

TAHOE TRANSPORTATION DISTRICT (TTD)

BUDGET FINANCE COMMITTEE

Meeting Agenda

**Tahoe Regional Planning Agency
128 Market Street
Stateline, NV 89448**

**November 10, 2011
1:00 p.m.**

<u>Item</u>	<u>Action Requested</u>	<u>Page</u>
A. Review and Acceptance of the District's Financial Statement of Operations for July 1, 2011 through September 30, 2011	Recommend Acceptance	59
B. Approval of Task Order for Lumos Engineering for Tahoe Regional Planning Agency Land Capability Verifications for Various Capital Improvement Program Projects	Recommend Approval	70

TRANSIT OPERATIONS COMMITTEE

Meeting Agenda

**Tahoe Regional Planning Agency
128 Market Street
Stateline, NV 89448**

**November 10, 2011
1:00 p.m.**

<u>Item</u>	<u>Action Requested</u>	<u>Page</u>
A. Review and Acceptance of BlueGO's Monthly September 2011 Operations Report	Recommend Acceptance	89

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

Special Meeting – Notice of Agenda and Agenda

Tahoe Regional Planning Agency
128 Market Street
Stateline, NV 89448

November 10, 2011
1:30 p.m.

This meeting is being called as a special meeting because it is not occurring on the regularly scheduled second Friday of the month at 9:30 a.m. All items on this agenda are action items unless otherwise noted.

I. CALL TO ORDER AND GENERAL MATTERS

- A. Roll Call and Determination of Quorum of TTD/TTC
- B. Approval of Agenda for November 10, 2011
- C. Approval of Minutes of October 14, 2011

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.

III. BUDGET FINANCE COMMITTEE REPORT

IV. TRANSIT OPERATIONS COMMITTEE REPORT

V. RESOLUTION OF RECOGNITION

<u>Item</u>	<u>Action Requested</u>	<u>Page</u>
A. Approval of a Resolution of Recognition to Dennis Crabb for his Service to the Tahoe Transportation District and Commission	Approval	1

VI. PUