40% match required for the FTA 5311 funds pending legislative funding approval for the 2016-2017 biennium. At the end of each operating season TTD will share ridership numbers and other performance measure data collected with Nevada State Parks. TTD will also provide an operational cost report within 14 days of the end of each Fiscal Year for the ESE which will reflect the actual required match percentage for the State of Nevada.

**Estimated Annual Budget**
TOTAL Estimated ESE annual operating cost: **$227,500**
Estimated Farebox Recovery: $15,000
FTA 5311 Funds: $127,500
State of Nevada: $85,000

**Project Location**
Stop locations are currently provided at Incline Village and Sand Harbor State Park. Stops near Lake Shore Drive and Hidden Beach may be added in the future.

**Title to Land, leases, and/or easements**
TTD utilizes the old Incline Elementary School parking areas for ESE parking under a facility use agreement with the Washoe County School District. The new Incline Elementary School is also used for overflow parking when school is not in session under the same facility use agreement. If these sites become unavailable in the future TTD will look for other sites for parking within Incline. Nevada State Parks allows ESE buses to enter Sand Harbor and drop passengers off at the visitor center with appropriate ADA access. In the future, if other stops are added TTD will be responsible for obtaining the appropriate permits.

**Operations and Maintenance:**
TTD is responsible for operating the ESE through TTD’s third party operator, currently Keolis. There are long term plans for the ESE service to expand to serve the entire SR 28 corridor between Incline Village and US 50 with connections to existing services along US 50 and TART on the north shore.

**Schedule**
The schedule will be determined by TTD each year and provided to Nevada State Parks. Typical service will be 10am – 8pm; early to mid-June through the end of June weekends only, and the end of June through Labor Day seven days per week.
MEMORANDUM

Date: March 23, 2015

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Consideration of the State Route 89/Fanny Bridge Community Revitalization Project and its Final Environmental Impact Report; Certification of the Final Environmental Impact Report; Approval of the State Route 89/Fanny Bridge Community Revitalization Project as described in the Final Environmental Impact Report as Alternative 1 (New Alignment–Existing SR 89 Open to Local Traffic) with Option 2 (Roundabout); Adoption of Findings of Fact and a Mitigation Monitoring and Reporting Program Pursuant to the California Environmental Quality Act

Action Requested:
Staff requests the Board consider the State Route 89/Fanny Bridge Community Revitalization Project and its Final Environmental Impact Report and take the following actions:

Action 1: Adopt “Resolution 2015-003” certifying the Final Environmental Impact Report pursuant to the California Environmental Quality Act (Attachment A).

Action 2: Adopt “Resolution 2015-004” approving the State Route 89/Fanny Bridge Community Revitalization Project as described in the Final Environmental Impact Report as Alternative 1 (New Alignment–Existing SR 89 Open to Local Traffic) with Option 2 (Roundabout) and adopting Findings of Fact and a Mitigation Monitoring and Reporting Program pursuant to the California Environmental Quality Act (Attachment B).

Background:
In 2000, the Tahoe Regional Planning Agency (TRPA), in coordination with California Department of Transportation (Caltrans) and Placer County, initiated project development activities for the Project (formerly known as the SR 89 Realignment/Fanny Bridge Rehabilitation Project). The initial focus of the project development activities was related to the development of a Project Study Report (PSR) as required by Caltrans for projects on the state highway system. This PSR was submitted and approved by Caltrans District 3 in 2002. Following approval of the PSR, TRPA initiated the next phase of the Project consistent with Caltrans Project Delivery Procedures, which is the Project Approval/Environmental Document (PA/ED) phase, which also includes the preparation of a Caltrans required Project Report (PR). Due to contractual and budget issues, this phase of the Project was never completed and project development activities ceased around 2005 without the completion of PA/ED Phase deliverables, including the PR. This Project is identified in the Lake Tahoe Regional Transportation Plan, the Lake Tahoe Environmental Improvement Program, the Tahoe City...
In February of 2009, TTD assumed project management duties for the Project and entered into a professional services agreement with Wood Rodgers to complete the above-referenced PR for the Project. Additionally, TTD sought and obtained concurrence from Caltrans that the PSR was still valid and did not require additional updates and/or modifications, as this phase of the Project was complete. However, as part of this consultation, Caltrans did determine that most of the design and natural environmental studies were “stale” and required the preparation of new studies to accurately reflect existing conditions and modifications to law, standards, and regulations. Prior to re-initiation of project development activities, TTD obtained CEQA delegation authority from Caltrans to be the lead CEQA agency.

Following re-initiation of project development activities, additional resources were allocated to the project for the collection of design and environmental information necessary to develop preliminary engineering studies and drawings, as well as perform environmental analysis to adequately analyze the potential human and natural environmental impacts associated with the project. Ascent Environmental Inc. was selected to develop the environmental documentation as required by the CEQA, TRPA, and NEPA, with AECOM providing support to complete the support environmental and technical studies. Formal environmental scoping for the Project was initiated in December 2011, with formal scoping meetings held on December 11, 2011, December 12, 2011, and January 11, 2012 at the North Tahoe Regional Advisory Council, the District’s Board meeting held on the North Shore, and TRPA’s Advisory Planning Commission meeting, respectively. The scoping and Notice of Preparation (NOP) described the four action alternatives, as well as the required “No Project/No Action.” TTD also completed a Value Analysis/Value Engineering study as recommended by Caltrans Project Delivery Procedures for all projects estimated to be equal or greater than $15 million. This study was initiated in June 2011 and finalized in January 2012.

Concurrent with the development of preliminary engineering and environmental analysis, TTD embarked on a robust and proactive public outreach effort to engage the public, seek input on the project, and provide up-to-date information on Project Development activities. This effort included the hiring of an “on the ground” Community Outreach Specialist and has involved over 30 public meetings/workshops with the following groups, agencies, and/or organizations:

- North Tahoe Historical Society
- Tahoe City Public Utility District
- Tahoe City Downtown Association
- Tahoe League for Charity
- Tahoe City Hospitality Group
- Truckee-North Tahoe Transportation Management Association
- Tahoe City Rotary Club
- Tahoe Very Important Parents Group
- Tahoe Tavern/Tahoe Shores Homeowners Association
- Placer County Board of Supervisors
- North Tahoe Regional Advisory Council
- Tahoe Transportation District
- Tahoe Regional Planning Agency Advisory Planning Commission
- Tahoe-Truckee Sanitation Agency
In addition to the project development activities described above, business owner interviews were conducted and an Economic Analysis was developed to further support the Community Impact Assessment and associated environmental document. TTD staff also established a Community Review Committee (CRC) to further engage area stakeholders, including the members of the business community in and around the Project Area. The CRC’s initial orientation meeting was held September 2013, with four subsequent meetings which concluded February 2014. The Economic Analysis was finalized in May 2014.

Lastly, in October 2013, the Federal Highway Administration-Central Federal Lands Highway Division (FHWA-CFLHD) awarded Federal Land Access Program (FLAP) funding for the Project alternatives, including the Meeks Bay to Sugar Pine Point Bike Trail and Dollar Creek Shared Use Path Project for additional project development activities related to all three projects and associated range of alternatives for SR 89/Fanny Bridge Community Revitalization Project. As a result of this award, TTD, FHWA-CFLHD, Placer County and other state, local and federal agencies entered into a formal Project Agreement specifying the roles and responsibilities for the development, construction and maintenance of the projects and associated milestones for project delivery. Award of these funds and execution of this Project Agreement transitioned the NEPA lead from Caltrans to FHWA-CFLHD, given their role as Co-Project lead on the Project.

As described above, TTD and Project Development Team partners have worked diligently, assuming the lead role in project development activities necessary to prepare the environmental documentation as required under CEQA, TRPA, and NEPA and resulting in the completion of the State Route 89/Fanny Bridge Community Revitalization Project Public Draft Joint Environmental Document. Consistent with public circulation and review processes, a Notice of Availability (NOA) for the Joint Environmental Document was issued to the California State Clearinghouse on December 19, 2014, initiating the 60-day public comment period. During the 60-day public comment period, three public hearings were held on January 14, 2015, January 23, 2015, and January 28, 2015 before the TRPA Advisory Planning Commission, TTD Board of Directors, and TRPA Governing Board, respectively. The public comment period was scheduled to conclude on February 17, 2015; however, at their January 28 meeting, TRPA offered an extension of public comment until March 9, 2015. While TTD did not extend the comment period as it relates to CEQA, all comments received during the extension period have been considered, given this is a joint environmental document. During the public comment period, approximately 100 individuals, agencies, and organizations provided comments on the Project which have been considered, responded to, and/or incorporated as necessary. It should also be noted that TTD, FHWA-CFLHD, and other partner agencies hosted a public workshop on January 29, 2015 where additional comment and input was received and considered as part of the public comment period.

**Description:**
Since the conclusion of the public comment period, TTD, partner agency staff, and consultant teams representing disciplines in engineering, planning, and regulatory/environmental compliance have completed the final joint environmental document for consideration by the TTD Board of Directors. (Due to the document’s size, it has not been attached to this staff summary, but can be viewed at http://tahoetransportation.org/fanny-new-1.) In preparing the final joint environmental document, the lead agencies convened with other partner agencies to determine the identification and recommendation of a Preferred Alternative. The agencies include TRPA, the U.S. Forest Service (USFS), Caltrans, Placer County, and the Tahoe City Public Utility District.

AK/jw

AGENDA ITEM: VIII.A.
In recommending the preferred alternative, the Staff considered the following planning and guidance documents:

- Project’s Purpose and Need and Goals and Objectives
- United States Forest Service Sierra Nevada Forest Plan Amendment
  - “A Plan for the 64 Acres Environmental Assessment/Finding of No Significant Effect” (1986)
- TRPA Regional Planning Objectives, including but not limited to the 2012 Regional Plan Update and associated elements:
  - TRPA Code of Ordinances
  - TRPA Goals and Policies
  - TRPA Tahoe City Community Plan (1994)
  - TRPA/TMPO Regional Transportation Plan/Sustainable Communities Strategies
  - TRPA Environmental Improvement Program
- North Lake Tahoe Resort Association Master Plan (2004)

In addition to evaluating the project alternatives with the above documents, the Staff received considerable public input collected from the following venues and constituency groups:

- General Community/Public
- General Agency
- Community Review Committee
- Affected Property Owners
- TRPA Governing Board
- TRPA Advisory Planning Commission
- Placer County Board of Supervisors
- North Tahoe Regional Advisory Council
- TTD Board of Directors
- Tahoe City Public Utility District Board of Directors
- Tahoe Truckee Sanitation District Board of Directors
- USFS Forest Leadership Team
- Tahoe City Downtown Association
- Truckee-North Tahoe Transportation Management Association

Staff has reviewed the project alternatives for consistency with the TRPA Regional Plan and has found that the recommended preferred project alternative is consistent with and will not adversely affect implementation of the TRPA Regional Plan, including all applicable Goals and Policies, Plan Area Statements and maps, the Code and other TRPA plans and programs, including:

a. Land Use Element: Based on the environmental document analysis and review of the element goals and policies, Staff finds the Project consistent with the TRPA Regional Plan, and best achieves the goals and objectives related to Land Use, and sub-elements of the Regional Plan including Community Design, Noise, Natural Hazards, Air Quality, and Water Quality.

b. Transportation Element: Based on review of the goals and policies, Staff finds the Project consistent with the TRPA Regional Plan, and best achieves the goals and objectives of the Transportation Element, specifically those related to T-1, T-2, T-4, T-6, T-10, and T-14.
c. **Implementation Element - Environmental Improvement Program (EIP):** Based on review of the goals and policies, Staff finds the Project consistent with the TRPA Regional Plan, and best achieves the goals and objectives of the Implementation Element, including the Lake Tahoe Environmental Improvement Program, specifically those related to IAP-1, DP-3, DP-4, Fin-1, Fin-2, Fin-3, and Fin-4.

d. **Conservation Element:** Based on the environmental document analysis and review of the element goals and policies, Staff finds the Project consistent with the TRPA Regional Plan, and best achieves the goals and objectives related to the Conservation Element.

e. **Regional Transportation Plan:** Based on review of the Goals and Policies, Staff finds the Project consistent with, and best meets the goals and objectives of the Regional Transportation Plan, including the Lake Tahoe Bicycle and Pedestrian Plan and the Federal Livability Principles.

f. **Sustainable Communities Strategy:** Based on the environmental document analysis and review of the Sustainable Communities Strategy, Staff finds the Project consistent with, and best meets the goals and objectives of the Sustainable Communities Strategy, including the Lake Tahoe Bicycle and Pedestrian Plan.

g. **Tahoe City Community Plan:** Based on review of the plan, Staff finds the Project consistent with, and best meets the goals and objectives of the adopted Tahoe City Community Plan adopted in 1994.

In consideration of all of the information contained above, including information in the environmental analysis, Staff recommends the Board approve **Alternative 1**, defined as a realignment of SR 89; construction of new Truckee River Bridge and single lane eastern and western roundabouts; conversion of existing SR 89 into a local “Complete Street” open to traffic; and inclusion of the roundabout “option” at the wye, as the alternative that best meets the Purpose and Need and the TRPA Regional Plan Goals and Policies; and approve the two attached resolutions, the first of which certifies the environmental document under CEQA (Attachment A), and the second of which approves the project alternative and adopts Findings of Fact and a Mitigation Monitoring and Reporting Program pursuant to CEQA (Attachment B).

**Additional Information:**
If you have any questions or comments regarding this item, please contact Alfred Knotts at aknotts@tahoetransportation.org or (775) 589-5503.

**Attachments:**
   A. Resolution 2015-003
   B. Resolution 2015-004

The final environmental document has not been attached to this staff summary due to its size. It can be viewed at http://tahoetransportation.org/fanny-new-1.
A RESOLUTION CERTIFYING THE ENVIRONMENTAL IMPACT REPORT FOR
THE STATE ROUTE 89/FANNY BRIDGE COMMUNITY REVITALIZATION
PROJECT PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

WHEREAS, the Tahoe Transportation District (TTD), the Tahoe Transportation Planning
Agency (TRPA), and Federal Highways Administration–Central Federal Lands Highway
Division (FHWA-CFLHD) have prepared a joint environmental document for the State Route
89/Fanny Bridge Community Revitalization Project (Project) in Tahoe City, California; and

WHEREAS, the joint environmental document is intended to satisfy the requirements of the
National Environmental Policy Act, the California Environmental Quality Act (CEQA), and the
TRPA Compact, Code of Ordinances and Rules of Procedure; and

WHEREAS, TTD is the lead agency for the Environmental Impact Report (EIR) required by
CEQA; and

WHEREAS, a Notice of Preparation of the EIR was released on December 2, 2011, initiating a
30-day public scoping period to gather comments from public agencies and the general public
regarding desired contents of the environmental analysis; and

WHEREAS, a draft joint environmental document and accompanying appendices were prepared
and TTD circulated it as the draft EIR (State Clearinghouse Number 2011122013) for public
comment from December 19, 2014, to February 17, 2015, duly noticed in accordance with
CEQA; and

WHEREAS, the final joint environmental document has been prepared, which includes the draft
joint environmental document, appendices, public comments on the draft joint environmental
document, and responses to comments; and

WHEREAS, the final joint environmental document constitutes the final EIR for the Project
(Final EIR);

WHEREAS, CEQA requires TTD, as the lead agency for the EIR, to certify the Final EIR prior
to approving the Project; and

WHEREAS, the Board of Directors has reviewed and considered the Final EIR in light of public
comments and testimony, the information in the Final EIR, the administrative record, and staff
reports.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors certifies as follows:

1. The recitals above are true and accurate and reflect the independent judgment of
the Board of Directors.
2. Notice of the Board of Directors meetings on the State Route 89/Fanny Bridge Community Revitalization Project environmental review documents including the opportunity for public comment was given as required by law and the actions were conducted in accordance with CEQA and the State CEQA Guidelines.

3. All individuals, groups and agencies desiring to comment were given adequate opportunity to submit oral and written comments on the environmental review documents. These opportunities for comment meet or exceed the requirements of CEQA.

4. All comments submitted during the public review and comment period on the Draft EIR were responded to adequately.

5. The Board of Directors was presented with all of the information described in the recitals and has considered this information in adopting this resolution.

6. The Final EIR: (a) has been completed in compliance with the intent and requirements of CEQA and the State CEQA Guidelines; (b) reflects the independent judgment and analysis by the Board of Directors; and (c) has been presented to and reviewed and considered in its deliberations regarding approval of the State Route 89/Fanny Bridge Community Revitalization Project.

**PASSED AND ADOPTED** by the Board of Directors of the Tahoe Transportation District at its special board meeting held on March 27, 2015, by the following vote:

Ayes:

Nays:

Abstain:

Absent:

__________________________________
Steve Teshara, Chair
Tahoe Transportation District
WHEREAS, the Tahoe Transportation District (TTD) and Federal Highway Administration–Central Federal Lands Highway Division (CFLHD) are the project proponents for the State Route 89/Fanny Bridge Community Revitalization Project (Project) in Tahoe City, California; and

WHEREAS, TTD, CFLHD, and the Tahoe Regional Planning Agency (TRPA) have prepared a joint environmental document for the Project, which is intended to satisfy the requirements of the National Environmental Policy Act, the California Environmental Quality Act (CEQA), and the TRPA Compact, Code of Ordinances and Rules of Procedure; and

WHEREAS, TTD is the lead agency for the Environmental Impact Report (EIR) required by CEQA and has adopted a resolution certifying the Final EIR; and

WHEREAS, after public comment, review and consideration, staff for TTD and CFLHD have identified Alternative 1 (New Alignment – Existing SR 89 Open to Local Traffic) with Option 2 (Roundabout), as described in the Final EIR, as the preferred alternative for the Project; and

WHEREAS, Alternative 1 (New Alignment – Existing SRR 89 Open to Local Traffic) with Option 2 (Roundabout) best meets the “Purpose and Need” of the Project, as well as the basic project objectives, and is consistent with the goals and objectives of the TRPA Regional Plan; and

WHEREAS, the staff of the project development team for the Project, which includes the U.S. Forest Service, Placer County, and the Tahoe City Public Utility District, has endorsed Alternative 1 (New Alignment – Existing SR 89 Open to Local Traffic) with Option 2 (Roundabout) as the preferred alternative for the Project; and

WHEREAS, TTD staff recommends that the Board approve the Project, as described in the Final EIR as Alternative 1 (New Alignment – Existing SRR 89 Open to Local Traffic) with Option 2 (Roundabout); and

WHEREAS, the Board has reviewed and considered the following: (1) Final EIR documents and record; (2) information, data and technical reports provided regarding the Project; (3) the proposed CEQA Findings of Fact; (4) the proposed Mitigation Monitoring and Reporting Program; (5) all oral and written public testimony received; and (5) the administrative record;

WHEREAS, the Board has also considered input from the public, staff and other agencies on the Project and its alternatives, and evaluated the merits of the identified preferred alternative in achieving the “Purpose and Need” of the Project and basic project objectives; and
WHEREAS, in conjunction with approving the Project, CEQA requires the Board to adopt the findings attached hereto as Exhibit A (Findings of Fact) and Exhibit B (Mitigation Monitoring and Reporting Program).

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors as follows:

1. The Board hereby approves the Project, as described in the Final EIR as Alternative 1 (New Alignment – Existing SR 89 Open to Local Traffic) with Option 2 (Roundabout), for purposes of CEQA.

2. The Board hereby adopts Exhibit A (Findings of Fact) pursuant to CEQA.

3. The Board hereby adopts Exhibit B (Mitigation Monitoring and Reporting Program) pursuant to CEQA.

4. The Board hereby specifies that TTD’s Capital Improvement Program Transportation Projects Manager, Alfred Knotts, shall be the custodian of TTD’s record of proceedings for purposes of CEQA and the record is located at 128 Market Street, Suite 3F, Stateline, NV 89449.

5. The Board hereby directs TTD staff to file a notice of determination and pay California Department of Fish and Wildlife filing fees as required by CEQA.

PASSED AND ADOPTED by the Board of Directors at its special board meeting held on March 27, 2015, by the following vote:

Ayes:

Nays:

Abstain:

Absent:

______________________________
Steve Teshara, Chair
Tahoe Transportation District
State Route 89 / Fanny Bridge Community Revitalization Project
Environmental Impact Report

Findings of Fact
Pursuant to the California Environmental Quality Act

California SCH# 2011122013

March 23, 2015
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INTRODUCTION

The Tahoe Transportation District (TTD) and Federal Highway Administration-Central Federal Lands Highway Division (FHWA-CFLHD) are proposing improvements to resolve the existing and future traffic congestion at the wye intersection of State Route (SR) 28 and SR 89, enhance multi-modal options, improve safety and access, address the long-term structural integrity of the Truckee River Bridge #19-0033 (locally known as “Fanny Bridge”), and support community revitalization. TTD is the Lead Agency that is approving the project in accordance with the California Environmental Quality Act (CEQA). These CEQA Findings of Fact (these Findings) are prepared for use by TTD in taking its actions related to the project.

The SR 89/Fanny Bridge Community Revitalization Project is located in Tahoe City, Placer County, California. The project site includes approximately 0.7 mile of SR 28 and 0.6 mile of SR 89. The proposed improvements are designed to enhance motorized and non-motorized mobility, reduce traffic congestion, accommodate anticipated future increases in traffic, increase access across the Truckee River, address existing pedestrian and traffic safety concerns, and encourage revitalization of the local Tahoe City community.

Addressing seasonal traffic congestion problems around the wye and Fanny Bridge has long been a concern of TTD, the Tahoe Regional Planning Agency (TRPA), California Department of Transportation (Caltrans), and Placer County, as well as residents, business owners, and visitors. Although traffic management strategies have been implemented, congestion has remained at a level that can only be addressed through physical improvements that enhance traffic flow, better accommodate pedestrians and bicyclists, and facilitate on-time performance of transit service. Specifically, an approach is needed to separate vehicular traffic from the heaviest areas of tourist pedestrian activity and address vehicular conflicts. Realignment of SR 89 in the area is identified as part of the TRPA Regional Plan, Tahoe Metropolitan Planning Organization (TMPO) Regional Transportation Plan, TRPA Environmental Improvement Program, the Caltrans State Route 89 Transportation Corridor Concept Report, and Tahoe City Community Plan adopted by both TRPA and Placer County.

TTD, TRPA, and the FHWA-CFLHD prepared a joint environmental document. TTD is the Lead Agency for the Environmental Impact Report (EIR), pursuant to CEQA (Public Resource Code Section 21000 et. seq. and California Code of Regulations Title 14, Chapter 3, Section 15000 et seq. [CEQA Guidelines]). TRPA is the Lead Agency for the TRPA Environmental Impact Statement (EIS) under the Tahoe Regional Planning Compact, Code of Ordinances, and Rules of Procedure. FHWA-CFLHD is the Lead Agency for the Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) and Council on Environmental Quality’s Regulations Implementing NEPA.

This project is included in the TMPO 2013 Federal Transportation Improvement Program (FTIP) list. It is also considered to be a fiscally constrained project of the Tahoe Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), adopted in December 2012. “Fiscally constrained” means that the costs of the proposed projects, over the 23-year plan horizon of the RTP, are within the reasonably foreseeable revenues of that period and, therefore, the project is prioritized for implementation. The RTP includes a baseline forecast of federal, state, and local funding, which is intended to reflect what has historically been available from these sources, with inflation factors from zero to 2.5 percent, depending on the revenue source (TMPO and TRPA 2012). In 2013, the project was selected and programmed for construction funding through the Federal Lands Access Program in Fiscal Year 2016, if a preferred alternative is approved by the lead agencies following the environmental review process. The environmental analysis contained in the EIR/EIS/EA provides a thorough evaluation of significant and potentially significant effects on the environment that would occur as a result of implementing the project.
When approving a project, CEQA and the State CEQA Guidelines provide that:

No public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless both of the following occur:

(a) The public agency makes one or more of the following findings with respect to each significant effect:

(1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

(2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

(3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

(b) With respect to significant effects which were subject to a finding under paragraph (3) of subdivision (a), the public agency finds that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment. (Public Resources Code [PRC] Section 21081 and CEQA Guidelines, Section 15091.)

Because the EIR/EIS/EA identified significant effects that would occur as a result of the project and in accordance with the provisions of CEQA and the State CEQA Guidelines, TTD hereby adopts these Findings as part of the approval of the SR 89/Fanny Bridge Community Revitalization Project.

TTD will make the following motions to certify the Final EIR/EIS/EA and approve the SR 89/Fanny Bridge Community Revitalization Project, based on the EIR/EIS/EA, the TTD staff summary, and the complete administrative record:

I. EIR Certification: TTD adopts a motion to certify the final EIR/EIS/EA for the State Route 89/Fanny Bridge Community Revitalization Project as being adequate, in accordance with CEQA and the State CEQA Guidelines.

II. SR 89/Fanny Bridge Community Revitalization Project Approval: TTD adopts a resolution approving the State Route 89/Fanny Bridge Community Revitalization Project, as described below.

III. CEQA Findings of Fact and Mitigation Monitoring and Reporting Program Adoption: TTD adopts these Findings and adopts a Mitigation Monitoring and Reporting Program, in accordance with CEQA and the State CEQA Guidelines.

2 RECORD OF PROCEEDINGS

For all purposes of CEQA compliance, including these Findings of Fact, the administrative record of all TTD and relevant TRPA and FHWA-CFLHD proceedings and decisions regarding the environmental analysis of the SR 89/Fanny Bridge Community Revitalization Project Alternatives consists of those items listed in Public Resources Code Section 21167.6(e), including but not limited to the following documents, which are incorporated by reference and made part of the record supporting these Findings:
The SR 89/Fanny Bridge Community Revitalization Project Draft and Final EIR/EIS/EA, together with all appendices and technical reports referred to therein, whether separately bound or not;

The NOP and all other public notices issued by TTD, TRPA and/or FHWA-CFLHD in conjunction with the project;

All comments submitted by agencies or members of the public during the comment period on the Draft EIR/EIS/EA;

The mitigation monitoring and reporting program (MMRP) for the project;

All resolutions adopted by TTD, TRPA and/or FHWA-CFLHD regarding the project;

All applicable general or regional plans and all updates and related environmental analyses;

The rules, codes and/or regulations of TTD, TRPA and FHWA-CFLHD;

The RTP/SCS Draft and Final EIR/EIS, and the Lake Tahoe Regional Plan Update and EIS, as any is incorporated into or relied upon by the SR 89/Fanny Bridge Community Revitalization Project EIR/EIS/EA, together with all appendices and technical reports referred to therein, whether separately bound or not;

All reports, letters, applications, memoranda, maps or other planning documents relevant to the SR 89/Fanny Bridge Community Revitalization Project prepared by TTD, TRPA, FHWA-CFLHD, their environmental consultant, or others and presented to or before the decision-makers or staff;

All minutes or notes of any public workshops, meetings or hearings regarding the SR 89/Fanny Bridge Community Revitalization Project, and any recorded or verbatim transcripts or videotapes thereof;

Any letters, reports, illustrations or other documents or evidence regarding the SR 89/Fanny Bridge Community Revitalization Project submitted into the record at any public workshops, meetings or hearings; and

Matters of common general knowledge to TTD, TRPA, and CFLHD relevant to the SR 89/Fanny Bridge Community Revitalization Project that TTD may consider, including applicable state or local laws, ordinances, and policies.

Any documents expressly cited in these Findings, in addition to those cited above; and

Any other materials required for the record of proceedings by Public Resources Code Section 21167.6(e).

Documents or other materials that constitute the record of proceedings upon which these Findings of Fact are made are maintained by the custodian of the record, TTD’s Capital Improvement Program Transportation Projects Manager, Alfred Knotts, and are located at the following location:

Tahoe Transportation District
128 Market Street, Suite 3F
Stateline, NV 89449
3 FINDINGS ARE DETERMINATIVE

TTD recognizes that there may be differences in and among the various sources of information and opinions offered in the documents and testimony that make up the EIR/EIS/EA and the administrative record; that experts can disagree; and that TTD must base its decisions and these Findings on the substantial evidence in the record that it finds most compelling. In adopting these Findings, TTD ratifies, clarifies and/or makes insignificant modifications to the EIR/EIS/EA and resolves that these Findings and the Mitigation Monitoring and Reporting Program shall control and are determinative of the significant impacts of the SR 89/Fanny Bridge Community Revitalization Project and requirements imposed on the SR 89/Fanny Bridge Community Revitalization Project in response to those impacts.

4 MITIGATION MEASURES AND MMRP

The TTD has defined the approach to implementing mitigation measures for the SR 89/Fanny Bridge Community Revitalization Project by the Mitigation Monitoring and Reporting Program. The Mitigation Measures avoid or mitigate to a less-than-significant level all of the SR 89/Fanny Bridge Community Revitalization Project’s significant and potentially significant environmental impacts, and attempt to otherwise consider, address, and resolve all of the environmental concerns raised during the public review of the EIR/EIS/EA. The discussion that follows under the captions “Finding” for each significant impact recites some of the background environmental impact information related to the SR 89/Fanny Bridge Community Revitalization Project from the EIR/EIS/EA; the finding made by TTD is set forth under the caption “Facts in Support of Finding;” and the discussion under this caption contains substantiating information about what mitigation is provided and how it reduces the significant impact. TTD finds that the specific references to Mitigation Measures provided herein are intended to indicate where the particular measure or condition can be found in the administrative record.

Section 21081.6 of the Public Resources Code requires that when a public agency is making the findings directed by State CEQA Guidelines Section 15091(a)(1) and Section 21081(a) of the Public Resources Code, the public agency shall adopt a Mitigation Monitoring and Reporting Program for the changes that it has either required of the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures. TTD hereby adopts the mitigation monitoring and reporting program (MMRP), and commits itself and its agents, contractors, and partner agencies to full and complete implementation of the Mitigation Measures set forth therein. These Mitigation Measures are binding and enforceable obligations with which TTD, its agents, contractors, and partner agencies must comply.

To the extent these Findings omit any Mitigation Measures set forth in the MMRP, the omission was inadvertent. TTD therefore incorporates the MMRP herein by reference and finds that compliance with the MMRP shall be required, even if a Mitigation Measure is not referenced in these Findings.

To the extent the Mitigation Measures in these Findings and in the MMRP differ from one another, any such difference was inadvertent. In that event, the more stringent Mitigation Measure shall be required.

5 ALTERNATIVES CONSIDERED IN THE EIR/EIS/EA

In accordance with Section 15126.6 of the State CEQA Guidelines, a range of reasonable alternatives to the project that could feasibly attain the basic project objectives but would avoid or substantially lessen any of the significant effects of the project was addressed in the EIR/EIS/EA.
Each SR 89/Fanny Bridge Community Revitalization Project alternative, except Alternative 5 (No Action Alternative), includes different approaches to achieving the project objectives and purpose and need (Draft EIR/EIS/EA, pp. 1-4 to 1-5). Each alternative also presents different environmental advantages and disadvantages. From the standpoint of minimizing environmental effects related to physical disturbances, Alternative 5 (No Action Alternative) would be the environmentally preferable/environmentally superior alternative. Under Alternative 5, no construction would take place and operations and maintenance would continue under existing programs, and there would not be substantial changes to the existing environment. However, Alternative 5 would not meet any of the basic project objectives described in Section 1.2 of the Draft EIR/EIS/EA, “Purpose and Need.” Implementing Alternative 5 would also preclude gaining the environmental and economic revitalization benefits of the action alternatives. CEQA also specifies that if the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

Sections 4.1 through 4.15 of the Draft EIR/EIS/EA identify a number of significant, potentially significant, less-than-significant, and beneficial impacts identified under each action alternative for each environmental issue area evaluated in the EIR/EIS/EA. The significance of impacts after mitigation is also identified. As shown in the Draft EIR/EIS/EA in Table 6-3, based solely on impact significance conclusions after implementation of mitigation measures, Alternatives 1 and 4 would not result in any significant and unavoidable impacts; Alternatives 2 and 3 would result in two long-term, significant and unavoidable traffic impacts, and Alternatives 6 and 6a would result in one temporary significant and unavoidable impact related to construction traffic congestion. All action alternatives would provide beneficial effects.

The SR 89/Fanny Bridge Community Revitalization Project is intended to support community revitalization. It is included in the 2035 Lake Tahoe 2035 RTP and TRPA’s Environmental Improvement Program (EIP). Consistent with the TRPA Regional Plan Goals and Policies, the EIP is designed to attain, maintain, or surpass multiple environmental thresholds through an integrated approach. Each action alternative was designed with these considerations in mind, and would contribute to various environmental improvements as described throughout the EIR/EIS/EA.

As stated above, there would be no significant and unavoidable impacts related to implementation of Alternative 1 or 4. Alternative 2 or 3 would result in long-term, significant and unavoidable impacts to segment and intersection levels of service (LOS). While mitigation is available to reduce these LOS impacts through construction of an expanded western roundabout, implementation of these additional traffic improvements is not feasible because of a lack of identified funding sources and project proponent.

Significant and unavoidable impacts associated with Alternatives 6 and 6a would be temporary, construction-related traffic congestion impacts. Construction-period traffic impacts would be less than significant under Alternatives 1 through 4 (because of the ability to stage the construction timing of a new bridge and the Fanny Bridge improvements). Alternatives 6 and 6a would not be able to avoid congested traffic flow in peak summer travel periods during construction of the Fanny Bridge improvements.

Alternatives 1, 4, 6, and 6a would meet all of the project objectives and not cause long-term significant and unavoidable impacts; and Alternatives 2 and 3 would not meet all of the project objectives in the long-term (i.e., 2038), as they relate to traffic operations, and would result in long-term, traffic-related significant and unavoidable impacts. The environmental differences between Alternatives 1, 4, 6, and 6a are related to project design. Each of these alternatives would provide benefits to the study area associated with traffic operations, mobility, and emergency services.

The environmental effects of Alternatives 1 and 4 are similar, with some variations in amount of coverage and land disturbance, but not to the extent that significance conclusions are substantially different. Alternatives 6 and 6a would maintain the current roadway alignment in the study area and provide beneficial effects related to groundwater, stormwater runoff, and drainage, in comparison to Alternatives 1 and 4. Alternatives 6 and 6a would result in no impacts to the public lands known as the “64-Acre Tract.” However, the benefits related to the realigned portion of SR 89 would not be realized, including those involving greater emergency access and improved traffic operations. Alternative 6a would result in construction of a...
roundabout at the wye, which would provide greater traffic benefits than the modifications to the existing T intersection proposed under Alternative 6. Otherwise, the environmental consequences of Alternatives 6 and 6a are similar.

As described in section 6.6 of the Draft EIR/EIS/EA, the environmentally superior alternative would be one of Alternatives 1, 4, 6, and 6a, depending on decisions about the priority of types of environmental benefits and adverse effects by the Lead Agencies. Each of these four alternatives would not result in long-term, significant and unavoidable environmental impacts and would provide substantial benefits to the study area.

Staff of TTD and FHWA-CFLHD identified Alternative 1 as the preferred alternative, based on consideration of the analysis in the EIR/EIS/EA, public comments, and responses to public comments. The lead agencies convened the SR 89/Fanny Bridge Community Revitalization Project, Project Development Team (PDT) on Wednesday, March 11, 2015 to seek the PDT’s endorsement of the staff’s identified preferred alternative. The PDT agencies include TRPA, the U.S. Forest Service (USFS), Caltrans, Placer County, and the Tahoe City Public Utility District. After careful review of the information in the record, including but not limited to the analysis in the EIR/EIS/EA and the comments and testimony received on the project, the PDT endorsed the staff’s identification of Alternative 1 (New Alignment – Existing SR 89 Open to Local Traffic) with Option 2 (roundabout), as the preferred alternative based on its ability to achieve the identified project objectives, purpose, and need; and its lack of long-term significant and unavoidable impacts. Alternative 1 is defined as a realignment of SR 89, construction of a new Truckee River Bridge and single lane eastern and western roundabouts, conversion of existing SR 89 into a local “Complete Street” open to through traffic, and inclusion of the roundabout “option” at the wye. Recognizing the TTD and FHWA-CFLHD staff identification and PDT endorsement of Alternative 1, Option 2, this alternative has been brought for consideration of approval by the TTD Board.

5.1 SR 89/FANNY BRIDGE COMMUNITY REVITALIZATION PROJECT ALTERNATIVES

Seven project alternatives, consisting of six action alternatives (Alternatives 1, 2, 3, 4, 6, and 6a) and one no-action alternative (Alternative 5), were evaluated in the Draft EIR/EIS/EA. Four action alternatives (Alternatives 1 through 4) would result in the construction of a new bridge over the Truckee River and realignment of SR 89 through the 64-Acre Tract, rehabilitation or replacement of Fanny Bridge, bike path realignments, and modifications to the Caltrans maintenance yard. Two action alternatives (Alternatives 6 and 6a) would focus on rehabilitating or replacing the existing Fanny Bridge on the current SR 89 alignment and improve the SR 89/SR 28 intersection at its current location. All action alternatives propose improvements to the wye.

As noted previously, on March 11, 2015, the PDT endorsed the staff’s identification of Alternative 1 (New Alignment – Existing SR 89 Open to Local Traffic) with Option 2 as the preferred alternative.

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modification or alternatives are not required, however, where significant environmental impacts will not occur.

As is evident from the EIR/EIS/EA, all significant effects of the project would be mitigated to less than significant levels by the adoption of feasible mitigation measures. There are no impacts that remain as significant and unavoidable and which cannot be substantially lessened. The EIR/EIS/EA evaluates the following alternatives to the proposed project:
5.1.1 Alternative 1 – New Alignment – Existing SR 89 Open to Local Traffic

Under Alternative 1, SR 89 would be realigned as a new two-lane segment of roadway that would cross through USFS’s 64-Acre Tract. The western end of the new segment would be constructed as a new single lane roundabout (i.e., western roundabout), which would serve as the new SR 89/SR 28 intersection. A new bridge over the Truckee River would be constructed immediately to the southeast of the roundabout on the realigned highway segment. The new alignment would continue east and reconnect to existing SR 89 at a second roundabout (i.e., eastern roundabout) near the existing changeable message sign and sled hill. The realigned portion of SR 89 would be elevated on an earthen embankment from up to 3 feet near the eastern roundabout to up to 9 feet approaching the bridge, at an approximate 2 percent grade. Slopes of the embankment would be vegetated to blend it into the surrounding forest. Fanny Bridge would be rehabilitated or replaced to address the long-term structural integrity and resolve safety issues. The existing section of SR 89 between Fanny Bridge and the eastern roundabout would be relinquished by the state to Placer County and become a local street. Traffic calming and aesthetic features would be installed within this section of roadway (e.g., reduced speed limit, bulb-outs, landscaped areas, raised landscaped median, on-street parking, sidewalks, street lighting, benches, etc.).

WYE INTERSECTION MODIFICATIONS

Alternative 1 (as well as Alternatives 2 through 4) would include options for addressing the existing free-right-turn lanes at the existing SR 89/SR 28 wye intersection.

Option 1 – Parking Spaces, Landscaping, or Minor Modifications

Under Option 1, the existing free-right-turn lanes would either be replaced with 55 parking spaces, restored with expanded landscaping, or retained with minor modifications, as described below:

- Parking Spaces: If the area is developed for parking, the existing free-right-turn lanes would be replaced with approximately 55 parking spaces. The landscaped median at the southeast corner of the intersection would be removed and replaced with a parking lot, and the existing free-right turn lanes would be restriped with parking spaces. The free-right turns would be closed to through traffic, and all right turns would be directed through the signalized intersection.

- Landscaping: If the area is restored with landscaping, the landscaped medians at the southeast and southwest corners of the intersection would be expanded to include the existing free-right turns. All right turns would be directed through the signalized intersection.

- Minor modifications: If the lanes are retained, they would be reduced to 13 feet to make room for landscape and pedestrian improvements. The existing landscaped medians would be expanded and pedestrian facilities in the area would be enhanced. Free-right turns would continue to be provided.

Option 2 – Wye Roundabout

Under Option 2, a roundabout would be constructed at the existing wye intersection with expanded landscaping and gateway features. Business access would require minor modifications associated with consolidation and/or reconfiguration of ingress/egress driveways.

OTHER PROJECT COMPONENTS

Alternative 1 would include way-finding signage to indicate to drivers the direction to Truckee, Tahoe City, and South Lake Tahoe. Signs would be placed near all entry points to the roundabouts. Signs for gas, food, lodging, public transportation, hiking trails, and other tourist amenities would direct travelers toward Tahoe City attractions and businesses. In addition, the entrance into the Tahoe City Transit Center (Transit Center) would be realigned to allow for bus and vehicle access approximately 240 feet north of the eastern roundabout.
Under Alternative 1, the primary ingress and egress to the Caltrans maintenance yard (i.e., Caltrans Tahoe City Maintenance Station) would be relocated from the northeastern end of the maintenance yard to a modified entrance at the western end. The profile of the new western entrance would be raised approximately 10 feet higher than the existing conditions, and a wall may be constructed at the existing entrance to prohibit access. Fuel tanks, pumping facilities, and a pole barn would be demolished and relocated within the maintenance yard. In addition, the entire area between the new driveway and SR 89 would be used as storage for snow or other materials.

Alternative 1 would include installation of new manholes and relocation and associated replacement of the Truckee River Interceptor (TRI) sewer line either beneath or around the western roundabout (or signalized intersection) at the western end of the new SR 89 alignment. Additionally, the North Shore Export Line (NSEL) would also be modified to accommodate the relocation of the TRI sewer line. Flow monitoring equipment would also be relocated to one of the new manhole locations. This relocation would be completed within existing disturbed areas (e.g., within the roadway cross-section) and would be sized to maintain the existing flow capacity.

Portions of the existing Class I bike paths on the project site would be realigned as part of implementation of the project, including any of the new bridge alternatives.

5.1.2 Alternative 2 – New Alignment – Close Existing SR 89 to Vehicle Traffic

Under Alternative 2, the SR 89 realignment and signage would be the same as described above under Alternative 1, except that the western roundabout would be proposed as a single-lane hybrid configuration (i.e., a single-lane around the circle with two free-right-turn lanes). Fanny Bridge would be rehabilitated or replaced to address the long term structural integrity and resolve safety issues. The existing segment of SR 89 between Fanny Bridge and the eastern roundabout would be relinquished to Placer County and become a local street. Under Alternative 2, the western roundabout would contain a new bridge, which would serve as the primary river crossing constructed over the Truckee River near the east end of the Caltrans maintenance yard. Bollards would be placed to the north and south of Fanny Bridge to prohibit vehicular traffic. Access across Fanny Bridge would be provided only for pedestrians, bicyclists, and emergency vehicles.

Entry into the Transit Center would be allowed from the south only, at an access point approximately 240 feet north of the eastern roundabout. Transit routes to the north would be provided across the new bridge. Traffic calming improvements similar to those described for Alternative 1 would be constructed on the street south of Fanny Bridge. The realigned portion of SR 89 would be elevated through the 64-Acre Tract in the same manner as Alternative 1.

Wye intersection options, signage, and modifications to the Caltrans maintenance yard, realignment and replacement of the TRI and NSEL, and realignments to the Class I bike paths would be the same under Alternative 2 as described above under Alternative 1.

5.1.3 Alternative 3 – Existing SR 89 Becomes a Cul-de-Sac on the South Side of the Bridge

Under Alternative 3, the SR 89 realignment, new bridge, and signage would be the same as described above under Alternative 1, except that the western roundabout is proposed as a single-lane hybrid configuration (same as Alternative 2). Fanny Bridge would be rehabilitated or replaced to address the long term structural integrity and resolve safety issues. The existing section of SR 89 between Fanny Bridge and the eastern roundabout would be relinquished to Placer County and become a local street. A new bridge, which would serve as the primary river crossing, would be constructed over the Truckee River near the east end of the Caltrans maintenance yard. Access to Fanny Bridge would only be available from the north via SR 28. A cul-
de-sac would be constructed south of Fanny Bridge near the Transit Center. The existing SR 89 approaching from the south would no longer allow vehicular access to Fanny Bridge, but it would provide emergency access across the cul de sac to the bridge, when needed. Buses would be allowed to enter the Transit Center from the north via the cul-de-sac or from the south via the eastern roundabout; automobile entry to the Transit Center would be limited to access from the south at the eastern roundabout. The realigned portion of SR 89 would be elevated through the 64-Acre Tract in the same manner as Alternative 1.

Wye intersection options, signage, and modifications to the Caltrans maintenance yard, realignment and replacement of the TRI and NSEL, and realignments to the Class I bike paths would be the same under Alternative 3 as described above under Alternative 1.

5.1.4 Alternative 4 – New Alignment, No Roundabouts – Existing SR 89 Becomes a Cul-de-Sac on the South Side of the Bridge

Under Alternative 4, the SR 89 realignment would follow a similar path across the 64-Acre Tract, as described above under Alternative 1. However, the western roundabout at the new SR 89/SR 28 junction would be replaced with a traditional, signalized intersection, and the eastern roundabout would be replaced by a sweeping curve directing vehicles from the existing SR 89 alignment to the south onto the realigned SR 89 across the 64-Acre Tract. A new bridge, which would serve as the primary river crossing, would be constructed over the Truckee River near the east end of the Caltrans maintenance yard. Fanny Bridge would be rehabilitated or replaced to improve the long term structural integrity and resolve safety issues. A cul-de-sac would be constructed south of Fanny Bridge near the Transit Center. The realigned portion of SR 89 would be elevated through the 64-Acre Tract in the same manner as Alternative 1.

The SR 89/SR 28 intersection modifications and signage would be the same under Alternative 4 as described above under Alternatives 1, 2, and 3. Buses would be allowed to enter the Transit Center from the north via the cul-de-sac or from the south via a new entrance driveway from the sweeping curve; automobile entry to the Transit Center would be limited to an approach from the south via the new entrance driveway.

Under Alternative 4, modification options to the wye intersection would consist of parking spaces, landscaping, or minor modifications. A roundabout would not be constructed at the wye under this alternative. Modifications to the Caltrans maintenance yard, realignment and replacement of the TRI and NSEL, and realignments to the Class I bike paths would be the same under Alternative 4 as described above under Alternative 1.

5.1.5 Alternative 5 (No Action)

Alternative 5 is the No Action Alternative. Under this alternative, there would be no improvements to SR 89, the SR 89/SR 28 intersection, or to Fanny Bridge. Any actions required to address the bridge’s service life and structural integrity would not be completed by the Tahoe Transportation District. Another agency (such as Caltrans or Placer County) could pursue a separate bridge rehabilitation or replacement project at another time, or gradual upgrades could be implemented through routine maintenance by Caltrans. Alternatively, Caltrans could declare a more stringent vehicle weight restriction. At this time, no specific improvements to the bridge are planned by Caltrans or any other agency.

5.1.6 Alternative 6 – Rehabilitate or Replace and Widen Existing Bridge, Modify Lane Geometrics at Existing Wye Intersection

Alternative 6 would rehabilitate or replace the existing Fanny Bridge with a wider structure with three northbound and two southbound travel lanes. SR 89 would remain on its existing alignment. The widened
portion of the bridge would be constructed downstream of the existing structure, to comply with Bureau of Reclamation’s distance restrictions related to the dam. As a result, the new bridge would be 60 feet wider, and the centerline would be 28 feet downstream, as compared to the existing structure. The new Fanny Bridge would have 12-foot travel lanes, 8-foot shoulders, and 10-foot sidewalks on both sides. Under this alternative, the wye would remain in its existing location and configuration; however, the free-right-turn lanes at the wye would be removed and replaced with right-turn lanes that would direct vehicles through the signalized intersection.

To implement Alternative 6, acquisition of three properties would be required: Swigard’s True Value Hardware (assessor’s parcel number [APN] 094-190-013), Bridgetender Restaurant (APN 094-540-025), and River Grill (APN 094-540-023). In addition, an existing structure on the Liberty Utilities parcel would need to be relocated within that parcel. Access would be maintained to all parcels affected by this alternative.

5.1.7 Alternative 6a – Rehabilitate or Replace and Widen Existing Bridge, Install Roundabout at Existing Wye Intersection

Under Alternative 6a, the existing Fanny Bridge would be rehabilitated or replaced at its current location with a new, wider four-lane structure built to current Caltrans design and safety standards. The increase in width would be approximately 49 feet. Similar to Alternative 6, the additional width would be downstream of the existing structure. The centerline of the new bridge would be 22 feet downstream from the centerline of the existing bridge. The new Fanny Bridge would have 12-foot travel lanes, 8-foot shoulders, and 10-foot sidewalks on both sides. The existing signalized wye intersection would be replaced with a roundabout.

To implement Alternative 6A, acquisition of two properties would be required: Gary Davis Group Design and Engineering (APN 094-190-006) and Bridgetender Restaurant (APN 094-540-025). In addition, as under Alternative 6, an existing structure on the Liberty Utilities parcel would need to be relocated within that parcel. Access would be maintained to all parcels affected by this alternative.

6 CEQA SECTION 21091 FINDINGS

TTD has independently reviewed and analyzed the Final EIR/EIS/EA for the SR 89/Fanny Bridge Community Revitalization Project, consisting of the Draft EIR/EIS/EA, public comments on the Draft EIR/EIS/EA, the Responses to Comments on the Draft EIR/EIS/EA and revised sections of the draft EIR/EIS/EA. TTD has also reviewed the Monitoring Mitigation and Reporting Program and considered the administrative record on the project as well as the references provided in Chapter 8, “References,” in the draft EIR/EIS/EA.

Pursuant to Public Resources Code Section 21081, for each significant effect identified in the draft EIR/EIS/EA, TTD must make one or more of the findings specified in that Section. TTD hereby makes the following findings regarding the significant effects of the SR 89/Fanny Bridge Community Revitalization Project (Alternative 1, Option 2), pursuant to Public Resources Code Section 21081 and CCR Section 15091.

No Significant or Potentially Significant Impacts of Alternative 1 were identified for Air Quality; Geology, Soils, Land Capability and Coverage; Greenhouse Gas Emissions and Climate Change; Hydrology and Water Quality; Land Use and Planning; Population, Employment, and Housing; and Public Services and Utilities.
6.1 AGRICULTURAL AND FORESTRY RESOURCES

6.1.1 Significant Effect: Tree Removal (Impact 4.1-1)

FINDING

Regardless of the magnitude of biological effects of tree removal, native trees are protected in the Tahoe Basin. Because the preferred alternative would result in removal of more than 100 trees greater than 14 inches diameter at breast height (dbh), it would result in substantial tree removal, which would be a potentially significant impact for Alternative 1. While the preferred alternative would also require removal of trees greater than 30 inches dbh, which is generally prohibited by TRPA, the SR 89/Fanny Bridge Project is exempted because it is on the TRPA EIP 5-Year Priority Project List. (TRPA Code Section 61.1.4.A.7.)

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD and have been adopted by TTD. Mitigation Measure 4.1-1 can and will be implemented by TTD, and this mitigation would reduce the significant effects of the project to a less-than-significant level.

FACTS IN SUPPORT OF FINDING

TTD adopted the following mitigation measure that would reduce to less-than-significant levels the project’s impacts from tree removal by ensuring adherence to the TRPA requirements associated with tree removal. Implementation of the measure is the responsibility of TTD, TRPA, and construction contractors, with monitoring by TTD and TRPA.

MITIGATION MEASURE 4.1-1: PREPARE TREE REMOVAL, PROTECTION, AND REPLANTING PLAN

A Tree Removal, Protection, and Replanting Plan shall be prepared by the applicant to provide tree protection measures to comply with the performance criteria and other requirements of TRPA Code Section 61, prevent damage to trees that are proposed to remain, and determine appropriate tree replanting locations and approaches to occur in the project area. The Plan will include marking and inventorying the specific trees to be removed, after detailed design is completed. A qualified forester will make a determination regarding the project’s consistency with Chapter 61 of the TRPA Code. The plan shall set forth prescriptions for tree removal, water quality protection, root zone and vegetation protection, residual stocking levels, replanting, slash disposal, fire protection, and other appropriate considerations.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Implementing Mitigation Measure 4.1-1 would reduce potentially significant impacts associated with tree removal, because a qualified forester will be retained to develop a tree removal plan that would comply with TRPA Code Section 61. Compliance with TRPA Code section 61 will ensure that the project’s impacts maintain species and structural diversity. (TRPA Code 60.1.1.) This performance standard will be achieved through the preparation and enforcement of a compliant Tree Removal, Protection, and Replanting Plan, subject to approval and monitoring by TTD and TRPA.
6.2 BIOLOGICAL RESOURCES

6.2.1 Significant Effect: Disturbance or Loss of Sensitive Habitats (Jurisdictional Wetlands, Riparian Vegetation, and SEZ) (Impact 4.3-2)

FINDING

Implementing the preferred alternative would result in direct removal and disturbance of sensitive habitats, including waters of the United States, waters of the state, riparian habitat, and SEZs. This impact would be significant for Alternative 1.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD and have been adopted by TTD. Mitigation Measures 4.3-2 a, b, c, and d can and will be implemented by TTD, and these mitigations would reduce the significant effects of the project to a less-than-significant level.

FACTS IN SUPPORT OF FINDING

TTD adopted the following mitigation measures that would reduce to less-than-significant levels the project’s impacts from disturbance or loss of sensitive habitats. Implementation of the measures is the responsibility of TTD and construction contractors, with monitoring by TTD and TRPA.

Mitigation Measure 4.3-2a: Implement Vegetation Protection Measures and Revegetate Disturbed Areas

Vegetation will not be disturbed, injured or removed, except in accordance with the TRPA Code or conditions of project approval. Consistent with the TRPA Code, all trees, major roots, and other vegetation, not specifically designated and approved for removal in connection with a project will be protected according to methods approved by TRPA. All vegetation outside the construction site boundary, as well as other vegetation designated on the approved plans, will be protected by installing temporary fencing pursuant to subsections 33.6.9 and 33.6.10. Areas outside the construction site boundary that sustain vegetation damage during construction will be revegetated according to a revegetation plan in accordance with Section 61.4.

Mitigation Measure 4.3-2b: Conduct Delineation of Waters of the United States and Obtain Authorization for Fill and Required Permits

Two delineations of wetlands and other waters of the U.S. within the project site have been completed (Nichols Consulting Engineers [NCE] 2012, 2013). The first delineation (NCE 2012), which was verified by USACE, covered most but not all the current project site, because the project site configuration changed after the delineation was completed and submitted to USACE. The second delineation (NCE 2013) covered the current, expanded project site. The following would apply, as applicable, to any potentially affected jurisdictional resources that have not been delineated or verified by USACE prior to project implementation.

Prior to the start of on-site construction activities on any potentially affected jurisdictional resource that has not been previously delineated or verified by the USACE, a qualified biologist will survey the project site for sensitive natural communities. Sensitive natural communities or habitats are those of special concern to resource agencies or those that are afforded specific consideration, based on Section 404 of the CWA and other applicable regulations. If sensitive natural communities or habitats that are afforded specific consideration, based on Section 404 of the CWA are determined to be present, a delineation of waters of the United States, including wetlands that would be affected by the project, will be prepared by a qualified biologist through the formal Section 404 wetland delineation process. The delineation will be submitted to and verified by USACE. If, based on the verified delineation, it is determined that fill of waters of the United States is present.
States would result from implementation of the project, authorization for such fill will be secured from USACE through the Section 404 permitting process. The acreage of riparian habitat (deciduous riparian vegetation) that would be removed or disturbed during project implementation will be quantified and replaced or restored/enhanced in accordance with USACE and TRPA regulations. Habitat restoration, enhancement, and/or replacement will be at a location and by methods agreeable to USACE as determined during the permitting processes for CWA Section 404 and by TRPA during the permitting process for SEZ.

Mitigation Measure 4.3-2c: Obtain and Comply with a Lake and Streambed Alteration Agreement; Compensate for Unavoidable Loss of Stream and Riparian Habitat

The following measures would be implemented to avoid or compensate for the loss or degradation of stream or riparian habitat, ensure consistency with Fish and Game Code Section 1602, and further reduce potential adverse effects on riparian habitats:

- The project proponent (e.g., TTD, Placer County, or Caltrans) will notify the California Department of Fish and Wildlife (CDFW) before commencing any activity within the bed, bank, or riparian corridor of any waterway. If activities trigger the need for a Streambed Alteration Agreement, the proponent will obtain an agreement from CDFW. The project proponent will conduct construction activities in accordance with the agreement, including implementing reasonable measures in the agreement necessary to protect the fish and wildlife resources, when working within the bed or bank of waterways that function as a fish or wildlife resource or in riparian habitats associated with those waterways.

- The project proponent shall compensate for permanent riparian habitat impacts at a minimum of a 1:1 ratio through contributions to a CDFW approved wetland mitigation bank or through the development and implementation of a Compensatory Stream and Riparian Mitigation and Monitoring Plan aimed at creating or restoring in-kind habitat in the surrounding area. If mitigation credits are not available, stream and riparian habitat compensation shall include establishment of riparian vegetation on currently unvegetated bank portions of streams affected by the project and enhancement of existing riparian habitat through removal of nonnative species, where appropriate, and planting additional native riparian plants to increase cover, continuity, and width of the existing riparian corridor along streams in the project site and surrounding areas. Construction activities and compensatory mitigation shall be conducted in accordance with the terms of a streambed alteration agreement as required under Section 1602 of the Fish and Game Code.

- The Compensatory Stream and Riparian Mitigation and Monitoring Plan shall include the following:
  - identification of compensatory mitigation sites and criteria for selecting these mitigation sites;
  - in kind reference habitats for comparison with compensatory riparian habitats (using performance and success criteria) to document success;
  - monitoring protocol, including schedule and annual report requirements (Compensatory habitat shall be monitored for a minimum of 5 years from completion of mitigation, or human intervention (including recontouring and grading), or until the success criteria identified in the approved mitigation plan have been met, whichever is longer.);
  - ecological performance standards, based on the best available science and including specifications for native riparian plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship; at a minimum, compensatory mitigation planting sites must achieve 80% survival of planted riparian trees and shrubs by the end of the five-year maintenance and monitoring period or dead and dying trees shall be replaced and monitoring continued until 80 percent survivorship is achieved;
  - corrective measures if performance standards are not met;
Mitigation Measure 4.3-2d: Compensate for Unavoidable Loss of SEZ.
The following measures would be implemented to ensure consistency with TRPA Code Section 61.3 and Fish and Game Code Section 1602 and further reduce potential adverse effects on SEZs, streams, and riparian habitat. Because SEZ boundaries may generally correspond with wetlands and riparian zones regulated under Section 404 of the CWA or Fish and Game Code Section 1602, implementation of these measures shall be planned in conjunction with Mitigation Measures 4.3-2b (Conduct Delineation of Waters of the United States and Obtain Authorization for Fill and Required Permits) and 4.3-2c (Obtain and Comply with a Lake and Streambed Alteration Agreement; Compensate for Unavoidable Loss of Stream and Riparian Habitat).

- SEZ lands within the project area shall be delineated, mapped, and TRPA-verified. All reasonable alternatives/options shall be implemented to avoid or reduce the extent of encroachment into SEZs.
- In instances where there is no feasible alternative to avoid an SEZ, the project proponent shall mitigate all impacts within the boundaries of SEZs by restoring SEZ habitat (land capability district 1b) in the surrounding area, or other appropriate area as determined by TRPA, at a minimum ratio of 1.5:1, consistent with TRPA Code.
- The project proponent shall retain a qualified restoration ecologist to prepare a restoration plan that will address final clean-up, stabilization, and revegetation procedures for areas disturbed by the project. The restoration plan for SEZs shall include the following:
  - identification of compensatory mitigation sites, with emphasis on sites within the Truckee River watershed, and criteria for selecting these mitigation sites;
  - complete assessment of the existing biological resources in the restoration areas;
  - in kind reference habitats for comparison with compensatory SEZs (using performance and success criteria) to document success;
  - monitoring protocol, including schedule and annual report requirements (Compensatory habitat shall be monitored for a minimum of 5 years from completion of mitigation, or human intervention (including recontouring and grading), or until the success criteria identified in the approved mitigation plan have been met, whichever is longer.);
  - ecological performance standards, based on the best available science and including specifications for native plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship; at a minimum, compensatory mitigation planting sites must achieve 80 percent survival of planted vegetation by the end of the five-year maintenance and monitoring period or dead and dying plants shall be replaced and monitoring continued until 80% survivorship is achieved;
  - corrective measures if performance standards are not met;
  - responsible parties for monitoring and preparing reports; and
  - responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions.
EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Mitigation Measures 4.3-2a through 4.3-2d would reduce the significant impacts on sensitive habitats to a less-than-significant level because they would require that sensitive habitat be avoided to the extent feasible and that sensitive habitats that cannot be avoided are restored following construction, or if the habitat cannot be restored, that the applicant compensates for unavoidable losses in a manner that results in no net loss of sensitive habitats.

6.2.2 Significant Effect: Introduction and Spread of Invasive Plants (Impact 4.3-3)

FINDING

Implementation of the preferred alternative has the potential to introduce and spread terrestrial and aquatic invasive plants during construction and revegetation periods. Noxious weeds and other invasive plants could inadvertently be introduced or spread in the project area during grading and construction activities, if nearby source populations passively colonize disturbed ground, or if construction and personnel equipment is transported to the site from an infested area. Soil, vegetation, and other materials transported to the study area from off-site sources for best management practices (BMPs), revegetation, or fill for project construction could contain invasive plant seeds or plant material that could become established in the study area. Additionally, terrestrial and aquatic invasive species currently present in or near the study area have the potential to be spread by construction disturbances. The introduction and spread of terrestrial or aquatic invasive species would degrade terrestrial plant, wildlife, and aquatic habitats, including habitats of special significance (riparian) within the study area. The potential introduction and spread of terrestrial or aquatic invasive species would be a potentially significant impact for Alternative 1.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD and have been adopted by TTD. Mitigation Measures 4.3-3a and b will be implemented by TTD, and this mitigation would reduce the significant effects of the project to a less-than-significant level.

FACTS IN SUPPORT OF FINDING

TTD adopted the following mitigation measures that would reduce to less-than-significant levels the project’s impacts from the introduction and spread of invasive plants. Implementation of the measures is the responsibility of TTD.

Mitigation Measure 4.3-3A: Implement Invasive Plant Management Practices During Project Construction

In consultation with TRPA and USFS, the project proponent shall implement appropriate invasive plant management practices during project construction. For aquatic invasive plants, management practices will be implemented in coordination with current efforts of the Lake Tahoe Aquatic Invasive Species Management coordination group. Recommended practices generally include the following:

- For project activities on USFS land, a Noxious Weed Risk Assessment will be prepared for all areas to be temporarily impacted. Applicable LTBMU Invasive Plant Management Measures will be implemented under the direction of the Forest Botanist.

- Before construction activities begin, invasive plant infestations will be treated where feasible. Treatments will be selected based on each species ecology and phenology. All treatment methods—including the use of herbicides—will be conducted in accordance with the law, regulations, and policies governing the land owner (e.g., TRPA and/or LTBMU). Land owners will be notified prior to the use of herbicides for invasive treatment. In areas where treatment is not feasible, noxious weed areas will be clearly flagged or fenced in order to clearly delineate work exclusion.
To ensure that fill material and seeds imported to the project site are free of invasive plants/noxious weeds, the project will use on-site sources of fill and seeds whenever available. Fill and seed materials that need to be imported to the project site will be certified weed-free. In addition, only certified weed-free imported materials (or rice straw in upland areas) will be used for erosion control.

Vehicles and equipment will arrive at the study area clean and weed-free. All equipment entering the project site from weed-infested areas or areas of unknown weed status will be cleaned of all attached soil or plant parts before being allowed into the project site. Vehicles and equipment will be cleaned using high-pressure water or air at designated weed-cleaning stations after exiting a weed-infested area. Cleaning stations will be designated by a botanist or noxious weed specialist and located away from aquatic resources. Equipment will be inspected by the on-site environmental monitor for mud or other signs that weed seeds or propagules could be present prior to use in the study area. If the equipment is not clean, the monitor will deny entry into work areas.

If designated weed-infested areas are unavoidable, the plants will be cut, if feasible, and disposed of in a landfill in sealed bags or disposed of or destroyed in another manner acceptable to the USFS, TRPA, or other agency as appropriate. If cutting weeds is not feasible, layers of mulch, degradable geotextiles, or similar materials will be placed over the infestation area to minimize the spread of seeds and plant materials by equipment and vehicles during construction. These materials will be secured so they are not blown or washed away.

Locally collected native seed sources for revegetation shall be used when possible. Plant and seed material will be collected from or near the study area, from within the same watershed, and at a similar elevation when possible and with approval of the appropriate authority (e.g., USFS botanist for collection on USFS land). Persistent nonnatives such as cultivated timothy (*Phleum pretense*), orchard grass (*Dactylis glomerata*), or ryegrass (*Lolium spp.*) shall not be used.

After the project is completed, the USFS noxious weed coordinator shall be notified so that the USFS portion of the project site can be monitored by the USFS if desired. Monitoring could be for up to three years (as feasible) subsequent to project implementation to ensure additional nonnative invasive species do not become established in the areas affected by the project and to ensure that known nonnative invasive species do not spread.

**Mitigation Measure 4.3-3b: Implement Aquatic Invasive Species Management Practices During Project Construction**

In consultation with TRPA and consistent with Hazard Analysis and Critical Control Point (HACCP) planning guidance, the project proponent shall develop and implement a plan that includes appropriate aquatic invasive species management practices during project construction. The plan will be prepared in coordination with current efforts of the Lake Tahoe Aquatic Invasive Species Management coordination group. Recommended practices include the following:

- All equipment, including individual equipment such as waders, wading boots, etc., entering the study area that will be used in or around the Truckee River or Lake Tahoe shall be decontaminated using methods recommended in the Lake Tahoe Region Aquatic Invasive Species Management Plan (USACE 2009) before being allowed into the study area.

- If applicable, all equipment, including individual equipment such as waders, wading boots, etc., used in known infested areas within the study area shall be decontaminated using the above mentioned methods before entering any other areas of the study area not known to contain aquatic invasive species.

- Aquatic invasive species encountered during fish removal and relocation efforts will be euthanized and/or removed from the watershed.
EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Implementing Mitigation Measures 4.3-3a and 4.3-3b would reduce potentially significant impacts from the spread of invasive species to a less-than-significant level because invasive plant and aquatic invasive species management practices would be implemented and would prevent the inadvertent introduction and spread of invasive plants or aquatic invasive species during project construction. The management practices would be consistent with existing, proven protocols developed and overseen by TRPA, USFS and the Lake Tahoe Aquatic Invasive Species Management coordination group and will be effective in mitigating any potential impacts.

6.2.3 Significant Effect: Disturbance or Loss of Special-Status Wildlife Species and Habitats (Impact 4.3-4)

FINDING

Under the preferred alternative, constructing or expanding roadway alignments, roadway features (e.g., curbs, gutters, retaining walls), bike path realignment, and other project elements could result in disturbances to two special-status wildlife species (waterfowl and olive-sided flycatcher). Disturbances resulting in loss of individuals or nests, or disruptions to nesting attempts by special-status species would be a potentially significant impact for Alternative 1.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD and have been adopted by TTD. Mitigation Measure 4.3-4 can and should be implemented by TTD, and this mitigation would reduce the significant effects of the project to a less-than-significant level.

FACTS IN SUPPORT OF FINDING

TTD adopted the following mitigation measure that would reduce to less-than-significant levels the project’s impacts from the disturbance or loss of special-status wildlife species and habitats. Implementation of the measure is the responsibility of TTD and the construction contractor, with monitoring by TTD and TRPA.

Mitigation Measure 4.3-4: Conduct Pre-Construction Surveys for Nesting Special-Status Birds, and Implement a Limited Operating Period if Necessary

For construction activities that would occur in suitable habitat during the nesting season (generally April 1–August 31, depending on snowpack and other seasonal conditions), a qualified wildlife biologist shall conduct focused surveys for waterfowl and olive-sided flycatcher nests no more than 14 days before construction activities are initiated each construction season. If an active nest is located during the preconstruction surveys, the biologist shall notify TRPA and/or CDFW. If necessary, modifications to the project design to avoid removal of occupied habitat while still achieving project objectives shall be evaluated, and implemented to the extent feasible. If avoidance is not feasible or conflicts with project objectives, appropriate buffers around nests and limited operating periods will be established through consultation with TRPA and/or CDFW to avoid disturbances during the sensitive nesting season.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Because implementation of Mitigation Measure 4.3-4 would avoid the loss of individuals and nests of special-status wildlife species (olive-sided flycatcher and waterfowl), potential impacts to special-status wildlife species would be reduced to a less-than-significant level.
6.2.4 Significant Effect: Short-Term Effects on Aquatic Resources Resulting from Construction (Impact 4.3-5)

FINDING

Under the preferred alternative, project construction and staging near aquatic habitats could temporarily result in adverse impacts to aquatic resources in the Truckee River. Additionally, the preferred alternative would require construction and/or rehabilitation of bridge foundations and footings below the ordinary high water mark and within the river channel, dewatering, and water diversion. Because TRPA, State and Regional Water Quality Control Board, and Placer County regulations are in place to minimize erosion and transport of sediment and other pollutants during construction, and appropriate project-specific measures would be defined to secure necessary permits and approvals, construction-related impacts to aquatic resources would be minimized and would not result in substantial adverse effects on water quality or aquatic habitat quality and functions in the Truckee River. However, even with incorporation of these measures and requirements into the project, project construction could result in loss or degradation of stream or riparian habitat protected under Section 1602 of the Fish and Game Code. Additionally, construction would include dewatering activities that would result in the temporary loss of aquatic habitat. Any disturbance to the bed and bank of a waterway that provides habitat functions and requiring a Streambed Alteration Agreement from the CDFW, and potential injury or mortality to native fish during dewatering activities, would be considered a potentially significant impact to aquatic resources under Alternative 1.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD and have been adopted by TTD. Mitigation Measures 4.3-5a, b, and c can and should be implemented by TTD, and these mitigations would reduce the significant effects of the project to a less-than-significant level.

FACTS IN SUPPORT OF FINDING

TTD adopted the following mitigation measure that would reduce to less-than-significant levels the project’s impacts from the short-term effects on aquatic resources resulting from construction. Implementation of the measures is the responsibility of TTD, with monitoring by TTD and TRPA and USACE.

Mitigation Measure 4.3-5a: Implement Mitigation Measure 4.3-2b

Implement Mitigation Measure 4.3-2b (reprinted immediately below).

Mitigation Measure 4.3-2b: Conduct Delineation of Waters of the United States and Obtain Authorization for Fill and Required Permits

Two delineations of wetlands and other waters of the U.S. within the project site have been completed (NCE 2012, 2013). The first delineation (NCE 2012), which was verified by USACE, covered most but not all the current project site, because the project site configuration changed after the delineation was completed and submitted to USACE. The second delineation (NCE 2013) covered the current, expanded project site. The following would apply, as applicable, to any potentially affected jurisdictional resources that have not been delineated or verified by USACE prior to project implementation.

Prior to the start of on-site construction activities on any potentially affected jurisdictional resource that has not been previously delineated or verified by the USACE, a qualified biologist will survey the project site for sensitive natural communities. Sensitive natural communities or habitats are those of special concern to resource agencies or those that are afforded specific consideration, based on Section 404 of the CWA and other applicable regulations. If sensitive natural communities or habitats that are afforded specific consideration, based on Section 404 of the CWA are determined to be present, a delineation of waters of the United States, including wetlands that would be affected by the project, will be prepared by a qualified biologist through the formal Section 404 wetland delineation process. The delineation will be submitted to

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and verified by USACE. If, based on the verified delineation, it is determined that fill of waters of the United States would result from implementation of the project, authorization for such fill will be secured from USACE through the Section 404 permitting process. The acreage of riparian habitat (deciduous riparian vegetation) that would be removed or disturbed during project implementation will be quantified and replaced or restored/enhanced in accordance with USACE and TRPA regulations. Habitat restoration, enhancement, and/or replacement will be at a location and by methods agreeable to USACE as determined during the permitting processes for CWA Section 404 and by TRPA during the permitting process for SEZ.

**Mitigation Measure 4.3-5b: Implement Mitigation Measure 4.3-2c**

Implemented Mitigation Measure 4.3-2c (reprinted immediately below).

**Mitigation Measure 4.3-2c: Obtain and Comply with a Lake and Streambed Alteration Agreement; Compensate for Unavoidable Loss of Stream and Riparian Habitat**

The following measures would be implemented to avoid or compensate for the loss or degradation of stream or riparian habitat, ensure consistency with Fish and Game Code Section 1602, and further reduce potential adverse effects on riparian habitats:

- The project proponent will notify CDFW before commencing any activity within the bed, bank, or riparian corridor of any waterway. If activities trigger the need for a Streambed Alteration Agreement, the proponent will obtain an agreement from CDFW. The project proponent will conduct construction activities in accordance with the agreement, including implementing reasonable measures in the agreement necessary to protect the fish and wildlife resources, when working within the bed or bank of waterways that function as a fish or wildlife resource or in riparian habitats associated with those waterways.

- The project proponent shall compensate for permanent riparian habitat impacts at a minimum of a 1:1 ratio through contributions to a CDFW approved wetland mitigation bank or through the development and implementation of a Compensatory Stream and Riparian Mitigation and Monitoring Plan aimed at creating or restoring in-kind habitat in the surrounding area. If mitigation credits are not available, stream and riparian habitat compensation shall include establishment of riparian vegetation on currently unvegetated bank portions of streams affected by the project and enhancement of existing riparian habitat through removal of nonnative species, where appropriate, and planting additional native riparian plants to increase cover, continuity, and width of the existing riparian corridor along streams in the project site and surrounding areas. Construction activities and compensatory mitigation shall be conducted in accordance with the terms of a streambed alteration agreement as required under Section 1602 of the Fish and Game Code.

- The Compensatory Stream and Riparian Mitigation and Monitoring Plan shall include the following:
  - identification of compensatory mitigation sites and criteria for selecting these mitigation sites;
  - in kind reference habitats for comparison with compensatory riparian habitats (using performance and success criteria) to document success;
  - monitoring protocol, including schedule and annual report requirements (Compensatory habitat shall be monitored for a minimum of 5 years from completion of mitigation, or human intervention (including recontouring and grading), or until the success criteria identified in the approved mitigation plan have been met, whichever is longer.);
  - ecological performance standards, based on the best available science and including specifications for native riparian plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship; at a minimum, compensatory mitigation planting sites must achieve 80% survival of planted riparian trees and shrubs by the end of the five-year maintenance and
monitoring period or dead and dying trees shall be replaced and monitoring continued until 80 percent survivorship is achieved;

- corrective measures if performance standards are not met;
- responsible parties for monitoring and preparing reports; and
- responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions.

**Mitigation Measure 4.3-5c: Conduct Preconstruction Surveys and Develop and Implement Native-Fish Capture and Translocation Plan**

The project proponent shall develop and implement measures to prevent the construction-related loss of native fish occupying habitat within the study area. In accordance with existing regulations, before any construction activities that require dewatering commence, a qualified biologist shall conduct preconstruction surveys and implement native-fish relocation activities (if native fish are present) within the construction dewatering area. All captured native fish species shall be immediately released to a suitable habitat near the study area. The qualified biologist shall place nets with 1/8-inch mesh at the upstream and downstream extents of the area to be dewatered to keep fish out of the area during fish removal activities. After completion of removal activities, the work area will be cleared for dewatering. Fish rescue and relocation will continue until the area is completely dewatered or until it is determined that no fish remain in the dewatering area. This fish translocation plan will apply only to native fish species. Nonnative species captured during the pre-dewatering effort will be humanely killed and disposed of. These activities shall take place in consultation with TRPA and CDFW.

**EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION**

Implementation of Mitigation Measures 4.3-5a, 4.3-5b, and 4.3-c would reduce potentially significant impacts to aquatic resources (Impact 4.3-5) to a less-than-significant level because it would require that: 1) aquatic habitat is avoided to the extent feasible; 2) aquatic habitats that cannot be avoided are restored following construction; 3) any unavoidable losses would be compensated for in a manner that results in no net loss of aquatic habitat; and 4) project implementation is consistent with the aquatic and riparian habitat protection provisions of Fish and Game Code Section 1602.

### 6.3 CULTURAL RESOURCES

**6.3.1 Significant Effect: Historical Resources (Impact 4.4-1)**

**FINDING**

The preferred alternative has the potential to affect the National Register of Historic Places-listed Lake Tahoe Dam and associated Outlet Gates through the rehabilitation or replacement of the adjacent Fanny Bridge. The preferred alternative would not physically alter the dam or gates; however, construction would occur immediately adjacent to the resources. Overall, the replacement or rehabilitation of Fanny Bridge would result in a bridge that would be similar in size and scale to the existing bridge and the new elements would be of comparable visual relationship to that of the existing bridge. Therefore, while there would be no change in the significance of the resource, because of the risk of construction damage to the resource this impact would be potentially significant for Alternative 1.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD and have been adopted by TTD. Mitigation Measure 4.4-1 can and
should be implemented by TTD, and this mitigation would reduce the significant effects of the project to a less-than-significant level.

FACTS IN SUPPORT OF FINDING

TTD adopted Mitigation Measure 4.4-1, below, that would reduce to less-than-significant levels the project’s impacts from the short-term effects to historic resources. Implementation of the measure is the responsibility of TTD, the design engineer, and the construction contractor, with monitoring by TTD.

Mitigation Measure 4.4-1: Ensure Historic Integrity During Construction

During design development, engineering design and specifications will be prepared to account for the proximity of construction activities associated with rehabilitation or replacement of Fanny Bridge to the Lake Tahoe Dam, Outlet Gates, and stilling basin and define separation distances, construction techniques, and other protective design details to avoid damage to the dam-related structures. This measure will include attention to the construction activity related to the bridge’s pile support structures. Where project construction activities will take place in the vicinity of the Lake Tahoe Dam, Outlet Gates, and stilling basin, those facilities shall be clearly identified in the field to facilitate maintenance of a physical separation from construction activities and other protection actions to adequately protect historically important features of the dam structure.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Implementation of Mitigation Measure 4.4-1 would reduce potentially significant impacts to historic resources because it would ensure the historic integrity of the Lake Tahoe Dam and Gates will be protected and maintained throughout the construction period, thereby avoiding a significant impact on the historic property. By ensuring adherence to the Secretary of the Interior’s Standards, this impact would be reduced to a less-than-significant level.

6.3.2 Significant Effect: Archaeological Resources (Impact 4.4-2)

FINDING

Construction and excavation activities associated with the preferred alternative could result in sediment disturbance and removal, which can adversely affect archaeological resources. Because the preferred alternative would include excavation and other ground-disturbing activities, the preferred alternative could result in adverse physical effects to known and unknown archaeological resources. This impact is potentially significant for Alternative 1.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD and have been adopted by TTD. Mitigation Measures 4.4-2a and b can and should be implemented by TTD, and this mitigation would reduce the significant effects of the project to a less-than-significant level.

FACTS IN SUPPORT OF FINDING

TTD adopted Mitigation Measures 4.4-2a and 4.4-2b, below, that would reduce to less-than-significant levels the project’s impacts from the short-term effects on archaeological resources. Implementation of the measures is the responsibility of TTD, the construction contractor, and a qualified archaeologist.

Mitigation Measure 4.4-2a: Conduct Archaeological Monitoring

In accordance with existing regulations, for ground-disturbing activities that have the potential to impact archaeological remains and that will occur in an area that has been determined by a qualified archaeologist
to be an area that is sensitive for the presence of buried archaeological remains, the project proponent (e.g., TTD, Placer County, Caltrans) will require the construction contractor to retain a qualified archaeologist to monitor those activities. Archaeological monitoring will be conducted in areas where there is likelihood that archaeological remains may be discovered but where those remains are not visible on the surface. Monitoring will not be considered a substitute for efforts to identify and evaluate cultural resources prior to the project initiation. Where necessary, the project proponent will seek Native American input and consultation.

Mitigation Measure 4.4-2b: Stop Work in the Event of an Archaeological Discovery
If potentially significant cultural resources are discovered during ground-disturbing activities associated with individual project preparation, construction, or completion, the project proponent will require the construction contractor to stop work in that area until a qualified archaeologist can assess the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with TRPA and other appropriate agencies and interested parties. A qualified archaeologist will follow accepted professional standards in recording any find including submittal of the standard Department of Parks and Recreation (DPR) Primary Record forms (Form DPR 523) and location information to the California Historical Resources Information Center office (North Central Information Center) for California projects. The consulting archaeologist will also evaluate such resources for significance per California Register of Historical Resources eligibility criteria (PRC Section 5024.1; Title 14 CCR Section 4852). If the archaeologist determines that the find does not meet the TRPA standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, the lead agency will be notified and a data recovery plan will be prepared.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION
Implementation of Mitigation Measures 4.4-2a and 4.4.-2b would reduce potentially significant impacts to archaeological resources because mitigation would be developed in coordination with the appropriate federal, state, and/or local agency(ies) to avoid, move, record, or otherwise treat the resource appropriately, in accordance with pertinent laws and regulations. By providing an opportunity to avoid disturbance, disruption, or destruction of archaeological resources, this impact (Impact 4.2-2) would be reduced to a less-than-significant level.

6.3.3 Significant Effect: Accidental Discovery of Human Remains (Impact 4.4-3)

FINDING
Construction and excavation activities associated with development activities result in sediment disturbance and removal, which can unearth human remains if they are present. Because the preferred alternative would allow excavation and other ground-disturbing activities, this impact would be potentially significant for Alternative 1.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD and have been adopted by TTD. Mitigation Measure 4.4-3 can and should be implemented by TTD, and this mitigation would reduce the significant effects of the project to a less-than-significant level.

FACTS IN SUPPORT OF FINDING
TTD adopted Mitigation Measure 4.4-3, below, that would reduce to less-than-significant levels the project’s impacts on accidental discovery of human remains. Implementation and monitoring of the measure is the responsibility of TTD.
Mitigation Measure 4.4-3: Stop Work if Human Remains are Discovered

In accordance with existing regulations, if any human remains are discovered or recognized in any location on an individual project site, the project proponent will ensure that there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

a) The applicable County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and

b) If the remains are of Native American origin,

1. The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or

2. The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission.

3. The site shall be flagged and avoided during construction.

c) If human remains, grave goods, or items of cultural patrimony (as defined in the Native American Graves Protection and Repatriation Act [NAGPRA]) are discovered during ground disturbing activities on Federal Property, work will cease until the provisions of NAGPRA are met.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Implementation of Mitigation Measure 4.4-3 would reduce potentially significant impacts to human remains because mitigation would be developed in coordination with the appropriate federal, state, and/or local agency(ies) to avoid, move, record, or otherwise treat the resource appropriately, in accordance with pertinent laws and regulations. By providing an opportunity to avoid disturbance, disruption, or destruction of archaeological resources, this impact (Impact 4.4-3) would be reduced to a less-than-significant level.

6.3.4 Significant Effect: Ethnic and Cultural Values (Impact 4.4-5)

FINDING

Because the preferred alternative could result in physical changes to historic and prehistoric sites, unique ethnic cultural values could be affected, and historic or prehistoric religious or sacred uses within the area of potential effects could be restricted. Consultation with the Washoe tribe is required by federal, state and TRPA regulations, however, project activities could still uncover or destroy historic or archaeological resources as identified in Impacts 4.4-1 (historic) and 4.4-2 (archaeological). Additionally, as described in Impact 4.4-3 (human remains), project activities could result in accidental discovery of remains during grading and excavation. Accidentally discovered remains could be of Native American origin. Therefore, this impact is potentially significant for Alternative 1.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD and have been adopted by TTD. Mitigation Measures 4.4-5 can and should be implemented by TTD, and this mitigation would reduce the significant effects of the project to a less-than-significant level.
FACTS IN SUPPORT OF FINDING

TTD adopted Mitigation Measure 4.4-5, below, that would reduce to less-than-significant levels the preferred alternative’s impacts on ethnic and cultural values. Implementation of the measure is the responsibility of TTD, the construction contractor, and a qualified archaeologist, with monitoring by TTD.

Mitigation Measure 4.4-5: Implement Other Cultural Resources Mitigation Measures

Implement mitigation measures 4.4-2a, 4.4-2b, and 4.4-3 (reprinted immediately below)

Mitigation Measure 4.4-2a: Conduct Archaeological Monitoring

In accordance with existing regulations, for ground-disturbing activities that have the potential to impact archaeological remains and that will occur in an area that has been determined by a qualified archaeologist to be an area that is sensitive for the presence of buried archaeological remains, the project proponent (e.g., TTD, local county, Caltrans, NDOT) will require the construction contractor to retain a qualified archaeologist to monitor those activities. Archaeological monitoring will be conducted in areas where there is likelihood that archaeological remains may be discovered but where those remains are not visible on the surface. Monitoring will not be considered a substitute for efforts to identify and evaluate cultural resources prior to the project initiation. Where necessary, the project proponent will seek Native American input and consultation.

Mitigation Measure 4.4-2b: Stop Work in the Event of an Archaeological Discovery

If potentially significant cultural resources are discovered during ground-disturbing activities associated with individual project preparation, construction, or completion, the project proponent will require the construction contractor to stop work in that area until a qualified archaeologist can assess the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with TRPA and other appropriate agencies and interested parties. A qualified archaeologist will follow accepted professional standards in recording any find including submittal of the standard Department of Parks and Recreation (DPR) Primary Record forms (Form DPR 523) and location information to the California Historical Resources Information Center office (North Central Information Center) for California projects. The consulting archaeologist will also evaluate such resources for significance per California Register of Historical Resources eligibility criteria (PRC Section 5024.1; Title 14 CCR Section 4852).

If the archaeologist determines that the find does not meet the TRPA standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, the lead agency will be notified and a data recovery plan will be prepared.

Mitigation Measure 4.4-3: Stop Work if Human Remains are Discovered

In accordance with existing regulations, if any human remains are discovered or recognized in any location on an individual project site, the project proponent will ensure that there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

a) The applicable County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and

b) If the remains are of Native American origin,

   1. The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or

   2. The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission.
3. The site shall be flagged and avoided during construction.

c) If human remains, grave goods, or items of cultural patrimony (as defined in the Native American Graves Protection and Repatriation Act [NAGPRA]) are discovered during ground disturbing activities on Federal Property, work will cease until the provisions of NAGPRA are met.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Implementation of Mitigation Measure 4.4-5 would reduce this impact because it would require 1) consultation with the Native American Heritage Commission and the Washoe Tribe; 2) require avoidance, preservation in place, excavation, documentation, and/or data recovery of historical and archaeological resources; and 3) require assessment of and adherence to a formal recommendation for any discovered human remains.

6.4 HAZARDS, HAZARDOUS MATERIALS, AND RISK OF UPSET

6.4.1 Significant Effect: Hazardous Materials Sites (Impact 4.8-2)

FINDING

Roadway improvements associated with the preferred alternative could affect properties that are included on a list of hazardous materials sites. Therefore, the possibility of encountering hazardous materials exists and impacts related to exposure of the public or the environment to hazardous materials would be potentially significant for Alternative 1.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD, and have been adopted by TTD. Mitigation Measures 4.8-2a and b can and should be implemented by TTD, and this mitigation would reduce the significant effects of the project to a less-than-significant level.

FACTS IN SUPPORT OF FINDING

TTD adopted Mitigation Measures 4.8-2a and 4.8-2b, below, that would reduce to less-than-significant levels the preferred alternative’s impacts from existing hazardous materials sites. Implementation and monitoring of the measures is the responsibility of TTD.

Mitigation Measure 4.8-2a: Conduct Surveys for Asbestos-Containing Materials, Aerially Deposited Lead, and Lead-Based Paints and Coatings

a. Demolition of buildings and roadways containing asbestos and lead-based materials will require specialized procedures and equipment, and appropriately certified personnel, as detailed in the applicable regulations. Buildings and roadways intended for demolition that were constructed before 1980 will be surveyed for asbestos, while those constructed before 1971 will be surveyed for lead.

Prior to construction, all existing road right-of-ways in the project site shall be surveyed for lead contamination due to aerially deposited lead (ADL) and use of paint and coatings containing lead. All sampling would be conducted consistent with applicable Caltrans requirements.

b. A demolition plan shall be prepared for any location with positive results for asbestos or lead. The plan will specify how to appropriately contain, remove, and dispose of the asbestos and lead-containing material while meeting all requirements and BMPs to protect human health and the environment. A lead compliance plan shall be prepared by a Certified Industrial Hygienist (consistent with the requirements of Caltrans’ SSP 14-11.07).
Prior to demolition, the project applicant shall submit the written plan to the Placer County Environmental Health Department describing the methods to be used to: (1) identify locations that could contain hazardous residues; (2) remove plumbing fixtures known to contain, or potentially containing, hazardous materials; (3) determine the waste classification of the debris; (4) package contaminated items and wastes; and (5) identify disposal site(s) permitted to accept such wastes. Demolition shall not occur until the plan has been accepted by the Placer County Environmental Health Department and all potentially hazardous components have been removed to the satisfaction of Placer County Environmental Health Department staff. The project applicant shall also provide written documentation to Placer County that lead-based paint and asbestos testing and abatement, as appropriate, have been completed in accordance with applicable state and local laws and regulations. Lead abatement will include the removal of lead contaminated soil (considered soil with lead concentrations greater than 400 parts per million in areas where children are likely to be present).

Mitigation Measure 4.8-2b: Prepare a Construction Hazard Management Plan
A construction hazardous materials management plan shall be developed to address potentially impacted soil, impacted groundwater, lead-based paint, and asbestos-containing materials that may be encountered during project construction activities. The construction hazardous materials management plan shall include provisions for agency notification, managing impacted materials, sampling and analytical requirements, and disposal procedures. The plan would include identification of construction site BMPs to minimize the potential for water quality impacts.

The construction hazardous materials management plan shall cover the following:

- petroleum hydrocarbon-impacted soils and/or groundwater that may be encountered during project construction activities in areas where construction depths exceed 2 feet bgs in the vicinity of the recognized environmental conditions (RECs) described above;
- soils identified by the ADL surveys as being impacted by ADL within survey area right of ways;
- materials identified by the lead-based paint and asbestos-containing materials surveys as impacted by lead based paint and asbestos containing materials within bridge, pipe, and building materials;
- impacted soil or groundwater related to TRI pipe relocation; and
- guidance for relocating, removal, or repair of hazardous materials storage facilities (underground storage tanks or aboveground storage tanks) that are impacted by project construction. The plan shall include information on assessment and potential handing of contaminated soils found during relocation.

The plan will include procedures to stop work if evidence of potential hazardous materials or contamination of soils or groundwater is encountered during construction, including the applicable requirements of the Comprehensive Environmental Response, Compensation, and Liability Act and CCR Title 22 regarding the disposal of wastes.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION
Implementation of Mitigation Measures 4.8-2a and 4.8-2b would reduce this impact because they require that asbestos-containing materials, lead-based paint, and other hazardous substances in building components are identified, removed, packaged, and disposed of in accordance with applicable state laws and regulations and would establish a procedure to address potentially impacted soil, impacted groundwater, lead-based paint, and asbestos-containing materials that may be unexpectedly encountered during project construction activities. This would minimize the risk of an accidental release of hazardous substances that could adversely affect human health or the environment. Implementation of these mitigation measures will reduce this potential impact to a less-than-significant level.
6.5 NOISE

6.5.1 Significant Effect: Short-Term Construction Noise Impacts (Impact 4.10-1)

FINDING

Existing noise-sensitive receptors are located within 50 feet of construction areas. Most heavy-duty construction equipment use and activity would occur during the daytime. However, some minor roadwork would occur at night. Nighttime activities would not result in substantial increases in noise above existing ambient noise levels and would not exceed applicable standards at the nearest sensitive receptors. Daytime construction could occur outside of the exempt daytime hours by Placer County or TRPA; therefore, could potentially exceed applicable standards and result in excessive noise at nearby sensitive receptors. This would be a significant impact for Alternative 1.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD and have been adopted by TTD. Mitigation Measures 4.10-1a and b can and should be implemented by TTD, and this mitigation would reduce the significant effects of the project to a less-than-significant level.

FACTS IN SUPPORT OF FINDING

TTD adopted Mitigation Measures 4.10-1a and 4.10-1b, below, that would reduce to less-than-significant levels the project’s impacts on short-term construction noise. Implementation of the measures is the responsibility of TTD and the construction contractor, with monitoring by TTD.

Mitigation Measure 4.10-1a: Limit Construction Hours

To reduce noise exposure during the sensitive times of the day, construction activities will comply with the following limitations.

For daily construction activities (e.g., heavy duty equipment, pile driving, paving, cement removal), with the exception of minor night time activities as described under Impact 4.10-1, construction will begin no earlier than 8:00 a.m. and continue no later than 6:30 p.m. daily.

Mitigation Measure 4.10-1b: Noise Controls for Construction Equipment

To reduce noise levels from the use of heavy-duty construction equipment the construction contractor will comply with the following measures.

- All construction equipment shall be equipped with properly operating mufflers and engine shrouds, in accordance with manufacturers’ specifications.
- Inactive construction equipment shall not be left idling for prolonged periods of time (i.e., more than 5 minutes).
- Stationary equipment (e.g., power generators) and staging area for other equipment shall be located at the maximum distance feasible from nearby noise-sensitive receptors (i.e., receptors defined in Draft EIR/EIS/EA, Exhibit 4.10-1 and Tables 4.10-13a and -13b).
- Trucks hauling materials and goods to and from the construction site shall only do so during construction seasons (i.e., May 1 through October 15).
- As directed by FHWA, the contractor will implement appropriate additional noise mitigation measures, including changing the location of stationary construction equipment, turning off idling equipment,
rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise source.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Implementation of Mitigation Measures 4.10-1a and 4.10-1b would reduce potentially significant impacts related to short-term construction noise because they would ensure that the primary noise-generating construction activities would occur during the daytime hours when people are less likely to be at home and, therefore, would not be disturbed by loud noise. This time restriction would comply with TRPA noise exemptions for construction activities taking place during the day. Further, implementation of Mitigation Measure 4.10-1b would ensure that all heavy-duty construction equipment is properly equipped with mufflers that provide additional noise reduction. With implementation of the proposed mitigation measures all construction-related noise-generating activity would be limited to the less sensitive times of the day and heavy-duty equipment would be properly maintained and equipped to reduce noise to the greatest extent possible. Implementation of these mitigation measures would reduce this impact to a less-than-significant level.

6.5.2 Significant Effect: Ground Vibration Impacts (Impact 4.10-2)

FINDING

Existing noise-sensitive receptors and structures are located within 50 feet of potential pile driving locations. Thus, receptors could be exposed to excessive levels of ground vibration and vibration noise such that structural damage and human disturbance could occur. This would be a significant impact for Alternative 1.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD and have been adopted by TTD. Mitigation Measures 4.10-2a and b can and should be implemented by TTD, and these mitigations would reduce the significant effects of the project to a less-than-significant level.

FACTS IN SUPPORT OF FINDING

TTD adopted Mitigation Measures 4.10-2a and 4.10-2b that would reduce to less-than-significant levels the preferred alternative’s impacts from construction-related ground vibration by reducing exposure times and including basic best practices. Implementation of the measures is the responsibility of TTD, with monitoring by TTD and TRPA.

Mitigation Measure 4.10-2a: Implement 4.10-1a
Implement mitigation measure 4.10-1a.(reprinted immediately below).

Mitigation Measure 4.10-1a:
Limit construction hours to reduce noise exposure during the sensitive times of the day, construction activities will comply with the following limitations.

For daily construction activities (e.g., heavy duty equipment, pile driving, paving, cement removal), with the exception of minor night time activities as described under Impact 4.10-1, construction will begin no earlier than 8:00 a.m. and continue no later than 6:30 p.m. daily.

Mitigation Measure 4.10-2b: Reduce Exposure to Construction-Generated Ground Vibration
To reduce exposure to construction-generated ground vibration, measures will be developed to address vibration generated during construction and demolition activity. TRPA’s Best Construction Practices Policy may include required setback distances for various types of construction equipment that generate ground
vibration, as well as criteria for conducting site-specific studies where these setback distances cannot be maintained. Measures required by the policy to minimize exposure to ground vibration may include, but are not limited to, the following:

- Holes shall be predrilled to the maximum feasible depth to reduce the number of blows required to seat the pile.
- All construction equipment on construction sites shall be operated as far away from vibration-sensitive sites as reasonably possible.
- Earthmoving and ground-impacting operations shall be phased so as not to occur simultaneously in areas close to offsite sensitive receptors, to the extent feasible. The total vibration level produced could be significantly less when each vibration source is operated at separate times.
- No construction or demolition activity shall be performed that would expose an existing structure to levels of ground vibration that exceeds 0.20 in/sec Peak Particle Velocity (PPV).
- The vibration control program shall include minimum setback requirements for different types of ground vibration-producing activities (e.g., pile driving, blasting) for the purpose of preventing damage to nearby structures.
- Established setback requirements can be breached if a project-specific, site specific analysis is conducted by a qualified geotechnical engineer or ground vibration specialist that indicates that no structural damage would occur at nearby buildings or structures.
- No construction or demolition activity shall be performed that would expose human activity in an existing building to levels of ground vibration that exceed Federal Transit Administration’s 80 Vibration Decibel (VdB) standard. The vibration control program shall also include minimum setback requirements for different types of ground vibration producing activities (e.g., pile driving, blasting) for the purpose of preventing negative human response. Established setback requirements can be breached only if a project-specific, site-specific, technically adequate ground vibration study indicates that the buildings would not be exposed to ground vibration levels in excess of 80 VdB, and ground vibration measurements performed during the construction activity confirm that the buildings are not being exposed to levels in excess of 80 VdB; or at least two weeks’ advanced notice is provided to owners and renters of residential buildings that would be exposed to ground vibration levels within the applicable setback distance; and hotel accommodations are offered to inhabitants of residences within the applicable setback distance at the expense of the project applicant.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Implementation of Mitigation Measure 4.10-2a would ensure that the vibration-generating, construction activities would occur during the daytime hours when people are less likely to be at home. Further, Mitigation Measure 4.10-2b requires implementation of best practices to prevent construction-generated ground vibration, thereby reducing the risk of damage to buildings and structures. Implementation of these mitigation measures would reduce the impact to a less-than-significant level.

6.5.3 Significant Effect: Long-Term Noise Impacts (Impact 4.10-3)

FINDING

The preferred alternative would result in changes to existing traffic noise levels. Under the preferred alternative, the noise effect in the study area would be significant for CEQA and TRPA environmental compliance, because portions of the 64-Acre Tract would be exposed to traffic noise increases greater than
3 db CNEL where the TRPA standard of 55 dBA CNEL is already exceeded. This would be a significant impact for Alternative 1.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD and have been adopted by TTD. Mitigation Measures 4.10-3a can and should be implemented by TTD, and this mitigation would reduce the significant effects of the project to a less-than-significant level.

FACTS IN SUPPORT OF FINDING

TTD adopted Mitigation Measure 4.10-3a that would reduce to less-than-significant levels the preferred alternative’s impacts from long-term traffic noise. Implementation of the measures is the responsibility of TTD, the design engineer, and the construction contractor, with monitoring by TTD, TRPA and Central Federal Lands Highway Division (CFLHD).

Mitigation Measure 4.10-3a: Include Traffic Noise Reduction Features in the Realigned Section of SR 89

To reduce noise impacts associated with realignment of SR 89, to the extent feasible, TTD, TRPA, and CFLHD will coordinate with Placer County, Caltrans, and USFS to identify and include feasible and effective design features that would reduce noise generation on the realigned section of the highway to ensure that the traffic noise level does not exceed 55 CNEL at a distance of 300 feet from the highway edge. Feasible and effective design features will be incorporated into the final design of the realigned highway. Features considered during design development may include, but are not limited to:

- reduced vehicle speeds to 30 mph or lower through posted limits, advisory signs, and/or design features, such as traffic calming elements (e.g., median barrier, center islands, and raised crosswalks),
- vegetative screening that includes trees to aid in noise attenuation over distance,
- noise-attenuating pavement, if determined to be feasible and effective in this location,
- limiting access by heavy duty trucks to daylight hours,
- construction of vegetated earth berms for noise attenuation.

The performance standard of these noise-reducing features will be to achieve a traffic noise level that does not exceed 55 CNEL at a distance of 300 feet from the highway edge.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Implementation of Mitigation Measure 4.10-3a would reduce this impact through reducing the travel speed on the realigned SR 89. Modeling of traffic noise contours along the realigned segment of SR 89 indicates that reducing the travel speed to 30 mph for the preferred alternative would result in a 55 CNEL noise contour that is less than 300 feet from the highway edge (Ascent Environmental 2014). This shows that the performance standard required by Mitigation Measure 4.10-3a is feasible and implementation of Mitigation Measure 4.10-3a would reduce the impact along the realigned segment of SR 89 to a less-than-significant level for purposes of CEQA and TRPA environmental compliance.
6.6 RECREATION

6.6.1 Significant Effect: Temporary Disruption of Public Access to the Truckee River, Recreational Trails, 64-Acre Tract, or Fanny Bridge Area (Impact 4.13-1)

FINDING

During the construction period, the preferred alternative would have a short-term effect on existing public access to recreation trails, a public river rafting launch site, and public lands, because of temporary trail closures, construction staging areas, and limitations on parking that supports access to public lands and river recreation. Also, brief closures of Fanny Bridge could occur during its rehabilitation or reconstruction. Cyclists would be directed to “share the road” and/or to temporary detour routes when trails are not available. This short-term decrease in access would be a significant impact.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD, and have been adopted by TTD. TTD can and should ensure the implementation of Mitigation Measure 3.10-1 through its project review, and this mitigation would reduce the significant effects of the project to a less-than-significant level.

FACTS IN SUPPORT OF FINDING

TTD adopted the following mitigation measure that would reduce to less-than-significant levels the project’s impacts related to temporary disruption of public access to recreation resources. Implementation of the measure is the responsibility of TTD and the construction contractor, with monitoring by TTD, TRPA, CFLHD, United States Bureau of Reclamation (Reclamation), Placer County, USFS, and Tahoe City Public Utility District (TCPUD).

Mitigation Measure 4.13-1: Provide Detours and Trail Access Management for the Tahoe Rim Trail and Truckee River Trail Through or Around Construction Areas

The Traffic Management Plan shall address all modes of transportation used to access recreation areas, including trail access, public transit, pedestrian and bicycle modes. In order to mitigate short-term decreases in access to recreation resources, trail detour plans shall be included in the Traffic Management Plan, which will meet, at minimum, the following specifications.

1. During construction of the new bridge, SR 89 near the bridge, and the Caltrans maintenance yard entrance, the Truckee River Trail will be temporarily closed and all bicycle and pedestrian travel will be required to “share-the-road” and/or be detoured to a temporary trail/path on the highway consisting of a physical barrier such as “K-Rail.” The temporary separated path shall be established from the western end of the construction zone on SR 89 to the existing bicycle/pedestrian bridge to the east. It is anticipated that construction in this area will be completed in one season, thus the temporary trail will be used from May through October during one year. Signage will be provided at parking lots and approaching the construction zone to alert trail users about the timing, duration, and nature of construction-related impacts.

2. The contractor shall submit a plan to create detours for trail users on the Tahoe Rim Trail, West Shore Trail, Lakeside Trail, and the Truckee River Trail.

3. Signage shall be provided at trail heads and parking lots for all trails directly affected by construction and for connecting trails to alert trail users about the timing, duration, and nature of construction-related impacts, detours and closures.
a. Sign locations shall include, but are not limited to parking lots and trail entrances at Tahoe City, Alpine Meadows, Squaw Valley, and Tahoma for the Truckee River Trail and the Lakeside Trail, and Barker Pass and Brockway Summit trailheads for the TRT.

4. The Traffic Management Plan shall include trail access management and require extensive public information via a variety of media outlets in the region to inform the public regarding the construction-related detours and closures that affect access to recreational facilities, including parking, and trail closures.

5. The Traffic Management Plan shall provide a “recreation hotline” and or website link that is frequently updated to provide current information on construction related detours and closures.

The Traffic Management Plan shall be subject to the review and approval of TTD, TRPA, CFLHD, Reclamation, Placer County, USFS, and TCPUD. Measures will be taken to keep the public informed of the project construction activities. When closures and/or detours are required by the contractor(s), warning signs and signs regarding restricted access, trail closures, and detours will be posted before and during construction to ensure adequate public safety. Postings, including public notices, will be posted no less than 5 working days in advance of the closures and/or detours. Detour routes will be clearly marked, and construction limit fencing or physical barriers will be installed in order to prevent access to the project site and to clearly delineate the detour route. Full trail closure by the contractor(s) will be prohibited from July 1 through September 9 without an approved detour. All bicycle and pedestrian detours will be included in the Traffic Control Plan to be reviewed and approved prior to construction.

Approval must be granted before the start of earth-moving activities. No trail shall be closed without an approved detour plan.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Implementation of Mitigation Measure 4.13-1 will minimize the adverse effects associated with Impact 4.13-1 because it will allow continued recreational use of the Tahoe Rim Trail and Truckee River Trail, when feasible, and will allow the public to make informed decisions regarding recreation destinations prior to arriving in the study area. With implementation of Mitigation Measure 4.13-1, Impact 4.13-1 would be less than significant.

6.7 SCENIC RESOURCES

6.7.1 Significant Effect: Change the Existing Visual Character or Quality of the Project Site after Completion (Impact 4.14-2)

FINDING

The preferred alternative would increase built environment features within the 64-Acre Tract and across the Truckee River. Views from the Tahoe Rim Trail in the 64-Acre Tract near the new bridge approach and from the river, itself, would experience visual change; however, the area is already altered by the presence of urban features. Due to the visibility of the new, realigned highway and bridge approach within the forest of the 64-Acre Tract, changes to visual character of the forest landscape would be a significant impact.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD and have been adopted by TTD. Mitigation Measure 4.14-2 can and should be implemented by TTD, which would reduce the significant effects of the project to a less-than-significant level.
FACTS IN SUPPORT OF FINDING

TTD adopted the following mitigation measures that would reduce to less-than-significant levels the preferred alternative’s long-term impacts on the existing visual character or quality of the project site. Implementation of the measures is the responsibility of TTD, the design engineer/landscape architect, and the construction contractor, with monitoring by TTD and USFS.

Mitigation Measure 4.14-2: Minimize Visual Change and Visually Screen Infrastructure with Replanted Forest Vegetation

To decrease the visual effects caused by the realigned highway and bridge approach built with an elevated profile on an earthen embankment, the following design and construction actions will be implemented. These actions will soften the visual intrusion of the new bridge approach and realigned highway within the 64-Acre Tract and blend them into the forest landscape.

- Minimize tree removal and retain existing rock outcroppings to the extent feasible.
- Restore forest vegetation, including trees, within the disturbed areas of the realigned highway following construction. As a supplement to standard revegetation for erosion control, trees and understory vegetation will be planted on the earthen slopes of the elevated embankment supporting the realigned highway. Forest restoration will be conducted in accordance with a replanting plan approved by the USFS, the public agency landowner of the 64-Acre Tract, and by TRPA.
- Select forest-appropriate species and design plant spacing for a natural appearance and for achieving scenic and fire fuel objectives of the USFS and TRPA.
- Save, stockpile, and reapply duff and topsoil on disturbed slopes to reduce the newly constructed look and to promote natural revegetation.
- The forest restoration plantings will be designed by a Landscape Architect or similar qualified specialist. All vegetation planting on USFS lands shall be approved by USFS botanist for areas on National Forest System lands.
- During the design development process, reduce the length and/or height of the embankment supporting the realigned SR 89 highway through the 64-Acre Tract will be reduced to the maximum extent feasible.
- Implement embankment slope design options to reduce the visible mass and enhance the appearance of the slope, including rockery walls, stepped design with planting areas, and bridge abutment concrete staining/stamping with natural colors to soften the visual intrusion.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Implementation of Mitigation Measure 4.14-2 would reduce potentially significant impacts associated with changes to the existing visual character or quality of the project site because, while the preferred alternative would alter views from some portions of the Tahoe Rim Trail and the 64-Acre Tract near the new bridge approach and highway embankment, implementation of this mitigation measure would reduce the visual effects from the addition of urban features by restoring disturbed forest vegetation and increasing native trees and understory vegetation. The forest vegetation plans will be approved by TRPA and the USFS before construction of the preferred alternative begins. Thus, by restoring the forest with replanted trees and understory vegetation, as well as incorporating appearance-enhancing design elements, the visibility and adverse scenic impact of the realigned highway and bridge approach would be reduced to a less-than-significant level.
6.8 TRAFFIC AND TRANSPORTATION

6.8.1 Significant Effect: Intersection Operations (Impact 4.15-2)

FINDING

The preferred alternative would not generate additional vehicle trips that could affect intersection operations; rather, it would implement improvements to existing transportation infrastructure. Under the preferred alternative, SR 89 would be realigned through the 64-Acre Tract and the existing SR 90/SR 28 wye intersection would be modified. Additional delay is projected to occur at the Granlibakken Road intersection with SR 89 for both 2018 and 2038. Thus, intersection impacts would be significant for Alternative 1.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. Mitigation Measure 4.15-2a can and should be implemented by Placer County. Placer County has already identified the SR 89 and Granlibakken Road intersection as a future Capital Improvement Program project.

FACTS IN SUPPORT OF FINDING

TTD adopted the following mitigation measures that would reduce to less-than-significant levels the preferred alternative’s impact on intersection operations. Implementation of the measure is the responsibility of TTD and Placer County, with monitoring by TTD, TRPA, Placer County and Caltrans.

Mitigation Measure 4.15-2a: Implement Improvements for the Side-Street Movements at the Granlibakken Road Intersection with SR 89

The proposed project would create a site-specific impact on the local transportation system when analyzed against the projected operations for the No Action condition. Article 15.28.010 of the Placer County Code establishes a road network Capital Improvement Program. The payment of traffic impact fees funds the Capital Improvement Program for area roadway improvements. Placer County has already identified the SR 89 and Granlibakken Road intersection as a future Capital Improvement Program project. The project is not defined at this time; however, the improvements will modify the type of control at this location to reduce the delay for the side street movements on Granlibakken Road. Placer County is the agency responsible for this mitigation measure.

Before initiating construction of the improvements to the SR 89/Granlibakken Road intersection, an Encroachment Permit from Caltrans will need to be approved. In addition, implementation of this mitigation measure will include sufficient design improvements to achieve acceptable delay and LOS levels to the satisfaction of Placer County, Caltrans, TRPA, and TTD.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Implementation of Mitigation Measure 4.15-2a will reduce delay and maintain the LOS at the SR 89/Granlibakken Road intersection at acceptable levels, because its implementation will contribute to improvements to this intersection and will include acceptance by Placer County, TRPA, and TTD. The Placer County Capital Improvement Program has been resulting in transportation improvements with a record of reducing environmental impact throughout Placer County for many years. Implementation of Placer County improvements will maintain LOS at acceptable levels. The impact will be reduced to a less-than-significant level.
6.8.2 Significant Effect: Construction-Related Traffic Impacts (Impact 4.15-4)

FINDING

Construction of the preferred alternative would result in temporary construction traffic and temporary disruption to traffic circulation in the area of construction. The project could be constructed over a total of up to three construction seasons. The project applicant would be required to prepare a Traffic Control Plan (TCP) for review and approval by CFLHD-FHWA prior to construction activities. Access to the river crossing and existing intersections would be maintained during construction, however the potential disruption would be potentially significant for Alternative 1.

Changes or alterations that would mitigate or avoid the significant effects on the environment are within the responsibility and jurisdiction of TTD and have been adopted by TTD. Mitigation Measure 4.15-4 should be implemented by TTD, which would reduce the significant effects of the project to a less-than-significant level.

FACTS IN SUPPORT OF FINDING

TTD adopted the following mitigation measures that would reduce to less-than-significant levels the preferred alternative’s impact on intersection operations. Implementation of the measure is the responsibility of TTD, FHWA-CFLHD, and the construction contractor, with monitoring by TTD and CFLHD-FHWA.

Mitigation Measure 4.15-4: Maintain Efficient Traffic Flow and Provide Safe Work Zones During Each Construction Season

Prior to construction, the contractor will be required to submit a Traffic Control Plan to CFLHD-FHWA. CFHLD-FHWA will coordinate review and approval of the plan with TRPA, Placer County, Caltrans, and other agencies as appropriate. The Traffic Control Plan will regulate maintenance of traffic during each construction season and comply with agency standards and regulations to promote safe and efficient travel for the public and construction workers through the work zones. The plan will include provisions for regular inspections to assess contractor compliance with the plan, signage to direct traffic, and public noticing, as appropriate.

EVIDENCE SUPPORTING IMPACT REDUCTION BY MITIGATION

Implementation of Mitigation 4.15-4 will minimize traffic flow disruption and, when needed, will provide detours that will maintain construction period traffic flow in a manner that is acceptable to Placer County and Caltrans. In the construction work zones, this mitigation measure will also enhance the safety of the work zones for the traveling public and workers. Because implementation of this mitigation measure will minimize possible transportation disruptions during the construction seasons, and ensure safe and efficient travel, impacts will be reduced to a less-than-significant level.

7 CONCLUSION

The mitigation measures listed in conjunction with each of these Findings, as implemented through the MMRP, have eliminated or reduced, or will eliminate or reduce to a level of insignificance, all adverse environmental impacts.

The MMRP, as adopted by TTD at the time of project approval, is attached to these Findings.
8 REFERENCES

For complete lists of references used in preparing the Draft EIR/EIS, see Chapter 8, “References,” in the Draft EIR/EIS/EA. For a complete list of references used in preparing the Final EIR/EIS/EA, see Chapter 5 “References,” in the Final EIR/EIS/EA.
State Route 89 / Fanny Bridge Community Revitalization Project
Environmental Impact Report
Mitigation Monitoring and Reporting Program

California SCH# 2011122013

Tahoe Transportation District
PO Box 499
Zephyr Cove, NV 89448
128 Market Street, Suite 3F
Stateline, NV 89449

Contact: Alfred Knotts

March 23, 2015
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MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

This Environmental Mitigation Monitoring and Reporting Program (MMRP) has been prepared pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines to provide for the monitoring and reporting of mitigation measures required of the State Route 89/Fanny Bridge Community Revitalization Project as set forth in the Final Environmental Impact Report/Environmental Impact Statement/Environmental Assessment (FEIR/EIS/EA) prepared for the project.

Section 21081.6 of the California Public Resources Code and Section 15091(d) and 15097 of the State CEQA Guidelines require public agencies “to adopt a reporting or monitoring program for changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment.” A Mitigation Monitoring and Reporting Program (MMRP) is required for the proposed project because the EIR/EIS/EA for the project identified potentially significant and significant adverse impacts related to construction and implementation activities, and mitigation measures have been identified to reduce all of those impacts to a less-than-significant level.

This MMRP is being adopted by the Tahoe Transportation District (TTD) as part of CEQA compliance for the State Route 89/Fanny Bridge Community Revitalization Project approval of Alternative 1.

This MMRP will be kept on file at TTD, 128 Market Street, Suite 3F, Stateline, Nevada, 89449.

PURPOSE OF THE MMRP

This MMRP has been prepared to ensure that all required mitigation measures are implemented and completed according to schedule and maintained in a satisfactory manner during the construction and operation of the State Route 89 / Fanny Bridge Community Revitalization Project, as required. The MMRP may be modified by TTD during project implementation, as necessary, in response to changing conditions or other refinements. A summary table (attached) has been prepared to assist the responsible parties in implementing and monitoring compliance with the MMRP. The table identifies individual mitigation measures, monitoring/mitigation timing, responsible person/agency for implementing the measure, monitoring procedures, and a record of implementation of the mitigation measures. The numbering of mitigation measures follows the numbering sequence found in the EIR/EIS/EA.

ROLES AND RESPONSIBILITIES

Some mitigation measures involve additional or modified design features, while others require specific construction practices, or pre or post-construction activities. Mitigation measures will be implemented by TTD, the contractor selected to construct the project, the design engineer, and other individuals or entities with required technical expertise. As the primary agency implementing the project and the lead agency under CEQA, TTD has overall responsibility for monitoring compliance with required mitigation measures. In cases where another agency has statutory authority over a specific element of a mitigation measure, that agency is also responsible for monitoring compliance with the mitigation measure. Additional details on the responsibilities for implementation and monitoring of each mitigation measure is provided in the MMRP summary table.
MMPR SUMMARY TABLE

The MMPR Summary Table that follows should guide TTD in its evaluation and records of the implementation of mitigation measures.

The column categories identified in the MMPR Summary Table are described below:

- **Impacts** – describes the impacts requiring mitigation.
- **Mitigation Measure** – provides the text of the mitigation measures identified in the EIR.
- **Monitoring Action** – identifies the elements of the mitigation that will be monitored for compliance with the MMPR.
- **Responsibility** – identifies the entity responsible for implementing the requirements of the mitigation measure, and the entity responsible for monitoring compliance with the mitigation measure.
- **Timing/Schedule** – lists the time frame in which the mitigation will take place.
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<tbody>
<tr>
<td>4.1. Agricultural and Forestry Resources</td>
<td>Mitigation Measure 4.1.1: Prepare tree removal, protection, and replanting plan. A Tree Removal, Protection, and Replanting Plan shall be prepared by the applicant to provide tree protection measures to comply with the performance criteria and other requirements of TRPA Code Section 61.</td>
<td>1. Prepare a Tree Removal, Protection, and Replanting Plan and hire a qualified forester to review the Plan to determine consistency with Chapter 61 of the TRPA Code.</td>
<td>1. Implementation: TTD and TRPA</td>
<td>1. Prior to construction</td>
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<td>Mitigation Measure 4.1.1: Prepare tree removal, protection, and replanting plan. A Tree Removal, Protection, and Replanting Plan shall be prepared by the applicant to provide tree protection measures to comply with the performance criteria and other requirements of TRPA Code Section 61.</td>
<td>2. Monitor implementation of the Tree Removal, Protection, and Replanting Plan</td>
<td>2. Implementation: Construction contractor Monitoring: TTD</td>
<td>2. Throughout project construction</td>
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<td>4.3. Biological Resources</td>
<td>Mitigation Measure 4.3.2a: Implement vegetation protection measures and revegetate disturbed areas. Vegetation will not be disturbed, injured or removed, except in accordance with the Code or conditions of Project approval. All trees, major roots, and other vegetation, not specifically designated and approved for removal in connection with a project will be protected according to methods approved by TRPA. All vegetation outside the construction site boundary, as well as other vegetation designated on the approved plans, will be protected by installing temporary fencing pursuant to subsections 33.6.9 and 33.6.10. Areas outside the construction site boundary that sustain vegetation damage during construction will be revegetated according to a revegetation plan in accordance with Section 61.4.</td>
<td>1. Include measures to protect vegetation and revegetate disturbed area, per Mitigation Measure 4.3.2a, in project-specific environmental review for inclusion in construction contracts</td>
<td>1. Implementation: TTD Monitoring: TTD and TRPA</td>
<td>1. Prior to construction</td>
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<td></td>
<td>Mitigation Measure 4.3.2a: Implement vegetation protection measures and revegetate disturbed areas. Vegetation will not be disturbed, injured or removed, except in accordance with the Code or conditions of Project approval. All trees, major roots, and other vegetation, not specifically designated and approved for removal in connection with a project will be protected according to methods approved by TRPA. All vegetation outside the construction site boundary, as well as other vegetation designated on the approved plans, will be protected by installing temporary fencing pursuant to subsections 33.6.9 and 33.6.10. Areas outside the construction site boundary that sustain vegetation damage during construction will be revegetated according to a revegetation plan in accordance with Section 61.4.</td>
<td>2. Monitor installation and maintenance of vegetation protection features and adherence to other vegetation protection measures.</td>
<td>2. Implementation: Construction contractor Monitoring: TTD</td>
<td>2. Throughout project construction</td>
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<td>Mitigation Measure 4.3.2b: Conduct delineation of waters of the United States and obtain authorization for fill and required permits. Two delineations of wetlands and other waters of the U.S. within the project site have been completed (NCE 2012, 2013). The first delineation (NCE 2012),</td>
<td>3. Monitor revegetation activities to ensure they are consistent with the revegetation plan.</td>
<td>3. Implementation: Construction contractor Monitoring: TTD</td>
<td>3. During or immediately following construction activities</td>
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<td>Mitigation Measure 4.3.2b: Conduct delineation of waters of the United States and obtain authorization for fill and required permits. Two delineations of wetlands and other waters of the U.S. within the project site have been completed (NCE 2012, 2013). The first delineation (NCE 2012),</td>
<td>1. Monitor project design to determine if the final design would potentially affect any wetlands or waters of the U.S.</td>
<td>1. Implementation and Monitoring: TTD</td>
<td>1. During project design</td>
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### SR 89/Fanny Bridge Community Revitalization Project
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<td>waters of the state, riparian habitat, and SEZs. This impact would be significant.</td>
<td>which was verified by USACE, covered most but not all the current project site, because the project site configuration changed after the delineation was completed and submitted to USACE. The second delineation (NCE 2013) covered the current, expanded project site. The following would apply, as applicable, to any potentially affected jurisdictional resources that have not been delineated or verified by USACE prior to project implementation. Prior to the start of on-site construction activities on any potentially affected jurisdictional resource that has not been previously delineated or verified by the USACE, a qualified biologist will survey the project site for sensitive natural communities. Sensitive natural communities or habitats are those of special concern to resource agencies or those that are afforded specific consideration, based on Section 404 of the CWA and other applicable regulations. If sensitive natural communities or habitats that are afforded specific consideration, based on Section 404 of the CWA are determined to be present, a delineation of waters of the United States, including wetlands that would be affected by the project, will be prepared by a qualified biologist through the formal Section 404 wetland delineation process. The delineation will be submitted to and verified by USACE. If, based on the verified delineation, it is determined that fill of waters of the United States would result from implementation of the project, authorization for such fill will be secured from USACE through the Section 404 permitting process. The acreage of riparian habitat (deciduous riparian vegetation) that would be removed or disturbed during project implementation will be quantified and replaced or restored/enhanced in accordance with USACE and TRPA regulations. Habitat restoration, enhancement, and/or replacement will be at a location and by methods agreeable to USACE as determined during the permitting processes for CWA Section 404 and by TRPA during the permitting process for SEZ.</td>
<td>which have not been delineated or verified by the USACE.</td>
<td>2. Implementation: TTD and qualified biologist Monitoring: TTD</td>
<td>2. Prior to construction</td>
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<td>Implementing Alternative 1 would result in direct removal and disturbance of sensitive habitats, including waters of the United States, waters of the state, riparian habitat, and SEZs. This impact would be significant.</td>
<td>Mitigation Measure 4.3-2c: Obtain and comply with a lake and streambed alteration agreement; compensate for unavoidable loss of stream and riparian habitat. The following measures would be implemented to avoid or compensate for the loss or degradation of stream or riparian habitat; ensure consistency with Fish and Game Code Section 1602, and further reduce potential adverse effects on riparian habitats: Notify CDFW prior to conducting activity within the bed, bank, or riparian corridor of any waterway. Prepare Streambed Alteration Agreement, per Mitigation Measure 4.3-2c.</td>
<td>1. Notify CDFW prior to conducting activity within the bed, bank, or riparian corridor of any waterway. Prepare Streambed Alteration Agreement, per Mitigation Measure 4.3-2c.</td>
<td>1. Implementation and monitoring: TTD</td>
<td>1. Prior to construction</td>
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<td>3. Monitor to determine if fill of waters of the US would occur through project implementation, and if so, secure authorization through the 404 permitting process.</td>
<td>3. Implementation: TTD and qualified biologist Monitoring: TTD and USACE</td>
<td>3. Prior to construction</td>
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<td>4. Monitor construction activities to ensure that habitat restoration, enhancement, and/or replacement is consistent with USACE and TRPA permit conditions.</td>
<td>4. Implementation: Construction contractor Monitoring: TTD and TRPA</td>
<td>4. During project construction</td>
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**Impact 4.3-2. Disturbance or loss of sensitive habitats (jurisdictional wetlands, riparian vegetation, and SEZ).**

Implementing Alternative 1 would result in direct removal and disturbance of sensitive habitats, including waters of the United States, waters of the state, riparian habitat, and SEZs. This impact would be significant.
### SR 89/Fanny Bridge Community Revitalization Project
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<td>The project proponent will notify CDFW before commencing any activity within the bed, bank, or riparian corridor of any waterway. If activities trigger the need for a Streambed Alteration Agreement, the proponent will obtain an agreement from CDFW. The project proponent will conduct construction activities in accordance with the agreement, including implementing reasonable measures in the agreement necessary to protect the fish and wildlife resources, when working within the bed or bank of waterways that function as a fish or wildlife resource or in riparian habitats associated with those waterways. The project proponent shall compensate for permanent riparian habitat impacts at a minimum of a 1:1 ratio through contributions to a CDFW approved wetland mitigation bank or through the development and implementation of a Compensatory Stream and Riparian Mitigation and Monitoring Plan aimed at creating or restoring in-kind habitat in the surrounding area. If mitigation credits are not available, stream and riparian habitat compensation shall include establishment of riparian vegetation on currently unvegetated bank portions of streams affected by the project and enhancement of existing riparian habitat through removal of nonnative species, where appropriate, and planting additional native riparian plants to increase cover, continuity, and width of the existing riparian corridor along streams in the project site and surrounding areas. Construction activities and compensatory mitigation shall be conducted in accordance with the terms of a streambed alteration agreement as required under Section 1602 of the Fish and Game Code. The Compensatory Stream and Riparian Mitigation and Monitoring Plan shall include the following: identification of compensatory mitigation sites and criteria for selecting these mitigation sites; in kind reference habitats for comparison with compensatory riparian habitats (using performance and success criteria) to document success; monitoring protocol, including schedule and annual report requirements (Compensatory habitat shall be monitored for a minimum of 5 years from completion of mitigation, or human intervention (including recontouring and grading), or until the success</td>
<td>2. Prepare a Compensatory Stream and Riparian Mitigation and Monitoring Plan, per Mitigation Measure 4.3-2c. 3. Monitor implementation of construction activities and compensatory mitigation in accordance with the lake and streambed alteration agreement.</td>
<td>2. Implementation and monitoring: TTD</td>
<td>2. Prior to construction</td>
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**Tahoe Transportation District**

#### Mitigation Monitoring and Reporting Program

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<td><strong>Criteria identified in the approved mitigation plan have been met, whichever is longer:</strong>;</td>
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<td>▶ ecological performance standards, based on the best available science and including specifications for native riparian plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship; at a minimum, compensatory mitigation planting sites must achieve 80% survival of planted riparian trees and shrubs by the end of the five-year maintenance and monitoring period or dead and dying trees shall be replaced and monitoring continued until 80 percent survivorship is achieved;</td>
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<td>▶ corrective measures if performance standards are not met;</td>
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<td>▶ responsible parties for monitoring and preparing reports; and</td>
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<td>▶ responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions.</td>
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### Impact 4.3-2: Disturbance or loss of sensitive habitats (jurisdictional wetlands, riparian vegetation, and SEZ).

Implementing Alternative 1 would result in direct removal and disturbance of sensitive habitats, including waters of the United States, waters of the state, riparian habitat, and SEZs. This impact would be significant.

#### Mitigation Measure 4.3-2d: Compensate for Unavoidable Loss of SEZ.

The following measures would be implemented to ensure consistency with TRPA Code Section 61.3 and Fish and Game Code Section 1602 and further reduce potential adverse effects on SEZs, streams, and riparian habitat. Because SEZ boundaries may generally correspond with wetlands and riparian zones regulated under Section 404 of the CWA or Fish and Game Code Section 1602, implementation of these measures shall be planned in conjunction with Mitigation Measures 4.3-2b (Conduct Delineation of Waters of the United States and Obtain Authorization for Fill and Required Permits) and 4.3-2c (Obtain and Comply with a Lake and Streambed Alteration Agreement; Compensate for Unavoidable Loss of Stream and Riparian Habitat).

- SEZ lands within the project area shall be delineated, mapped, and TRPA-verified. All reasonable alternatives/options shall be implemented to avoid or reduce the extent of encroachment into SEZs.
- In instances where there is no feasible alternative to avoid an SEZ, the project proponent shall mitigate all impacts within the boundaries of SEZs by restoring SEZ habitat (land capability district 1b) in the surrounding area, or other appropriate area as determined.

| 1. Delineate, map, and obtain TRPA verification for SEZ lands within the project area. | 1. Implementation: TTD Monitoring: TTD and TRPA | 1. Prior to project construction |
| 2. Hire a qualified restoration ecologist to prepare a restoration plan, per Mitigation Measure 4.3-2d | 2. Implementation: TTD Monitoring: TTD and TRPA | 2. Prior to project construction |
### SR 89/Fanny Bridge Community Revitalization Project

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**Mitigation Monitoring and Reporting Program**

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<td>by TRPA, at a minimum ratio of 1.5:1, consistent with TRPA Code.</td>
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<td>The project proponent shall retain a qualified restoration ecologist to prepare a restoration plan that will address final clean-up, stabilization, and revegetation procedures for areas disturbed by the project. The restoration plan for SEZs shall include the following:</td>
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<td>identification of compensatory mitigation sites, with emphasis on sites within the Truckee River watershed, and criteria for selecting these mitigation sites;</td>
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<td>complete assessment of the existing biological resources in the restoration areas;</td>
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<td>in kind reference habitats for comparison with compensatory SEZs (using performance and success criteria) to document success;</td>
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<td>monitoring protocol, including schedule and annual report requirements (Compensatory habitat shall be monitored for a minimum of 5 years from completion of mitigation, or human intervention (including recontouring and grading), or until the success criteria identified in the approved mitigation plan have been met, whichever is longer.);</td>
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<td>ecological performance standards, based on the best available science and including specifications for native plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship; at a minimum, compensatory mitigation planting sites must achieve 80 percent survival of planted vegetation by the end of the five-year maintenance and monitoring period or dead and dying plants shall be replaced and monitoring continued until 80% survivorship is achieved;</td>
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<td>corrective measures if performance standards are not met;</td>
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<td>responsible parties for monitoring and preparing reports; and</td>
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<td>responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions.</td>
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#### Impact 4.3-3. Introduction and spread of invasive plants.

Under Alternative 1, project implementation has the potential to introduce and spread terrestrial and aquatic invasive plants during construction and revegetation periods. Noxious weeds and other invasive plants could inadvertently:

**Mitigation Measure 4.3-3a: Implement invasive plant management practices during project construction.** In consultation with TRPA and USFS, the project proponent shall implement appropriate invasive plant management practices during project construction. Recommended practices generally include the following:

- 1. Monitor the completion of a Noxious Weed Risk Assessment for USFS lands, and the treatment of invasive plant infestations

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#### Exhibit B

ATTACHMENT B

AGENDA ITEM: VIII.A.
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<td>Be introduced or spread in the project area during grading and construction activities, if nearby source populations passively colonize disturbed ground, or if construction and personnel equipment is transported to the site from an infested area. Soil, vegetation, and other materials transported to the study area from off-site sources for best management practices (BMPs), revegetation, or fill for project construction could contain invasive plant seeds or plant material that could become established in the study area. Additionally, terrestrial and aquatic invasive species currently present in or near the study area have the potential to be spread by construction disturbances. The introduction and spread of terrestrial or aquatic invasive species would degrade terrestrial plant, wildlife, and aquatic habitats, including habitats of special significance (riparian) within the study area. The potential introduction and spread of terrestrial or aquatic invasive species under Alternative 1 would be a potentially significant impact.</td>
<td>For project activities on USFS land, a Noxious Weed Risk Assessment will be prepared for all areas to be temporarily impacted. Applicable LTBMU Invasive Plant Management Measures will be implemented under the direction of the Forest Botanist. Before construction activities begin, invasive plant infestations will be treated where feasible. Treatments will be selected based on each species ecology and phenology. All treatment methods-including the use of herbicides-will be conducted in accordance with the law, regulations, and policies governing the land owner (e.g., TRPA and/or LTBU). Land owners will be notified prior to the use of herbicides for invasive treatment. In areas where treatment is not feasible, noxious weed areas will be clearly flagged or fenced in order to clearly delineate work exclusion. To ensure that fill material and seeds imported to the project site are free of invasive plants/noxious weeds, the project will use on-site sources of fill and seeds whenever available. Fill and seed materials that need to be imported to the project site will be certified weed-free. In addition, only certified weed-free imported materials (or rice straw in upland areas) will be used for erosion control. Vehicles and equipment will arrive at the study area clean and weed-free. All equipment entering the project site from weed-infested areas or areas of unknown weed status will be cleaned of all attached soil or plant parts before being allowed into the project site. Vehicles and equipment will be cleaned using high-pressure water or air at designated weed-cleaning stations after exiting a weed-infested area. Cleaning stations will be designated by a botanist or noxious weed specialist and located away from aquatic resources. Equipment will be inspected by the on-site environmental monitor for mud or other signs that weed seeds or propagules could be present prior to use in the study area. If the equipment is not clean, the monitor will deny entry into work areas. If designated weed-infested areas are unavoidable, the plants will be cut, if feasible, and disposed of in a landfill in sealed bags or disposed of or destroyed in another manner acceptable to the USFS, TRPA, or other agency as appropriate. If cutting weeds is not feasible, layers of mulch, degradable geotextiles, or similar materials will be placed over the infestation area to minimize the spread of seeds and plant materials.</td>
<td>2. Monitor the identification of on-site or weed-free fill sources; and weed-free, local seed and vegetation sources. 3. Monitor construction practices to ensure vehicles and equipment entering the site are weed-free; and that any infested areas that cannot be avoided are managed to avoid the spread of weeds during construction. 4. Monitor notifying the USFS noxious weed coordinator.</td>
<td>2. Implementation: Construction contractor Monitoring: TTD 3. Implementation: Construction contractor Monitoring: TTD 4. Implementation and monitoring: TTD</td>
<td>2. Prior to construction 3. Throughout project construction 4. After completion of construction activities</td>
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<td>Equipment and vehicles during construction. These materials will be secured so they are not blown or washed away.</td>
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<td>Locally collected native seed sources for revegetation shall be used when possible. Plant and seed material will be collected from or near the study area, from within the same watershed, and at a similar elevation when possible and with approval of the appropriate authority (e.g., USFS botanist for collection on USFS land). Persistent nonnatives such as cultivated timothy (Phleum pretense), orchard grass (Dactylis glomerata), or ryegrass (Lolium spp.) shall not be used.</td>
<td>1. Monitor the development of a plan that includes specific aquatic invasive species management practices</td>
<td>1. Implementation: TTD Monitoring, TTD and TRPA</td>
<td>1. Prior to construction</td>
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<td>After the project is completed, the USFS noxious weed coordinator shall be notified so that the USFS portion of the project site can be monitored by the USFS if desired.</td>
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<td>Monitoring could be for up to three years (as feasible) subsequent to project implementation to ensure additional nonnative invasive species do not become established in the areas affected by the project and to ensure that known nonnative invasive species do not spread.</td>
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**Impact 4.3. Introduction and spread of invasive plants.**

Under Alternative 1, project implementation has the potential to introduce and spread terrestrial and aquatic invasive plants during construction and revegetation periods. Noxious weeds and other invasive plants could inadvertently be introduced or spread in the project area during grading and construction activities, if nearby source populations passively colonize disturbed ground, or if construction and personnel equipment is transported to the site from an infested area. Soil, vegetation, and other materials transported to the study area from off-site sources for best management practices (BMPs), revegetation, or fill for project construction could contain invasive plant seeds or plant material that could become established in the study area. Additionally, terrestrial and aquatic invasive species currently present in or near the study area have the potential to be spread by construction disturbances. The introduction and spread of terrestrial or aquatic invasive species would degrade terrestrial plant, wildlife, and aquatic habitats, including habitats of special significance (riparian) within the

**Mitigation Measure 4.3-b: Implement aquatic invasive species management practices during project construction.** In consultation with TRPA and consistent with USFSWS Hazard Analysis and Critical Control Point (HACCP) planning guidance, the project proponent shall develop and implement a plan that includes appropriate aquatic invasive species management practices during project construction. Recommended practices include the following:

- All equipment, including individual equipment such as waders, wading boots, etc., entering the study area that will be used in or around the Truckee River or Lake Tahoe shall be decontaminated using methods recommended in the Lake Tahoe Region Aquatic Invasive Species Management Plan (USACE 2009) before being allowed into the study area.

- If applicable, all equipment, including individual equipment such as waders, wading boots, etc., used in known infested areas within the study area shall be decontaminated using the above mentioned methods before entering any other areas of the study area not known to contain aquatic invasive species.

- Aquatic invasive species encountered during fish removal and relocation efforts will be euthanized and/or removed from the...
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<td>study area. The potential introduction and spread of terrestrial or aquatic invasive species under Alternative 1 would be a potentially significant impact.</td>
<td>Mitigation Measure 4.3-4: Conduct pre-construction surveys for nesting special-status birds, and implement a limited operating period if necessary. For construction activities that would occur in suitable habitat during the nesting season (generally April 1–August 31, depending on snowpack and other seasonal conditions), a qualified wildlife biologist shall conduct focused surveys for waterfowl and olive-sided flycatchers.</td>
<td>1. Monitor the completion of pre-construction surveys for waterfowl and olive-sided flycatchers</td>
<td>1. Implementation: Construction contractor, qualified biologist Monitoring: TTD and TRPA</td>
<td>1. No more than 14 days prior to initiating construction activities for each construction season.</td>
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<td>Impact 4.3.4. Disturbance or loss of special-status wildlife species and habitats. Under Alternative 1, constructing or expanding roadway alignments, roadway features (e.g., curbs, gutters, retaining walls), bike path realignment, and other project elements could result in disturbances to two special-status wildlife species (waterfowl and olive-sided flycatcher). Disturbances resulting in loss of individuals or nests, or disruptions to nesting attempts by special-status species would be a potentially significant impact.</td>
<td>Mitigation Measure 4.3-5a: Implement Mitigation Measure 4.3-2b. Mitigation Measure 4.3-2b: Conduct delineation of waters of the United States and obtain authorization for fill and required permits. Two delineations of wetlands and other waters of the U.S. within the project site have been completed (NCE 2012, 2013). The first delineation (NCE 2012), which was verified by USACE, covered most but not all of the current project site, because the project site configuration changed after the delineation was completed and submitted to USACE. The second delineation (NCE 2013) covered the current, expanded project site. The following would apply, as applicable, to any potentially affected jurisdictional resources that have not been delineated or verified by USACE prior to project implementation. Prior to the start of on-site construction activities on any potentially affected jurisdictional resource that has not been previously delineated or verified by the USACE, a qualified biologist will survey the project site for sensitive natural communities. Sensitive natural communities or habitats are those of special concern to resource agencies or those that are afforded specific consideration, based on Section 404 of the CWA and other applicable</td>
<td>1. Monitor project design to determine if the final design would potentially affect any wetlands or waters of the US, which have not been delineated or verified by the USACE. 2. If the final project design would potentially affect any wetlands or waters of the US, which have not been delineated or verified by the USACE, then monitor to ensure that a delineation of waters of the US is performed and submitted to USACE for verification.</td>
<td>1. Implementation and Monitoring: TTD</td>
<td>1. During project design.</td>
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<td>Impact 4.3.5. Short-term effects on aquatic resources resulting from construction. Under Alternative 1, project construction and staging near aquatic habitats could temporarily result in adverse impacts to aquatic resources in the Truckee River. Additionally, Alternative 1 would require construction and/or rehabilitation of bridge foundations and footings below the ordinary high water mark and within the river channel, dewatering, and water diversion. Because TRPA, State and Regional WQCB, and Placer County regulations are in place to minimize erosion and transport of sediment and other pollutants during construction, and appropriate project-specific measures would be defined to secure necessary permits and approvals, construction-related impacts to aquatic resources would be minimized and would not result in substantial adverse effects on water quality or aquatic habitat quality and functions in the Truckee River. However, even with incorporation of these measures</td>
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#### Monitoring Action
1. Monitor the completion of pre-construction surveys for waterfowl and olive-sided flycatchers
2. Prior to each construction season
### Impacts and Mitigation Measures

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<td>Mitigation Measure 4.3-5b: Implement Mitigation Measure 4.3-2c.</td>
<td>Monitoring: TTD and USACE</td>
<td>4. Monitor construction activities to ensure habitat restoration, enhancement, and/or replacement is consistent with USACE and TRPA permit conditions.</td>
<td>4. During project construction</td>
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</table>
| Mitigation Measure 4.3-2c: Obtain and comply with a lake and streambed alteration agreement; compensate for unavoidable loss of stream and riparian habitat. The following measures would be implemented to avoid or compensate for the loss or degradation of stream or riparian habitat, ensure consistency with Fish and Game Code Section 1602, and further reduce potential adverse effects on riparian habitats:  
  The project proponent will notify CDFW before commencing any activity within the bed, bank, or riparian corridor of any waterway. If activities trigger the need for a Streambed Alteration Agreement, the proponent will obtain an agreement from CDFW. The project proponent will conduct construction activities in accordance with the agreement, including implementing reasonable measures in the agreement necessary to protect the fish and wildlife resources, when working within the bed or bank of waterways that function as a fish or wildlife resource or in riparian habitats associated with those waterways.  
  The project proponent shall compensate for permanent riparian habitat impacts at a minimum of a 1:1 ratio through contributions to a CDFW approved wetland mitigation bank or through the development and monitoring processes. | 4. Implementation: Construction contractor Monitoring: TTD and TRPA | Monitoring: TTD and USACE | 4. During project construction |

Regulations. If sensitive natural communities or habitats that are afforded specific consideration, based on Section 404 of the CWA are determined to be present, a delineation of waters of the United States, including wetlands that would be affected by the project, will be prepared by a qualified biologist through the formal Section 404 wetland delineation process. The delineation will be submitted to and verified by USACE. If, based on the verified delineation, it is determined that fill of waters of the United States would result from implementation of the project, authorization for such fill will be secured from USACE through the Section 404 permitting process.

The acreage of riparian habitat (deciduous riparian vegetation) that would be removed or disturbed during project implementation will be quantified and replaced or restored/enhanced in accordance with USACE and TRPA regulations. Habitat restoration, enhancement, and/or replacement will be at a location and by methods agreeable to USACE as determined during the permitting processes for CWA Section 404 and by TRPA during the permitting process for SEZ.

Regulations. If sensitive natural communities or habitats that are afforded specific consideration, based on Section 404 of the CWA are determined to be present, a delineation of waters of the United States, including wetlands that would be affected by the project, will be prepared by a qualified biologist through the formal Section 404 wetland delineation process. The delineation will be submitted to and verified by USACE. If, based on the verified delineation, it is determined that fill of waters of the United States would result from implementation of the project, authorization for such fill will be secured from USACE through the Section 404 permitting process.

If, based on the verified delineation, it is determined that fill of waters of the United States would result from implementation of the project, authorization for such fill will be secured from USACE through the Section 404 permitting process. The acreage of riparian habitat (deciduous riparian vegetation) that would be removed or disturbed during project implementation will be quantified and replaced or restored/enhanced in accordance with USACE and TRPA regulations. Habitat restoration, enhancement, and/or replacement will be at a location and by methods agreeable to USACE as determined during the permitting processes for CWA Section 404 and by TRPA during the permitting process for SEZ.

Mitigation Measure 4.3-2c: Obtain and comply with a lake and streambed alteration agreement; compensate for unavoidable loss of stream and riparian habitat. The following measures would be implemented to avoid or compensate for the loss or degradation of stream or riparian habitat, ensure consistency with Fish and Game Code Section 1602, and further reduce potential adverse effects on riparian habitats:  
  The project proponent will notify CDFW before commencing any activity within the bed, bank, or riparian corridor of any waterway. If activities trigger the need for a Streambed Alteration Agreement, the proponent will obtain an agreement from CDFW. The project proponent will conduct construction activities in accordance with the agreement, including implementing reasonable measures in the agreement necessary to protect the fish and wildlife resources, when working within the bed or bank of waterways that function as a fish or wildlife resource or in riparian habitats associated with those waterways.  
  The project proponent shall compensate for permanent riparian habitat impacts at a minimum of a 1:1 ratio through contributions to a CDFW approved wetland mitigation bank or through the development and monitoring processes.

Mitigation Measure 4.3-2c: Obtain and comply with a lake and streambed alteration agreement; compensate for unavoidable loss of stream and riparian habitat. The following measures would be implemented to avoid or compensate for the loss or degradation of stream or riparian habitat, ensure consistency with Fish and Game Code Section 1602, and further reduce potential adverse effects on riparian habitats:  
  The project proponent will notify CDFW before commencing any activity within the bed, bank, or riparian corridor of any waterway. If activities trigger the need for a Streambed Alteration Agreement, the proponent will obtain an agreement from CDFW. The project proponent will conduct construction activities in accordance with the agreement, including implementing reasonable measures in the agreement necessary to protect the fish and wildlife resources, when working within the bed or bank of waterways that function as a fish or wildlife resource or in riparian habitats associated with those waterways.  
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<td>Implementation of a Compensatory Stream and Riparian Mitigation and Monitoring Plan aimed at creating or restoring in-kind habitat in the surrounding area. If mitigation credits are not available, stream and riparian habitat compensation shall include establishment of riparian vegetation on currently unvegetated bank portions of streams affected by the project and enhancement of existing riparian habitat through removal of nonnative species, where appropriate, and planting additional native riparian plants to increase cover, continuity, and width of the existing riparian corridor along streams in the project site and surrounding areas. Construction activities and compensatory mitigation shall be conducted in accordance with the terms of a streambed alteration agreement as required under Section 1602 of the Fish and Game Code. The Compensatory Stream and Riparian Mitigation and Monitoring Plan shall include the following:</td>
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<td>monitoring protocol, including schedule and annual report requirements (Compensatory habitat shall be monitored for a minimum of 5 years from completion of mitigation, or human intervention (including recontouring and grading), or until the success criteria identified in the approved mitigation plan have been met, whichever is longer;);</td>
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<td>ecological performance standards, based on the best available science and including specifications for native riparian plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship; at a minimum, compensatory mitigation planting sites must achieve 80% survival of planted riparian trees and shrubs by the end of the five-year maintenance and monitoring period or dead and dying trees shall be replaced and monitoring continued until 80 percent survivorship is achieved;</td>
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| Impact 4.3-5. Short-term effects on aquatic resources resulting from construction. Under Alternative 1, project construction and staging near aquatic habitats could temporarily result in adverse impacts to aquatic resources in the Truckee River. Additionally, Alternative 1 would require construction and/or rehabilitation of bridge foundations and footings below the ordinary high water mark and within the river channel, dewatering, and water diversion. Because TRPA, State and Regional WQCB, and Placer County regulations are in place to minimize erosion and transport of sediment and other pollutants during construction, and appropriate project-specific measures would be defined to secure necessary permits and approvals, construction-related impacts to aquatic resources would be minimized and would not result in substantial adverse effects on water quality or aquatic habitat quality and functions in the Truckee River. However, even with incorporation of these measures and requirements into the project, project construction could result in loss or degradation of stream or riparian habitat protected under Section 1602 of the Fish and Game Code. Additionally, construction would include dewatering activities that would result in the temporary loss of aquatic habitat. Any disturbance to the bed and bank of a waterway that provides habitat functions and requiring a Streambed Alteration Agreement from CDFW, and potential injury or mortality to native fish during dewatering activities, would be considered a potentially significant impact to aquatic resources.
| Mitigation Measure 4.3-5c: Implement Mitigation Measure 4.3-2c. Mitigation Measure 4.3-2c: Obtain and comply with a lake and streambed alteration agreement; compensate for unavoidable loss of stream and riparian habitat. The following measures would be implemented to avoid or compensate for the loss or degradation of stream or riparian habitat, ensure consistency with Fish and Game Code Section 1602, and further reduce potential adverse effects on riparian habitats: The project proponent will notify CDFW before commencing any activity within the bed, bank, or riparian corridor of any waterway. If activities trigger the need for a Streambed Alteration Agreement, the proponent will obtain an agreement from CDFW. The project proponent will conduct construction activities in accordance with the agreement, including implementing reasonable measures in the agreement necessary to protect the fish and wildlife resources, when working within the bed or bank of waterways that function as a fish or wildlife resource or in riparian habitats associated with those waterways. The project proponent shall compensate for permanent riparian habitat impacts at a minimum of a 1:1 ratio through contributions to a CDFW approved wetland mitigation bank or through the development and implementation of a Compensatory Stream and Riparian Mitigation and Monitoring Plan aimed at creating or restoring in-kind habitat in the surrounding area. If mitigation credits are not available, stream and riparian habitat compensation shall include establishment of riparian vegetation on currently unvegetated bank portions of streams affected by the project and enhancement of existing riparian habitat through removal of nonnative species, where appropriate, and planting additional native riparian plants to increase cover, continuity, and width of the existing riparian corridor along streams in the project site and surrounding areas. Construction activities and compensatory mitigation shall be conducted in accordance with the terms of a streambed alteration agreement as required under Section 1602 of the Fish and Game Code. | 1. Notify CDFW prior to conducting activity within the bed, bank, or riparian corridor of any waterway. Prepare Streambed Alteration Agreement, per Mitigation Measure 4.3-2c. | 1. Implementation and monitoring: TTD | 1. Prior to construction |
| | | 2. Prepare a Compensatory Stream and Riparian Mitigation and Monitoring Plan, per Mitigation Measure 4.3-2c. | 2. Implementation and monitoring: TTD | 2. Prior to construction |
| | | 3. Monitor implementation of construction activities and compensatory mitigation in accordance with the lake and streambed alteration agreement. | 3. Implementation: Construction contractor Monitoring: TTD | 3. Throughout project construction |
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<td>monitoring protocol, including schedule and annual report requirements (Compensatory habitat shall be monitored for a minimum of 5 years from completion of mitigation, or human intervention (including recontouring and grading), or until the success criteria identified in the approved mitigation plan have been met, whichever is longer);</td>
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<td>ecological performance standards, based on the best available science and including specifications for native riparian plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship; at a minimum, compensatory mitigation planting sites must achieve 80% survival of planted riparian trees and shrubs by the end of the five-year maintenance and monitoring period or dead and dying trees shall be replaced and monitoring continued until 80 percent survivorship is achieved;</td>
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<td>corrective measures if performance standards are not met;</td>
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<td>responsible parties for monitoring and preparing reports; and</td>
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<td>responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions.</td>
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Impact 4.3-5. Short-term effects on aquatic resources resulting from construction. Under Alternative 1, project construction and staging near aquatic habitats could temporarily result in adverse impacts to aquatic resources in the Truckee River. Additionally, Alternative 1 would require construction and/or rehabilitation of bridge foundations and footings below the ordinary high water mark and within the river channel, dewatering, and water diversion. Because TRPA, State and Regional WQCB, and Placer County

| Mitigation Measure 4.3-5c: Conduct preconstruction surveys and develop and implement native-fish capture and translocation plan. The project proponent shall develop and implement measures to prevent the construction-related loss of native fish occupying habitat within the study area. In accordance with existing regulations, before any construction activities that require dewatering commence, a qualified biologist shall conduct preconstruction surveys and implement native-fish relocation activities (if native fish are present) within the construction dewatering area. All captured native fish species shall be immediately released to a suitable |
|---|---|---|---|
| 1. Develop and implement measures to prevent the construction-related loss of native fish, per Mitigation Measure 4.3-5c. | 1. Implementation: Qualified biologist and TTD Monitoring: TTD | 1. Prior to dewatering activities |
| 2. Monitor the implementation of preconstruction surveys; and development and implementation of a native-fish | | |
| 2. Implementation: Qualified biologist and TTD Monitoring: TTD | | 2. During project construction |

Exhibit B
ATTACHMENT B
AGENDA ITEM: VIII.A.
regulations are in place to minimize erosion and transport of sediment and other pollutants during construction, and appropriate project-specific measures would be defined to secure necessary permits and approvals, construction-related impacts to aquatic resources would be minimized and would not result in substantial adverse effects on water quality or aquatic habitat quality and functions in the Truckee River. However, even with incorporation of these measures and requirements into the project, project construction could result in loss or degradation of stream or riparian habitat protected under Section 1602 of the Fish and Game Code. Additionally, construction would include dewatering activities that would result in the temporary loss of aquatic habitat. Any disturbance to the bed and bank of a waterway that provides habitat functions and requiring a Streambed Alteration Agreement from CDFW, and potential injury or mortality to native fish during dewatering activities, would be considered a potentially significant impact to aquatic resources.

### 4.4. Cultural Resources

#### Impact 4.4.1. Historical resources
Alternative 1 has the potential to affect the NRHP-listed Lake Tahoe Dam and associated Outlet Gates through the rehabilitation or replacement of the adjacent Fanny Bridge. Alternative 1 would not physically alter the dam or gates; however, construction would occur immediately adjacent to the resources. Overall, the replacement or rehabilitation of Fanny Bridge would result in a bridge that would be similar in size and scale to the existing bridge and the new elements would be of comparable visual relationship to that of the existing bridge. Therefore, while there would be no change in the significance of the resource, because of the risk of construction damage to the resource this impact would be potentially significant for Alternative 1.

#### Mitigation Measure 4.4.1: Ensure historic integrity during construction
During design development, engineering design and specifications will be prepared to account for the proximity of construction activities associated with rehabilitation or replacement of Fanny Bridge to the Lake Tahoe Dam, Outlet Gates, and stilling basin and define separation distances, construction techniques, and other protective design details to avoid damage to the dam-related structures. This measure will include attention to the construction activity related to the bridge’s pile support structures. Where project construction activities will take place in the vicinity of the Lake Tahoe Dam, Outlet Gates, and stilling basin, those facilities shall be clearly identified in the field to facilitate maintenance of a physical separation from construction activities and other protection actions to adequately protect historically important features of the dam structure.

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<tr>
<td>Impacts near the study area. The qualified biologist shall place nets with 1/8-inch mesh at the upstream and downstream extents of the area to be dewatered to keep fish out of the area during fish removal activities. After completion of removal activities, the work area will be cleared for dewatering. Fish rescue and relocation will continue until the area is completely dewatered or until it is determined that no fish remain in the dewatering area. This fish translocation plan will apply only to native fish species. Nonnative species captured during the pre-dewatering effort will be humanely killed and disposed of. These activities shall take place in consultation with TRPA and CDFW.</td>
<td>capture and translocation plan.</td>
<td>1. Monitor the development of design elements and specifications to ensure historic integrity.</td>
<td>1. Implementation: Design engineer/TTD Monitoring TTD</td>
<td>1. During project design</td>
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<td>2. Monitor construction activities to ensure they comply with design elements and specifications intended to ensure historic integrity.</td>
<td>2. Implementation: Construction contractor Monitoring: TTD</td>
<td>2. Throughout project construction</td>
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**SR 89/Fanny Bridge Community Revitalization Project**  
**Tahoe Transportation District**  
**Mitigation Monitoring and Reporting Program**

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| **Impact 4.4-2. Archaeological resources.** Construction and excavation activities associated with the action alternatives could result in sediment disturbance and removal, which can adversely affect archaeological resources. Because Alternative 1 would include excavation and other ground-disturbing activities, these alternatives could result in adverse physical effects to known and unknown archaeological resources. This impact is potentially significant. | **Mitigation Measure 4.4-2a: Conduct archaeological monitoring.** The following mitigation was included in the RTP/SCS EIR/EIS, which included the SR 89/Fanny Bridge Community Revitalization Project as one of the TTD Capital Improvement Program projects in the RTP. In accordance with existing regulations, for ground-disturbing activities that have the potential to impact archaeological remains and that will occur in an area that has been determined by a qualified archaeologist to be an area that is sensitive for the presence of buried archaeological remains, the project proponent (e.g., TTD, local county, Caltrans, NDOT) will require the construction contractor to retain a qualified archaeologist to monitor those activities. Archaeological monitoring will be conducted in areas where there is likelihood that archaeological remains may be discovered but where those remains are not visible on the surface. Monitoring will not be considered a substitute for efforts to identify and evaluate cultural resources prior to the project initiation. Where necessary, the project proponent will seek Native American input and consultation. | 1. Hire a qualified archaeologist to monitor construction activities, per Mitigation Measure 4.4-2a.  
2. Monitor ground-disturbing activities where buried archaeological remains are likely to occur, per Mitigation Measure 4.4-2a. | 1. Implementation: Qualified archaeologist Monitoring: TTD  
2. Implementation: Qualified archaeologist Monitoring: TTD | 1. Prior to ground disturbing construction activities  
2. During ground disturbing construction activities |
| **Impact 4.4-2. Archaeological resources.** Construction and excavation activities associated with the action alternatives could result in sediment disturbance and removal, which can adversely affect archaeological resources. Because Alternative 1 would include excavation and other ground-disturbing activities, this alternative could result in adverse physical effects to known and unknown archaeological resources. This impact is potentially significant. | **Mitigation Measure 4.4-2b: Stop work in the event of an archaeological discovery.** The following mitigation was included in the RTP/SCS EIR/EIS, which included the SR 89/Fanny Bridge Community Revitalization Project as one of the TTD Capital Improvement Program projects in the RTP. If potentially significant cultural resources are discovered during ground-disturbing activities associated with individual project preparation, construction, or completion, the project proponent will require the construction contractor to stop work in that area until a qualified archaeologist can access the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with TRPA and other appropriate agencies and interested parties. A qualified archaeologist will follow accepted professional standards in recording any find including submittal of the standard Department of Parks and Recreation (DPR) Primary Record forms (Form DPR 523) and location information to the California Historical Resources Information Center office (North Central Information Center) for California projects. The consulting archaeologist will also evaluate such resources for significance per California Register of Historical Resources eligibility criteria (PRC Section 5024.1; Title 14 CCR Section 4852). Consultation with the Nevada State Historic Preservation Officer will be undertaken for Nevada projects. | 1. Monitor to ensure construction activities in the vicinity stop and a qualified archeologist evaluates archeological resources if potentially significant archeological resources are discovered  
2. If a qualified archeologist determines that potentially significant resources have been discovered, then monitor to ensure that appropriate treatment measures are implemented in coordination with TRPA and appropriate parties | 1. Implementation: Construction contractor and qualified archeologist Monitoring: TTD  
2. Implementation: Qualified archeologist Monitoring: TTD and TRPA | 1. During ground disturbing construction activities  
1. Upon discovering potentially significant archeological resources |
### SR 89/Fanny Bridge Community Revitalization Project
**Tahoe Transportation District**
**Mitigation Monitoring and Reporting Program**

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<td>If the archaeologist determines that the find does not meet the TRPA standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, the lead agency will be notified and a data recovery plan will be prepared.</td>
<td>1. Monitor to ensure construction activities in the vicinity stop and steps outlined in Mitigation Measure 4.4-3 are followed, if human remains are discovered during construction.</td>
<td>1. Implementation: Construction Contractor and TTD Monitoring: TTD</td>
<td>1. During ground disturbing construction activities</td>
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#### Impact 4.4-3. Accidental discovery of human remains.
Construction and excavation activities associated with development activities result in sediment disturbance and removal, which can unearth human remains if they are present. Because the project would allow excavation and other ground-disturbing activities, this impact is potentially significant for Alternative 1.

**Mitigation Measure 4.4-3: Stop work if human remains are discovered.**

The following mitigation was included in the RTP/SCS EIR/EIS, which included the SR 89/Fanny Bridge Community Revitalization Project as one of the TTD Capital Improvement Program projects in the RTP.

In accordance with existing regulations, if any human remains are discovered or recognized in any location on an individual project site, the project proponent will ensure that there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

- a) The applicable County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and
- b) If the remains are of Native American origin,
  1. The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or
  2. The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission.
  3. The site shall be flagged and avoided during construction.
- c) If human remains, grave goods, or items of cultural patrimony (as defined in the Native American Graves Protection and Repatriation Act [NAGPRA]) are discovered during ground disturbing activities on Federal Property, work will cease until the provisions of NAGPRA are met.
### Impact 4.4-5. Ethnic and cultural values.

Because the project could result in physical changes to historic and prehistoric sites, unique ethnic cultural values could be affected, and historic or prehistoric religious or sacred uses within the APE could be restricted. Consultation with the Washoe tribe is required by federal, state and TRPA regulations, however, project activities could still uncover or destroy historic or archaeological resources as identified in Impacts 4.4-1 (historic) and 4.4-2 (archaeological). Additionally, as described in Impact 4.4-3 (human remains), project activities could result in accidental discovery of remains during grading and excavation. Accidentally discovered remains could be of Native American origin. Therefore, this impact is potentially significant.

### Mitigation Measures

**Mitigation Measure 4.4-5: Implement other cultural resources mitigation measures.** Implement Mitigation Measures 4.4-2a, 4.4-2b, and 4.4-3.

**Mitigation Measure 4.4-2a: Conduct archaeological monitoring.** The following mitigation was included in the RTP/SCS EIR/EIS, which included the SR 89/Fanny Bridge Community Revitalization Project as one of the TTD Capital Improvement Program projects in the RTP.

In accordance with existing regulations, for ground-disturbing activities that have the potential to impact archaeological remains and that will occur in an area that has been determined by a qualified archaeologist to be an area that is sensitive for the presence of buried archaeological remains, the project proponent (e.g., TTD, local county, Caltrans, NDOT) will require the construction contractor to retain a qualified archaeologist to monitor those activities. Archaeological monitoring will be conducted in areas where there is likelihood that archaeological remains may be discovered but where those remains are not visible on the surface. Monitoring will not be considered a substitute for efforts to identify and evaluate cultural resources prior to the project initiation. Where necessary, the project proponent will seek Native American input and consultation.

**Mitigation Measure 4.4-2b: Stop work in the event of an archaeological discovery.** The following mitigation was included in the RTP/SCS EIR/EIS, which included the SR 89/Fanny Bridge Community Revitalization Project as one of the TTD Capital Improvement Program projects in the RTP.

If potentially significant cultural resources are discovered during ground-disturbing activities associated with individual project preparation, construction, or completion, the project proponent will require the construction contractor to stop work in that area until a qualified archaeologist can access the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with TRPA and other appropriate agencies and interested parties. A qualified archaeologist will follow accepted professional standards in recording any find including submittal of the standard Department of Parks and Recreation (DPR) Primary Record forms (Form DPR 523) and location information to the California Historical Resources Information Center office (North Central Information Center) for California projects. The consulting archaeologist will also evaluate such resources for significance per California Register of Historical Resources eligibility criteria (PRC Section 5024.1; Title 14 CCR 1. Hire a qualified archaeologist to monitor construction activities, per Mitigation Measure 4.4-2a.

2. Monitor ground-disturbing activities where buried archeological remains are likely to occur, per Mitigation Measure 4.4-2a.

### Table: Mitigation Monitoring and Reporting Program

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<td>Impact 4.4-5, Ethnic and cultural values.</td>
<td>Mitigation Measure 4.4-5: Implement other cultural resources mitigation measures.</td>
<td>1. Hire a qualified archaeologist to monitor construction activities, per Mitigation Measure 4.4-2a.</td>
<td>1. Implementation: Qualified archaeologist Monitoring: TTD</td>
<td>1. Prior to ground disturbing construction activities</td>
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<td>Mitigation Measure 4.4-2a: Conduct archaeological monitoring.</td>
<td>2. Monitor ground-disturbing activities where buried archeological remains are likely to occur, per Mitigation Measure 4.4-2a.</td>
<td>2. Implementation: Qualified archaeologist Monitoring: TTD</td>
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### SR 89/Fanny Bridge Community Revitalization Project

**Mitigation Monitoring and Reporting Program**

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<td>Section 4852: Consultation with the Nevada State Historic Preservation Officer will be undertaken for Nevada projects. If the archaeologist determines that the find does not meet the TRPA standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, the lead agency will be notified and a data recovery plan will be prepared. <strong>Mitigation Measure 4.4-3: Stop work if human remains are discovered.</strong> The following mitigation was included in the RTP/SCS EIR/EIS, which included the SR 89/Fanny Bridge Community Revitalization Project as one of the TTD Capital Improvement Program projects in the RTP. In accordance with existing regulations, if any human remains are discovered or recognized in any location on an individual project site, the project proponent will ensure that there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:</td>
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<td>1. The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or</td>
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<td>2. The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission.</td>
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<td>3. The site shall be flagged and avoided during construction.</td>
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<td>c) If human remains, grave goods, or items of cultural patrimony (as defined in the Native American Graves Protection and Repatriation Act [NAGPRA]) are discovered during ground disturbing activities on Federal Property, work will cease until the provisions of NAGPRA are met.</td>
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<td>Impact 4.4-5. Ethnic and cultural values. Because the project could result in physical changes to historic and prehistoric sites, unique ethnic cultural values could be affected, and historic or prehistoric religious or sacred uses within the APE could be restricted. Consultation with the Washoe tribe is required by federal, state and TRPA regulations, however, project activities could still uncover or destroy historic or archaeological resources as identified in Impacts 4.4-1 (historic) and 4.4-2 (archaeological). Additionally, as described in Impact 4.4-3 (human remains), project activities could result in accidental discovery of remains during grading and excavation. Accidentally discovered remains could be of Native American origin. Therefore, this impact is potentially significant.</td>
<td>Mitigation Measure 4.4-5: Implement other cultural resources mitigation measures. Implement Mitigation Measures 4.4-2a, 4.4-2b, and 4.4-3. Mitigation Measure 4.4-2a: Conduct archaeological monitoring. The following mitigation was included in the RTP/SCS EIR/EIS, which included the SR 89/Fanny Bridge Community Revitalization Project as one of the TTD Capital Improvement Program projects in the RTP. In accordance with existing regulations, for ground-disturbing activities that have the potential to impact archaeological remains and that will occur in an area that has been determined by a qualified archaeologist to be an area that is sensitive for the presence of buried archaeological remains, the project proponent (e.g., TTD, local county, Caltrans, NDOT) will require the construction contractor to retain a qualified archaeologist to monitor those activities. Archaeological monitoring will be conducted in areas where there is likelihood that archaeological remains may be discovered but where those remains are not visible on the surface. Monitoring will not be considered a substitute for efforts to identify and evaluate cultural resources prior to the project initiation. Where necessary, the project proponent will seek Native American input and consultation. Mitigation Measure 4.4-2b: Stop work in the event of an archaeological discovery. The following mitigation was included in the RTP/SCS EIR/EIS, which included the SR 89/Fanny Bridge Community Revitalization Project as one of the TTD Capital Improvement Program projects in the RTP. If potentially significant cultural resources are discovered during ground-disturbing activities associated with individual project preparation, construction, or completion, the project proponent will require the construction contractor to stop work in that area until a qualified archaeologist can access the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with TRPA and other appropriate agencies and interested parties. A qualified archaeologist will follow accepted professional standards in recording any find including submittal of the standard Department of Parks and Recreation (DPR) Primary Record forms (Form DPR 523) and location information to the California Historical Resources Information Center office (North Central Information Center) for California projects. The consulting archaeologist will also evaluate such resources for significance per California Register of Historical Resources eligibility criteria (PRC Section 5024.1; Title 14 CCR</td>
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Mitigation Measure 4.4-3: Stop work if human remains are discovered. The following mitigation was included in the RTP/SCS EIR/EIS, which included the SR 89/Fanny Bridge Community Revitalization Project as one of the TTD Capital Improvement Program projects in the RTP.

In accordance with existing regulations, if any human remains are discovered or recognized in any location on an individual project site, the project proponent will ensure that there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

a) The applicable County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and

b) If the remains are of Native American origin,

1. The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or

2. The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission.

3. The site shall be flagged and avoided during construction.

c) If human remains, grave goods, or items of cultural patrimony (as defined in the Native American Graves Protection and Repatriation Act [NAGPRA]) are discovered during ground disturbing activities on Federal Property, work will cease until the provisions of NAGPRA are

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### Impacts Mitigation Measures Monitoring Action Responsibility Timing

| Impact 4.4-3: Accidental discovery of human remains. Construction and excavation activities associated with development activities result in sediment disturbance and removal, which can unearth human remains if they are present. Because the project would allow excavation and other ground-disturbing activities, this impact is potentially significant for Alternative 1. |
| Mitigation Measure 4.4-3: Stop work if human remains are discovered. The following mitigation was included in the RTP/SCS EIR/EIS, which included the SR 89/Fanny Bridge Community Revitalization Project as one of the TTD Capital Improvement Program projects in the RTP. In accordance with existing regulations, if any human remains are discovered or recognized in any location on an individual project site, the project proponent will ensure that there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: |
| 1. Monitor to ensure construction activities in the vicinity stop and steps outlined in Mitigation Measure 4.4-3 are followed, if human remains are discovered during construction. |
| 1. Implementation: Construction Contractor and TTD Monitoring: TTD |
| 1. During ground disturbing construction activities |

2. If a qualified archeologist determines that potentially significant resources have been discovered, then monitor to ensure that appropriate treatment measures are implemented in coordination with TRPA and appropriate parties. |

2. Implementation: Qualified archeologist Monitoring: TTD and TRPA |

1. Upon discovering potentially significant archeological resources |

1. Monitor to ensure construction activities in the vicinity stop and steps outlined in Mitigation Measure 4.4-3 are followed, if human remains are discovered during construction. |

1. Implementation: Construction Contractor and TTD Monitoring: TTD |

1. During ground disturbing construction activities |

1. Upon discovering potentially significant archeological resources |

**Impact 4.4-3:** Stop work if human remains are discovered. The following mitigation was included in the RTP/SCS EIR/EIS, which included the SR 89/Fanny Bridge Community Revitalization Project as one of the TTD Capital Improvement Program projects in the RTP. In accordance with existing regulations, if any human remains are discovered or recognized in any location on an individual project site, the project proponent will ensure that there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

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- If the remains are of Native American origin,
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<th>Responsibility</th>
<th>Timing</th>
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<tr>
<td>4.8. Hazards, Hazardous Materials, and Risk of Upset</td>
<td>defined in the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during ground disturbing activities on Federal Property, work will cease until the provisions of NAGPRA are met.</td>
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</table>

**Impact 4.8.2. Hazardous materials sites.** Roadway improvements could affect properties that are included on a list of hazardous materials sites. Therefore, the possibility of encountering hazardous materials exists and impacts related to exposure of the public or the environment to hazardous materials would be potentially significant for Alternative 1.

**Mitigation Measure 4.8-2a:** Conduct surveys for asbestos-containing materials, aerially deposited lead, and lead-based paints and coatings.

- Demolition of buildings and roadways containing asbestos and lead-based materials will require specialized procedures and equipment, and appropriately certified personnel, as detailed in the applicable regulations. Buildings and roadways intended for demolition that were constructed before 1980 will be surveyed for asbestos, while those constructed before 1971 will be surveyed for lead.
- Prior to construction, all existing road right-of-ways in the project site shall be surveyed for lead contamination due to ADL and use of paint and coatings containing lead. All sampling would be conducted consistent with applicable Caltrans requirements.
- A demolition plan shall be prepared for any location with positive results for asbestos or lead. The plan will specify how to appropriately contain, remove, and dispose of the asbestos and lead-containing material while meeting all requirements and BMPs to protect human health and the environment. A lead compliance plan shall be prepared by a Certified Industrial Hygienist (consistent with the requirements of Caltrans’ SSP 14-11.07).
- Prior to demolition, the project applicant shall submit the written plan to the Placer County Environmental Health Department describing the methods to be used to: (1) identify locations that could contain hazardous residues; (2) remove plumbing fixtures known to contain, or potentially containing, hazardous materials; (3) determine the waste classification of the debris; (4) package contaminated items and wastes; and (5) identify disposal site(s) permitted to accept such wastes.
- Demolition shall not occur until the plan has been accepted by the Placer County Environmental Health Department and all potentially hazardous components have been removed to the satisfaction of Placer County Environmental Health Department staff. The project applicant shall also provide written documentation to the County that lead-based materials contractor Monitoring: TTD

1. Monitor to ensure all buildings and roadways to be demolished that were constructed before 1980 are surveyed for asbestos; and all road right-of-ways and buildings to be demolished that were constructed prior to 1971 are surveyed for lead; and that documentation is submitted to Placer Co. Dept. of Environmental Health.

2. If surveys identify lead or asbestos, monitor to ensure that a compliance plan is prepared and accepted by the Placer County Environmental Health Department, and that potentially hazardous components or contaminated soil has been removed consistent with the compliance plan.

2. Implementation: Qualified hazardous materials contractor, including a Certified Industrial Hygienist, if needed Monitoring: TTD and Placer County Environmental Health Department

1. Prior to construction

2. Prior to demolition or ground disturbing activities.
## Impact 4.8.2. Hazardous materials sites

Roadway improvements could affect properties that are included on a list of hazardous materials sites. Therefore, the possibility of encountering hazardous materials exists and impacts related to exposure of the public or the environment to hazardous materials would be potentially significant for Alternative 1.

### Mitigation Measures

**Impact**
- Paint and asbestos testing and abatement, as appropriate, have been completed in accordance with applicable state and local laws and regulations. Lead abatement will include the removal of lead contaminated soil (considered soil with lead concentrations greater than 400 parts per million in areas where children are likely to be present).

**Mitigation Measure 4.8-2b: Prepare a construction hazard management plan.**
- A construction hazardous materials management plan shall be developed to address potentially impacted soil, impacted groundwater, lead-based paint, and asbestos-containing materials that may be encountered during project construction activities. The construction hazardous materials management plan shall include provisions for agency notification, managing impacted materials, sampling and analytical requirements, and disposal procedures. The plan would include identification of construction site BMPs to minimize the potential for water quality impacts. The construction hazardous materials management plan shall cover the following:
  - Petroleum hydrocarbon-impacted soils and/or groundwater that may be encountered during project construction activities in areas where construction depths exceed 2 feet bgs in the vicinity of the RECs described above;
  - Soils identified by the ADL surveys as being impacted by ADL within survey area right of ways;
  - Materials identified by the lead-based paint and asbestos-containing materials surveys as impacted by lead based paint and asbestos containing materials within bridge, pipe, and building materials;
  - Impacted soil or groundwater related to TRI pipe relocation; and guidance for relocating, removal, or repair of hazardous materials storage facilities (USTs or ASTs) that are impacted by project construction. The plan shall include information on assessment and potential handing of contaminated soils found during relocation.
- The plan will include procedures to stop work if evidence of potential hazardous materials or contamination of soils or groundwater is encountered during construction, including the applicable requirements of the Comprehensive Environmental Response, Compensation, and Liability Act and CCR Title 22 regarding the disposal of wastes.

**Monitoring Action**
- Hire a qualified hazardous materials contractor to prepare an implement a construction hazard management plan, per Mitigation Measure 4.8.2b

**Responsibility**
- Implementation: TTD and Qualified hazardous materials contractor

**Timing**
- Prior to construction

**Implementation:**
- Hire a qualified hazardous materials contractor to prepare an implement a construction hazard management plan, per Mitigation Measure 4.8.2b

**Monitoring:**
- Throughout project construction
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<tr>
<td><strong>4.10. Noise</strong></td>
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<tr>
<td>Impact 4.10-1. Short-term construction noise impacts.</td>
<td>Mitigation Measure 4.10-1a: Limit construction hours. To reduce noise exposure during the sensitive times of the day, construction activities will comply with the following limitations. For daily construction activities (e.g., heavy duty equipment, pile driving, paving, cement removal), with the exception of minor night time activities as described under Impact 4.10-1, construction will begin no earlier than 8:00 a.m. and continue no later than 6:30 p.m. daily.</td>
<td>Monitor construction activities to ensure compliance with limits on construction hours</td>
<td>Implementation: Construction contractor Monitoring: TTD</td>
<td>Throughout project construction</td>
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<td></td>
<td>Impact 4.10-1. Short-term construction noise impacts.</td>
<td>Mitigation Measure 4.10-1b: Noise controls for construction equipment. To reduce noise levels from the use of heavy-duty construction equipment the construction contractor will comply with the following measures. All construction equipment shall be equipped with properly operating mufflers and engine shrouds, in accordance with manufacturers’ specifications. Inactive construction equipment shall not be left idling for prolonged periods of time (i.e., more than 5 minutes). Stationary equipment (e.g., power generators) and staging area for other equipment shall be located at the maximum distance feasible from nearby noise-sensitive receptors (i.e., receptors defined in Exhibit 4.10-1 and Tables 4.10-13a and -13b). Trucks hauling materials and goods to and from the construction site shall only do so during construction seasons (i.e., May 1 through October 15). As directed by FHWA, the contractor will implement appropriate additional noise mitigation measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise source.</td>
<td>Monitor construction activities to ensure that best practices for construction generated noise are followed</td>
<td>Implementation: Construction Contractor Monitoring: TTD</td>
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**SR 89/Fanny Bridge Community Revitalization Project**  
**Tahoe Transportation District**  
**Mitigation Monitoring and Reporting Program**

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<tr>
<td>Impact 4.10-2. Ground vibration impacts. Existing noise-sensitive receptors and structures are located within 50 feet of potential pile driving locations. Thus, receptors could be exposed to excessive levels of ground vibration and vibration noise such that structural damage and human disturbance could occur. This would be a significant impact for Alternative 1.</td>
<td>Mitigation Measure 4.10-2a: Implement 4.10-1a</td>
<td>See Mitigation Measure 4.10-1a</td>
<td>See Mitigation Measure 4.10-1a</td>
<td>See Mitigation Measure 4.10-1a</td>
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<tr>
<td>Impact 4.10-2. Ground vibration impacts. Existing noise-sensitive receptors and structures are located within 50 feet of potential pile driving locations. Thus, receptors could be exposed to excessive levels of ground vibration and vibration noise such that structural damage and human disturbance could occur. This would be a significant impact for Alternative 1.</td>
<td>Mitigation Measure 4.10-2b: Reduce exposure to construction-generated ground vibration. To reduce exposure to construction-generated ground vibration, measures will be developed to address vibration generated during construction and demolition activity. TRPA’s Best Construction Practices Policy may include required setback distances for various types of construction equipment that generate ground vibration, as well as criteria for conducting site-specific studies where these setback distances cannot be maintained. Measures required by the policy to minimize exposure to ground vibration may include, but are not limited to, the following:</td>
<td>1. Monitor compliance with TRPA’s best construction practices for ground vibration as outlined in the standard conditions of approval for grading projects.</td>
<td>1. Implementation: Construction contractor Monitoring: TTD and TRPA</td>
<td>1. Throughout project construction</td>
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<td>2. Monitor earthmoving and ground-impacting construction activities to ensure that operations are phased to avoid simultaneous vibration generating activities.</td>
<td>2. Implementation: Construction contractor Monitoring: TTD and TRPA</td>
<td>2. Throughout project construction</td>
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<td>expose human activity in an existing building to levels of ground vibration that exceed FTA’s 80 VdB standard. The vibration control program shall also include minimum setback requirements for different types of ground vibration producing activities (e.g., pile driving, blasting) for the purpose of preventing negative human response. Established setback requirements can be breached only if a project-specific, site-specific, technically adequate ground vibration study indicates that the buildings would not be exposed to ground vibration levels in excess of 80 VdB, and ground vibration measurements performed during the construction activity confirm that the buildings are not being exposed to levels in excess of 80 VdB; or at least two weeks’ advanced notice is provided to owners and renters of residential buildings that would be exposed to ground vibration levels within the applicable setback distance; and hotel accommodations are offered to inhabitants of residences within the applicable setback distance at the expense of the project applicant.</td>
<td>Mitigation Measure 4.10-3a: Include Traffic Noise Reduction Features in the Realigned Section of SR 89. To reduce noise impacts associated with realignment of SR 89, to the extent feasible, TTD, TRPA, and CFLHD will coordinate with Placer County, Caltrans, and USFS to identify and include feasible and effective design features that would reduce noise generation on the realigned section of the highway to ensure that the traffic noise level does not exceed 55 CNEL at a distance of 300 feet from the highway edge under future traffic conditions.</td>
<td>1. Monitor the development and incorporation of design features that are projected to maintain a 55 CNEL level at 300 feet from the highway edge under future traffic conditions.</td>
<td>1. Implementation: Design engineer/TTD Monitoring: TTD, TRPA, CFLHD</td>
<td>1. During project design</td>
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<td>2. Monitor project construction to ensure noise-reducing features are constructed as designed.</td>
<td>2. Implementation: Construction contractor Monitoring: TTD and TRPA</td>
<td>2. Throughout project construction</td>
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</table>

Impact 4.10-3. Long-term noise impacts. Traffic noise levels would change in specific locations for all alternatives. For all the alternatives, the noise increase would be less than significant for NEPA compliance, because they would be less than applicable the FHWA-established NAC standards and they would not result in a traffic noise level increases during the worst-case hour greater than 12 db Leq(h).

For Alternative 1, the noise effect in the study area would be significant for CEQA and TRPA environmental compliance, because portions of the 64-Acre Tract would be exposed to traffic noise increases greater than 3 db CNEL where the TRPA standard of 55 dBA CNEL is already exceeded.
### Mitigation Monitoring and Reporting Program

**SR 89/Fanny Bridge Community Revitalization Project**  
**Tahoe Transportation District**  
**Mitigation Monitoring and Reporting Program**

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<tr>
<td>Construction of vegetated earth berms for noise attenuation. The performance goal of these noise-reducing features will be to achieve a traffic noise level that does not exceed 55 CNEL at a distance of 300 feet from the highway edge.</td>
<td>1. Prepare a Traffic Management Plan, per Mitigation Measure 4.13.1 to addresses all modes of transportation accessing recreation sites, includes trail detour plans, and identifies public outreach practices. 1. Implementation: Construction contractor Monitoring: TTD, TRPA, CFLHD, BOR, Placer County, USFS, and TCPUD 2. Monitor construction activities to ensure approved trail detour plans, signage, public information, and other elements of the Traffic Management Plan are implemented 2. Implementation: Construction contractor Monitoring: TTD</td>
<td>1. Prior to construction</td>
<td>2. Throughout project construction</td>
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### 4.13. Recreation

Impact 4.13-1. Temporary disruption of public access to the Truckee River, recreational trails, 64-Acre Tract, or Fanny Bridge area. During the construction period, the Alternative 1 would have a short-term effect on existing public access to recreation trails, a public river rafting launch site, and public lands, because of temporary trail closures, construction staging areas, and limitations on parking that supports access to public lands and river recreation. Also, brief closures of Fanny Bridge could occur during its rehabilitation or reconstruction. Cyclists would be directed to “share the road” and/or to temporary detour routes when trails are not available. This short-term decrease in access would be a significant impact for Alternative 1.

#### Mitigation Measure 4.13-1: Provide detours and trail access management for the Tahoe Rim Trail and Truckee River Trail through or around construction areas.

The Traffic Management Plan shall address all modes of transportation used to access recreation areas, including trail access, public transit, pedestrian and bicycle modes. In order to mitigate short-term decreases in access to recreation resources, trail detour plans shall be included in the Traffic Management Plan, which will meet, at minimum, the following specifications.

1. For Alternative 1, during construction of the new bridge, SR 89 near the bridge, and the Caltrans maintenance yard entrance, the Truckee River Trail will be temporarily closed and all bicycle and pedestrian travel will be required to “share-the-road” and/or detoured to a temporary trail/path on the highway consisting of a physical barrier such as “K-Rail.” The temporary separated path shall be established from the western end of the construction zone on SR 89 to the existing bicycle/pedestrian bridge to the east. It is anticipated that construction in this area will be completed in one season, thus the temporary trail will be used from May through October during one year. Signage will be provided at parking lots and approaching the construction zone to alert trail users about the timing, duration, and nature of construction-related impacts.

2. The contractor shall submit a plan to create detours for trail users on the Tahoe Rim Trail, West Shore Trail, Lakeside Trail, and the Truckee River Trail.

3. Signage shall be provided at trail heads and parking lots for all trails directly affected by construction and for connecting trails to alert trail users about the timing, duration, and nature of construction-related impacts, detours and closures.

   a. Sign locations shall include, but are not limited to parking lots and trail entrances at Tahoe City, Alpine Meadows, Squaw Valley, and...
SR 89/Fanny Bridge Community Revitalization Project
Tahoe Transportation District
Mitigation Monitoring and Reporting Program

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<td>4.</td>
<td>Tahoma for the Truckee River Trail and the Lakeside Trail, and Barker Pass and Brockway Summit trailheads for the TRT.</td>
<td>1. Monitor the preparation of project specifications and plans to ensure that they comply with Mitigation Measure 4.14-2.</td>
<td>1. Implementation: TTD, construction contractor Monitoring: TTD</td>
<td>1. During project design</td>
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<td>4.</td>
<td>The Traffic Management Plan shall include trail access management and require extensive public information via a variety of media outlets in the region to inform the public regarding the construction-related detours and closures that affect access to recreational facilities, including parking, and trail closures.</td>
<td>2. Prepare a replanting plan, per Mitigation Measure 4.14-2, and monitor the plan’s implementation.</td>
<td>2. Implementation: Construction contractor Monitoring: TTD</td>
<td>2. Prior to project construction</td>
</tr>
<tr>
<td>4.</td>
<td>The Traffic Management Plan shall provide a “recreation hotline” and or website link that is frequently updated to provide current information on construction related detours and closures. The Traffic Management Plan shall be subject to the review and approval of TTD, TRPA, CFLHD, BOR, Placer County, USFS, and TCPUD. Measures will be taken to keep the public informed of the project construction activities. When closures and/or detours are required by the contractor(s), warning signs and signs regarding restricted access, trail closures, and detours will be posted before and during construction to ensure adequate public safety. Postings, including public notices, will be posted no less than 5 working days in advance of the closures and/or detours. Detour routes will be clearly marked, and construction limit fencing or physical barriers will be installed in order to prevent access to the project site and to clearly delineate the detour route. Full trail closure by the contractor(s) will be prohibited from July 1 through September 9 without an approved detour. All bicycle and pedestrian detours will be included in the Traffic Control Plan to be reviewed and approved prior to construction. Approval must be granted before the start of earth-moving activities. No trail shall be closed without an approved detour plan.</td>
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4.14. Scenic Resources

Impact 4.14-2. Change the existing visual character or quality of the project site after completion. Alternative 1 would increase built environment features within the 64-Acre Tract and across the Truckee River. Views from the Tahoe Rim Trail in the 64-Acre Tract near the new bridge approach and from the river, itself, would experience visual change; however, the area is already altered by the presence of urban features. Due to the visibility of the new, realigned Mitigation Measure 4.14-2. Minimize visual change and visually screen infrastructure with replanted forest vegetation. To decrease the visual effects caused by the realigned highway and bridge approach built with an elevated profile on an earthen embankment, the following design and construction actions will be implemented. These actions will soften the visual intrusion of the new bridge approach and realigned highway within the 64-Acre Tract and blend them into the forest landscape.

Minimize tree removal and retain existing rock outcroppings to the

1. Implementation: TTD, construction contractor Monitoring: TTD

2. Prior to project construction
SR 89/Fanny Bridge Community Revitalization Project
Tahoe Transportation District
Mitigation Monitoring and Reporting Program

### Impacts

| highway and bridge approach within the forest of the 64-Acre Tract, changes to visual character of the forest landscape would be a significant impact. |

### Mitigation Measures

**Extent feasible.**

- **Restore forest vegetation, including trees, within the disturbed areas of the realigned highway following construction.** As a supplement to standard revegetation for erosion control, trees and understory vegetation will be planted on the earthen slopes of the elevated embankment supporting the realigned highway. Forest restoration will be conducted in accordance with a replanting plan approved by the USFS, the public agency landowner of the 64-Acre Tract, and by TRPA.

- **Select forest-appropriate species and design plant spacing for a natural appearance and for achieving scenic and fire fuel objectives of the USFS and TRPA.**

- **Save, stockpile, and reapply duff and topsoil on disturbed slopes to reduce the newly constructed look and to promote natural revegetation.**

- **The forest restoration plantings will be designed by a Landscape Architect or similar qualified specialist.** All vegetation planting on USFS lands shall be approved by USFS botanist for areas on National Forest System lands.

- **During the design development process, reduce the length and/or height of the embankment supporting the realigned SR 89 highway through the 64-Acre Tract will be reduced to the maximum extent feasible.**

- **Implement embankment slope design options to reduce the visible mass and enhance the appearance of the slope, including rockery walls, stepped design with planting areas, and bridge abutment concrete staining/stamping with natural colors to soften the visual intrusion.**

### Monitoring Action

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<td>3. Hire a landscape architect or similar qualified specialist to design the forest restoration plantings.</td>
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### Responsibility

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<tr>
<td>3. Implementation: Construction contractor, landscape architect Monitoring: TTD, USFS botanist</td>
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### Timing

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<td>3. Prior to project construction</td>
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### 4.15. Traffic and Transportation

**Impact 4.15-2. Intersection operations.** The project would not generate additional vehicle trips that could affect intersection operations; rather, it would implement improvements to existing transportation infrastructure. For Alternative 1, SR 89 would be realigned through the 64-Acre Tract and the wye would be modified. An additional delay is

**Mitigation Measure 4.15-2a: Implement improvements for the side-street movements at the Granlibakken Road intersection with SR 89.**

Four of the proposed build alternatives would create a site-specific impact on the local transportation system when analyzed against the projected operations for the No Action condition. Article 15.28.010 of the Placer County Code establishes a road network Capital Improvement Program. The

| 1. Develop a Capital Improvement Project under the Placer County Capital Improvement Program to improve side-street movements at the Granlibakken Rd. and SR |

| 1. Implementation: Placer County Monitoring: Placer County, TTD, TRPA, and Caltrans |

| 1. Following SR 89/Fanny Bridge project construction |

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**Exhibit B**

ATTACHMENT B

TTD/C Special Board Meeting Packet - March 27, 2015 - Page 164 -
### SR 89/Fanny Bridge Community Revitalization Project
#### Tahoe Transportation District

**Mitigation Monitoring and Reporting Program**

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<tr>
<td>Projected for the Granlibakken Road intersection with SR 89 for both 2018 and 2038. Thus, intersection impacts would be significant under Alternative 4.</td>
<td>Payment of traffic impact fees funds the Capital Improvement Program for area roadway improvements. Placer County has already identified the SR 89 and Granlibakken Road intersection as a future Capital Improvement Program project. The project is not defined at this time; however, the improvements will modify the type of control at this location to reduce the delay for the side street movements on Granlibakken Road. Placer County is the agency responsible for this mitigation measure. Before initiating construction of the improvements to the SR 89/Granlibakken Road intersection, an Encroachment Permit from Caltrans will need to be approved. In addition, implementation of this mitigation measure will include sufficient design improvements to achieve acceptable delay and LOS levels to the satisfaction of Placer County, Caltrans, TRPA, and TTD. Mitigation Measure 4.15-4: Maintain efficient traffic flow and provide safe work zones during each construction season. Prior to construction, the contractor will be required to submit a Traffic Control Plan to CFLHD-FHWA. CFLHD-FHWA will coordinate review and approval of the plan with TRPA, Placer County, Caltrans, and other agencies as appropriate. The Traffic Control Plan will regulate maintenance of traffic during each construction season and comply with agency standards and regulations to promote safe and efficient travel for the public and construction workers through the work zones. The plan will include provisions for regular inspections to assess contractor compliance with the plan, signage to direct traffic, and public noticing, as appropriate.</td>
<td>89 intersection, per Mitigation Measure 4.15-2a. Ensure the Plan includes sufficient design improvements to achieve acceptable delay and LOS levels to the satisfaction of Placer County, Caltrans, TRPA, and TTD. 2. Implementation: Placer County Monitoring; Placer County, TTD, TRPA, and Caltrans.</td>
<td>2. Prior to Capital Improvement Project construction</td>
<td>1. Prior to construction</td>
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<td>Impact 4.15-4. Construction-related traffic impacts. Construction of Alternative 1 would result in temporary construction traffic and temporary disruption to traffic circulation in the area of construction. The project could be constructed over a total of up to three construction seasons. The project applicant would be required to prepare a Traffic Control Plan (TCP) for review and approval by CFLHD-FHWA prior to construction activities. Access to the river crossing and existing intersections would be maintained during construction, however the potential disruption would be potentially significant.</td>
<td>1. Require the construction contractor to prepare a Traffic Control Plan, per Mitigation Measure 4.15-4</td>
<td>1. Implementation: Construction contractor Monitoring: TTD, CFLHD-FHWA.</td>
<td>2. Through project construction</td>
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MEMORANDUM

Date: March 23, 2015

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Approval to Award a Contract for Auditing Services for Three Fiscal Years (FY2015 through FY2017) With One Two-Year Extension Option for Two Additional Fiscal Year Audits (FY2018 and FY2019)

Action Requested:
Staff requests that the Board authorize the award of a contract for Auditing Services (Attachment A) for FY2015 through FY2017 with one two-year extension option for FY2018 and FY2019 to Mayer Hoffman McCann PC (MHM).

Fiscal Analysis:
MHM’s proposal came in at $31,710 for FY15 and FY16. Costs will increase to $32,652 for FY17, $33,594 for FY18 and $34,634 for FY19. The fees contemplate one major program included in the scope of the Single Audit. Should additional major programs be required to be audited, the additional fees per major program are as follows: $2,200 for FY15 and FY16, $2,270 for FY17, $2,340 for FY18 and $2,410 for FY19. The District budgets audit services in the General Fund.

Background:
TTD completed a five-year auditing contract with MHM in December of 2014. Staff issued a Request for Proposals (RFP) on January 23, 2015 and also directly contacted six auditing firms advising where they could find the RFP. Staff posted the RFP on TTD’s website and utilized E-Bid software and also advertised in the Tahoe Daily Tribune. Three firms responded to the RFP before the deadline on February 20, 2015. One firm did not meet the required deadline and that proposal was not considered. The three firms that responded before the deadline were MHM, Chavan and Associates, LLP, and Vavrinek, Trine, Day & Co., LLP.

The selection committee was comprised of TTD staff (Controller, Legal Counsel, Capital Program Specialist and Transit Accountant) and the Chief Administrative Officer from the Tahoe Conservancy for review and evaluation of the proposals. The selection committee considered the following factors: Government Experience, in Particular

- Government experience, in particular, transportation experience
- Feasibility of audit methods and scope of services
- Qualifications of the proposed staff assigned to the project
- Proposers understanding of the work to be completed
- Relevancy of recent projects and timely and accurate completion
- Overall professional appearance of the proposal
• Cost of providing the services

The selection committee completed an initial individual and independent scoring of the proposals. The selection committee then conducted interviews with the three firms on March 17, 2015. After the interviews, the firms were invited to submit their best and final offers (Attachment B). After receiving best and final offers, the selection committee deliberated and made a final decision on its recommendation.

**Discussion:**
The selection committee recommends that the Board award the contract to MHM because their proposal provides the best combination of qualifications and price of the proposal. MHM is the tenth largest national CPA firm. Its Irvine office specializes in governmental audits and they have extensive governmental and transportation related audit experience. MHM has demonstrated the quality and feasibility of its audit approach. MHM will provide a highly qualified audit team, which will include a new Field Auditor and Engagement Manager, while keeping the In-Charge Auditor, IT Specialist and Engagement Shareholder (Marc Davis). MHM’s audit team will include a Quality Reviewer for additional oversight.

MHM has demonstrated that should a problem be identified, it will communicate concerns to TTD staff early in the process, listen to be sure it has all the information, determine if and how the matter needs to be reported, offer best practices suggestions, and revisit the matter in the following year to be sure it has been addressed. MHM has demonstrated the high level of detail required in review of fraud/risk management, testing different material from year to year, its knowledge/review of grant compliance, its commitment to timelines and the availability of the audit team to assist TTD throughout the year. MHM has provided quality audit services to TTD over the past five years, and by blending new and familiar staff, MHM will be able to provide a fresh perspective, while retaining familiarity with TTD process. MHM’s price proposal is reasonable for the work being performed and is within the range expected by TTD staff.

**Additional Information:**
If you have any questions or comments regarding this item, please contact Joanie Schmitt at (775) 589-5507 or jschmitt@tahoetransportation.org.

**Attachments:**
A. Form of Contract
B. Price Proposal Comparison
AUDIT SERVICES AGREEMENT

This agreement (this "Agreement") is dated and effective __________, 2015, by and between the Tahoe Transportation District ("TTD") and ____________ ("Auditor").

RECITALS

WHEREAS, Auditor desires to perform and assume responsibility and obligations for the services and provision of products, as hereinafter described on the terms and conditions set forth herein; and

WHEREAS, TTD desires to contract for such services and products as hereinafter described on the terms and conditions set forth herein.

NOW, THEREFORE, in consideration of the mutual covenants and conditions contained herein, TTD and Auditor agree as follows:

OPERATIVE PROVISIONS

SECTION I
ENGAGEMENT AND SERVICES OF AUDITOR

1. Engagement of Auditor. TTD engages Auditor, subject to the terms and conditions set forth in this Agreement, to provide the services set forth in Exhibit A (the "Services"). Auditor agrees to provide the Services in accordance with the terms and conditions set forth in this Agreement.

2. Performance of Auditor. Auditor accepts the relationship of trust and confidence established between TTD and Auditor by the terms of this Agreement. Auditor covenants with TTD to furnish its best skill, judgment and efforts, and to cooperate with TTD and any other consultants or contractors engaged by TTD for the provision of products or services. Auditor covenants to use its best efforts to perform its duties and obligations under this Agreement in an efficient, expeditious, and economical manner, consistent with the best interests of TTD.

3. Auditor's Personnel. Auditor shall provide adequate and experienced administrative and management personnel to provide the Services.

4. Auditor's Responsibilities for Costs and Expenses. Auditor shall be responsible for all costs and expenses incurred relative to Auditor, personnel of Auditor, and subcontractors of Auditor, in connection with the Services, including, without limitation, payment of salaries, fringe benefits contributions, payroll taxes, withholding taxes and other taxes or levies, office overhead expense, travel expenses, telephone and other telecommunication expenses, and document reproduction expenses.
SECTION II
RESPONSIBILITIES OF AUDITOR

1. Personnel. The Services shall be performed by Auditor or under its supervision. Auditor represents that it possesses the professional and technical personnel required to provide the Services. TTD retains Auditor on an independent contractor basis and Auditor is not an employee of TTD. Auditor’s personnel shall at all times be under Auditor's exclusive direction and control. Auditor shall pay all expenses including, without limitation, salaries, fringe benefit contributions, payroll taxes, withholding taxes and other taxes or levies, and all other amounts due such personnel or due others as a result of providing the Services. Auditor shall also be responsible for all reports and documentation required for its employees.

2. Cooperation/Project Administrator. TTD shall designate and assign a project administrator (the “Project Administrator”) to administer this Agreement, liaison with Auditor, and review and give approval to the Services as they are performed. TTD designates Joanie Schmitt, Comptroller, as its Project Administrator, but reserves the right to appoint another person as Project Administrator upon written notice to Auditor. Auditor shall work closely and cooperate fully with the Project Administrator, and any other agencies which may have jurisdiction or interest in the Services.

3. Project Manager. Auditor shall designate and assign a project manager ("Project Manager"), who shall coordinate all phases of the Services. The Project Manager shall be available to TTD at all reasonable times. Auditor designates [_______________] as Project Manager.

4. Time of Performance. The Services shall be conducted in accordance with the timetables contained in Exhibit A.

5. Report Materials. Upon completion of the Services, Auditor shall deliver to TTD all documents, catalogs, quotes, data, studies, surveys, drawings, maps, models, photographs, and reports prepared by Auditor, or prepared by others for the use and/or benefit of Auditor, or otherwise provided to Auditor by TTD or by others under this Agreement. These materials and any other work product produced by Auditor pursuant to this Agreement shall be considered the property of TTD and shall be delivered to TTD upon the expiration or termination of this Agreement.

6. TTD Policy. Auditor shall discuss and review all matters relating to the Services with the Project Administrator in advance of all critical decision points in order to ensure that the Services are provided in a manner consistent with the goals and policies of TTD.

7. Conformance to Applicable Requirements. All aspects of the Services shall at all times conform to applicable city, county, state, and Federal requirements and be subject to approval by TTD.

8. Indemnification. Auditor shall indemnify, defend and hold harmless TTD, its officers, employees, and agents against, and will hold and save them and each of them, harmless from any and all actions, claims, penalties, obligations, liabilities, or damages that may be asserted...
or claimed by any person, firm, entity, corporation, political subdivision, or other organization arising out of or in connection with the Services, or arising out of the operations or activities of Auditor, its agents, employees, or subcontractors provided for herein in connection therewith:

A. Auditor will defend any action or actions filed in connection with any of said claims, damages, penalties, obligations, or liabilities and will pay all costs and expenses, including attorney's fees, with an attorney of TTD's own choosing, incurred in connection therewith.

B. Auditor will promptly pay any judgment rendered against Auditor and/or TTD covering such claims, damages, penalties, obligations, and liabilities arising out of or in connection with the Services, operations, or activities of Auditor hereunder, and Auditor agrees to save and hold TTD harmless there from.

C. In the event TTD is made a party to any action or proceeding filed or persecuted against Auditor for such damages or other claims arising out of or in connection with the products, work, operations, or activities of Auditor hereunder, Auditor agrees to pay to TTD any and all costs and expenses incurred by TTD in such actions or proceedings, together with reasonable attorneys' fees for an attorney of TTD's own choosing.

9. **Standard of Care; Licenses.** Auditor represents and warrants that it and all personnel engaged in providing the Services are and shall be fully qualified and are authorized or permitted under state and local law to perform such Services. Auditor shall provide the Services in a skillful and competent manner. Auditor shall be responsible to TTD for any errors or omissions in the execution of its duties hereunder. Auditor represents and warrants that it and all personnel engaged in providing the Services have all licenses, permits, qualifications, and approvals of whatever nature that are legally required to practice its profession. Auditor further represents and warrants that it shall keep in effect all such licenses, permits, and other approvals during the term of this Agreement.

10. **Insurance.** Without limiting Auditor's indemnification of TTD, Auditor shall obtain and provide and maintain at its own expense during the term of this Agreement a policy or policies of liability insurance of the type and amounts described below and satisfactory to TTD, in its sole discretion. Such policies shall be signed by a person authorized by that insurer to bind coverage on its behalf and must be filed with TTD prior to exercising any right or performing the Services.

A. Prior to providing the Services, Auditor shall provide TTD with certificates of insurance with original endorsements and copies of policies of the following insurance, with Best's Class A - or better carriers and provided by insurers with a rating of A VIII or greater:

   (1) Workers' compensation insurance covering all employees and principals of Auditor as required by law and per statutory limits with an endorsement waiving any rights of subrogation, if any, that the insurer may have against TTD and its members, officers and employees.
(2) Commercial general liability insurance covering third party liability risks, including without limitation contractual liability, in a minimum amount of $1 million combined single limit per occurrence for bodily injury, personal injury, and property damage. If commercial general liability insurance or other form with a general aggregate limit is used, either the general aggregate shall apply separately to this project, or the general aggregate limit shall be twice the occurrence limit. TTD, its members, officers, employees, and agents shall be listed as additional insureds under such policy.

(3) Commercial auto liability and property insurance covering any owned and rented vehicles of Auditor in a minimum amount of $1 million combined single limit per accident for bodily injury and property damage.

(4) Professional liability insurance covering errors and omissions on the part of Auditor, in a minimum amount of $1 million each occurrence and in the aggregate on an occurrence form.

B. The policies shall be endorsed to state that coverage shall not be suspended, voided, cancelled by either party, or reduced in coverage or in limits except after thirty (30) days prior notice has been given in writing to TTD. Auditor shall give TTD prompt and timely notice of claim made or suit instituted arising out of Auditor's operation hereunder. Auditor shall also procure and maintain, at its own cost and expense, any additional kinds of insurance, which in its own judgment may be necessary for its proper protection and performance of the Services.

C. Auditor shall include subcontractors, if any, as insured's under its policies, or shall furnish separate certificates and endorsements for each subcontractor. All coverage for each subcontractor shall be subject to the requirements stated herein.

D. All insurance described herein shall be primary and there will be no right to contributions by insurance purchased for or on behalf of TTD.

11. No Assignment or Transfer.

A. Auditor shall not assign or transfer this Agreement or any interest therein, directly or indirectly by operation of law, without the prior written consent of TTD. Any attempt to do so shall be null and void, and any assignee or transferee shall acquire no right or interest by reason of such attempted assignment or transfer.

B. The sale, assignment, transfer, or other disposition of any of the issued and outstanding capital stock of Auditor, if Auditor is a corporation, or of the interest of any general partner or joint-venturer or syndicate member or co-tenant of Auditor if Auditor is a partnership or a joint venture, or a syndicate or a co-tenancy, which shall result in changing the control of Auditor, shall be deemed an assignment of this Agreement. For purposes of this paragraph, "control" means the ownership of fifty percent (50%) or more
of the voting power of the corporation or fifty percent (50%) or more of the voting power of a partnership, joint venture, syndicate, or co-tenancy.

12. **Progress.** Auditor shall keep the Project Administrator informed on a regular basis regarding status and progress, activities performed and planned, and any meetings that have been scheduled or are desired relative to the Services.

13. **Confidentiality.** No news releases, including photographs, public announcements, or confirmations of the same, of any part of the subject matter of this Agreement or any phase of the Services shall be made without prior written consent of TTD. The information which results from the Services is to be kept confidential unless the release of information is authorized by TTD.

14. **Scheduling.** Auditor shall generally have no obligation to work any particular schedule, provided Auditor will coordinate with TTD in achieving the results sought under the terms of this Agreement.

15. **No Set Hours/Right to Contract.** Auditor's obligation hereunder is to complete the Services and to meet any deadlines set forth herein. Except as provided herein, Auditor has no obligation to work any particular hours or days or any particular number of hours or days.

16. **Results.** TTD agrees that it will have no right to control or direct the details, manner, or means by which Auditor accomplishes the results of the Services.

**SECTION III**

**RESPONSIBILITIES TTD**

1. **Compensation.** In consideration of the Services, TTD shall pay to Auditor the amount/amounts set forth in Exhibit B (the "Compensation").

2. **Extra Work or Services.** Auditor shall not receive additional Compensation for any extra work or services provided unless such extra work or services has been authorized by TTD as an amendment to this Agreement prior to commencement.

3. **Invoicing.** Auditor shall submit invoices to TTD on a monthly basis. Each invoice will be itemized, identify the project name or number, indicate the balance left on the contract net of the current invoice expenses, include the dates of work performed, and when applicable the percentage of completion for each task.

4. **Payment to Auditor.** TTD shall make payments to Auditor within thirty (30) days following the date of receipt of the invoice unless TTD disputes the amount of the invoice.
5. **Withholding.**

   A. **Disputed Sums.** TTD may withhold payment of any portion of the Compensation if payment is disputed until resolution of the dispute with Auditor. Such withholding by TTD shall not be deemed to constitute a failure to pay by TTD. Auditor shall not discontinue the provision of the Services for a period of thirty (30) days from the date Compensation is withheld. Auditor shall have an immediate right to appeal to TTD with respect to withheld amounts. The determination of TTD with respect to such matters shall be final. Auditor shall be entitled to receive interest on any portions of the Compensation withheld which are thereafter deemed to be properly payable to Auditor at the rate of five percent (5%) per annum, simple interest.

   B. **Retention.** TTD shall have the right to retain an amount equal to ten percent (10%) of the Compensation. The retained amount shall be released to Auditor upon final approval and acceptance of the Services by TTD. TTD shall have the right, without further liability to Auditor, to utilize the retained amount to satisfy obligations of TTD relative to the Services in the event Auditor does not complete the Services in a satisfactory manner.

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**SECTION IV**

**TERMINATION**

1. **Termination for Convenience.** TTD may terminate this Agreement for convenience upon thirty (30) days prior written notice to Auditor. If the Agreement is so terminated, Auditor shall be compensated for all completed services rendered up to and including the date of termination.

2. **Termination for Default.** TTD may immediately terminate this Agreement upon an Event of Default (defined below). If the Agreement is so terminated, Auditor shall be compensated for all completed services rendered up to and including the date of termination.

3. **Events of Default.** Each of the following events shall constitute an "Event of Default":

   A. Auditor fails to observe, perform, or comply with any material term, covenant, agreement, or condition of this Agreement which is to be observed, performed, or complied with by Auditor, of such failure to continue uncured for three (3) calendar days after TTD gives Auditor notice of any failure and specified the nature of such failure.

   B. Auditor commits any fraud, misrepresentation, breach of fiduciary duty, willful misconduct, or intentional breach of any provision of this Agreement.

4. **Budget Contingency Clause**

   A. **Limitation of TTD Liability.** The maximum amount to be encumbered under this Agreement shall not exceed the amount stated in Exhibit B.
B. It is mutually agreed that if TTD’s annual budget for any year covered under this Agreement does not appropriate sufficient funds for this Agreement, this Agreement shall be of no further force and effect. In that event, TTD shall have no liability to pay any Compensation whatsoever to Auditor or to furnish any other considerations under this Agreement and Auditor shall not be obligated to perform this Agreement.

C. If funding for any fiscal year is reduced or deleted in TTD’s annual budget for this Agreement, TTD shall have the option to either cancel this Agreement with no liability occurring to TTD, or offer an amendment to Auditor to reflect the reduced amount.

SECTION V
GENERAL PROVISIONS

1. **Nondiscrimination by Auditor.** Auditor represents and agrees that Auditor, its affiliates, subsidiaries, or holding companies do not and will not discriminate against any subcontractor, Auditor, employee, or applicant for employment because of race, religion, color, sex, handicap, national origin, ancestry, creed, physical disability (including HIV and AIDS), medical condition, age, marital status, denial of family and medical care leave, and denial of pregnancy disability leave. Such nondiscrimination shall include, but not be limited to, the following: employment, upgrading, demotion, transfers, recruitment, recruitment advertising, layoff, termination, rates of pay, or other forms of compensation, and selection for training, including apprenticeship.

2. **Conflicts of Interest.**

   A. Auditor or its employees may be subject to the provisions of the California Political Reform Act of 1974 (the “Act”), that (1) requires such persons to disclose financial interests that may foreseeably be materially affected by the work performed under this Agreement, and (2) prohibits such persons from making or participating in making decisions that will foreseeably financially affect such interests.

   B. If subject to the Act, Auditor shall conform to all requirements of the Act, as required. Failure to do so constitutes a material breach and is grounds for termination by TTD.

3. **Assignments and Subcontractors.** Auditor shall not subcontract any portion of the Services except as expressly stated herein, without prior written consent of TTD. Subcontracts, if any, shall contain a provision making them subject to all provisions in this Agreement.

4. **Notices.** All notices required hereunder shall be given in writing to the following addresses or such other addresses as the parties may designate by written notice:

   **To TTD:** Tahoe Transportation District
   Attn: Joanie Schmitt
   PO Box 499
   Zephyr Cove, Nevada 89448
To Auditor:

Notice shall be deemed received as follows, depending upon the method of transmittal by facsimile, as of the date and time sent; by messenger, as of the date delivered; and by U.S. Mail, certified, upon receipt requested, as of 72 hours after deposit in the U.S. Mail.

5. Authority to Enter Agreement. Auditor warrants that it has all requisite power and authority to conduct its business and to execute and deliver, and to perform all of its obligations under this Agreement. Each party warrants that the individuals who have signed this Agreement have the legal power, right, and authority to enter into this Agreement so as to bind each respective party to perform the conditions contemplated herein. If Auditor is a corporation or partnership, Auditor also warrants that it is duly organized, validly existing in good standing under the laws of the State of Nevada, and will continue to be so during the term of this Agreement.

6. Severability/Illegality. If any portion of this Agreement is declared by a court of competent jurisdiction to be invalid or unenforceable, the remaining provisions of this Agreement shall continue in full force and effect. The illegality of any provision of this Agreement shall not affect the remainder of this Agreement.

7. Time is of the Essence. Time is of the essence in this Agreement, and all parties agree to execute all documents and to proceed with due diligence to complete all covenants and conditions set forth herein.

8. Attorneys' Fees and Costs. If any legal action or other proceeding is brought for the enforcement of this Agreement, or because of an alleged dispute, breach, default, or misrepresentation in connection with any provisions of this Agreement, the successful or prevailing party shall be entitled to recover reasonable attorneys’ fees and other costs incurred in that action or proceeding, in addition to any other relief to which it may be entitled.

9. Governing Law and Venue. This Agreement shall be construed in accordance with and governed by the laws of the State of Nevada. Any lawsuit brought to enforce this Agreement shall be brought in the appropriate court in Nevada.

10. Waiver. No waiver of any provision of this Agreement shall be deemed or shall constitute a waiver of any of the provision, whether or not similar, nor shall any waiver constitute a continuing waiver. No waiver shall be deemed a waiver and no waiver shall be binding unless executed in writing by the party making the waiver. No waiver, benefit, privilege, or service voluntarily given or performed by other parties shall give the other party any contractual right by custom, estoppel, or otherwise.

11. Days. Any term in this Agreement referencing time, days, or period of performance shall be deemed to be calendar days and not workdays.
12. **Entire Agreement.** This Agreement contains the entire agreement of TTD and Auditor and supersedes any prior or written statements or agreements between TTD and Auditor. No supplement, modification, or amendment of this Agreement shall be binding unless executed in writing by both parties.

13. **Binding on Assigns.** Each and all of the covenants and conditions of this Agreement shall be binding on and shall inure to the benefit of the successors and assigns of the respective parties.

14. **Counterparts.** This Agreement may be signed in counterparts, each of which shall constitute an original and which collectively shall constitute one instrument.

15. **Captions.** The captions of the various articles and paragraphs of this Agreement are for the convenience and ease of reference only, and do not define, limit, augment, or describe the scope, content, or intent of this Agreement or of any part or parts of this Agreement.

16. **Construction.** In all cases, the language in all parts of this Agreement shall be construed simply, according to its fair meaning and not strictly for or against any party, it being agreed that the parties or their agents have all participated in the preparation of this Agreement.

17. **Cooperation/Further Acts.** The parties shall fully cooperate with one another in attaining the purposes of this Agreement and, in connection therewith, shall take any such additional further acts and steps and sign any such additional documents as may be necessary, appropriate, and convenient as related thereto.

18. **Survival.** The obligations of Auditor under this Agreement shall survive the termination or expiration of this Agreement.

19. **Incorporation of Recitals and Exhibits.** The "Recitals" and "Exhibits" constitute a material part of this Agreement and are incorporated by reference as though fully set forth herein.

20. **References:** All references to Auditor shall include all personnel, employees, agents, and subcontractors of Auditor.

21. **No Funds to Unqualified Aliens.** Under law, no funds received under this Agreement shall be paid to any alien who is "not a qualified alien" within the meaning of the Personal Responsibility and Work Opportunity Reconciliation Act of 1996. Auditor shall be responsible to ensure that none of the funds received from TTD are paid to any employee or subcontractor in violation of the Act.

22. **Certification Regarding Lobbying.** Auditor certifies that no funds received under this Agreement have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any State or Federal Agency, a Member of the State Legislature or United States Congress, an officer or employee of a Member of the Legislature or Congress, or an employee of a Member of the Legislature or Congress.
23. **Certification Regarding Debarment and Suspension.** Auditor certifies to the best of its knowledge and belief that it and its principals:

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 a three-year period preceding this Agreement been convicted of or had a civil judgment rendered against them for commission of fraud or 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 government entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (24)(b) of this Agreement; and

D. Have not within a three-year period preceding this Agreement had one or more public transactions (Federal, State or Local) terminated for cause of default.

24. **Energy Conservation.** Auditor agrees to comply with mandatory standards and policies relating to energy efficiency which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.

25. **Access to Records.** The following access to records requirements apply to this Agreement:

A. Auditor agrees to maintain all books, records, accounts and reports required under this contract for a period of not less than three years after the date of termination or expiration of this contract, except in the event of litigation or settlement of claims arising from the performance of this contract, in which case Contractor agrees to maintain same until the Purchaser, the FTA Administrator, the Comptroller General, or any of their duly authorized representatives, have disposed of all such litigation, appeals, claims or exceptions related thereto. Reference 49 CFR 18.39(i)(11).

B. Federal Changes - Contractor shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the Master Agreement between Purchaser and FTA, as they may be amended or promulgated from time to time during the term of this contract. Contractor's failure to so comply shall constitute a material breach of this contract.

26. **No Obligation by the Federal Government.**

A. The Purchaser and Contractor acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this contract and shall not be subject to any
obligations or liabilities to the Purchaser, Contractor, or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying contract.

B. Auditor agrees to include the above clause in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.

27. Program Fraud and False or Fraudulent Statements or Related Acts.

A. Auditor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. §§ 3801 et seq. and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. Part 31, apply to its actions pertaining to this Project. Upon execution of the underlying contract, Auditor certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, or causes to be made, pertaining to the underlying contract or the FTA assisted project for which this contract work is being performed. In addition to other penalties that may be applicable, Auditor further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986 on Auditor to the extent the Federal Government deems appropriate.

B. Auditor also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of 49 U.S.C. § 5307, the Government reserves the right to impose the penalties of 18 U.S.C. § 1001 and 49 U.S.C. § 5307(n)(1) on Auditor, to the extent the Federal Government deems appropriate.

C. Auditor agrees to include the above two clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.

28. Civil Rights. The following requirements apply to the underlying contract:


B. Equal Employment Opportunity - The following equal employment opportunity requirements apply to the underlying contract:
(1) **Race, Color, Creed, National Origin, Sex** - In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. § 2000e, and Federal transit laws at 49 U.S.C. § 5332, Auditor agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 C.F.R. Parts 60 et seq., (which implement Executive Order No. 11246, "Equal Employment Opportunity," as amended by Executive Order No. 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," 42 U.S.C. § 2000e note), and with any applicable Federal statutes, executive orders, regulations, and Federal policies that may in the future affect construction activities undertaken in the course of the Project. Auditor agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, national origin, sex, or age. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, Auditor agrees to comply with any implementing requirements FTA may issue.

(2) **Age** - In accordance with section 4 of the Age Discrimination in Employment Act of 1967, as amended, 29 U.S.C. §§ 623 and Federal transit law at 49 U.S.C. § 5332, Auditor agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, Auditor agrees to comply with any implementing requirements FTA may issue.

(3) **Disabilities** - In accordance with section 102 of the Americans with Disabilities Act, as amended, 42 U.S.C. § 12112, Auditor agrees that it will comply with the requirements of U.S. Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. Part 1630, pertaining to employment of persons with disabilities. In addition, Auditor agrees to comply with any implementing requirements FTA may issue.

C. Auditor also agrees to include these requirements in each subcontract financed in whole or in part with Federal assistance provided by FTA, modified only if necessary to identify the affected parties.

29. **Disadvantaged Business Enterprises.**

   A. This contract is subject to the requirements of Title 49, Code of Federal Regulations, Part 26, *Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs*. The national goal for participation of Disadvantaged Business Enterprises (DBE) is 10%.

   B. Auditor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. Auditor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of this DOT-assisted contract. Failure by Auditor to carry out these requirements is a material breach of this contract, which may result in
the termination of this contract or such other remedy as TTD deems appropriate. Each subcontract Auditor signs with a subcontractor must include the assurance in this paragraph (see 49 CFR 26.13(b)).

C. The successful bidder/offeror will be required to report its DBE participation obtained through race-neutral means throughout the period of performance.

D. Auditor is required to pay its subcontractors performing work related to this contract for satisfactory performance of that work no later than 30 days after Auditor’s receipt of payment for that work. In addition, Auditor may not hold retainage from its subcontractors.

E. Auditor must promptly notify TTD whenever a DBE subcontractor performing work related to this contract is terminated or fails to complete its work, and must make good faith efforts to engage another DBE subcontractor to perform at least the same amount of work. Auditor may not terminate any DBE subcontractor and perform that work through its own forces or those of an affiliate without prior written consent of TTD.

30. Incorporation of Federal Transit Administration (FTA) Terms.

A. The preceding provisions include, in part, certain Standard Terms and Conditions required by DOT, whether or not expressly set forth in the preceding contract provisions. All contractual provisions required by DOT, as set forth in FTA Circular 4220.1E are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Agreement. Auditor shall not perform any act, fail to perform any act, or refuse to comply with any (name of grantee) requests which would cause (name of grantee) to be in violation of the FTA terms and conditions.

IN WITNESS WHEREOF, the parties hereto have accepted and made and executed this Agreement upon the terms, conditions, and provisions set forth above.

TAHOE TRANSPORTATION DISTRICT [AUDITOR]

By: ________________________________  By: ________________________________

Carl Hasty, District Manager  [Name], [Title]
Tahoe Transportation District  [Auditor]

Date: ______________________________  Date: ______________________________
Exhibit A
Scope of Services
Exhibit B
Compensation

This is an all-inclusive compensation proposal in the not to exceed amounts set forth below:

a. Fiscal Year 2014-15 Audits and Reports $____________________
b. Fiscal Year 2015-16 Audits and Reports $____________________
c. Fiscal Year 2016-17 Audits and Reports $____________________
d. Fiscal Year 2017-18 Audits and Reports $____________________
e. Fiscal Year 2018-19 Audits and Reports $____________________
## Price Proposal Comparison

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### Additional Major Program Costs (per program)

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<td>Vavrinek, Trine, Day &amp; Co.</td>
<td></td>
<td>$ 3,500</td>
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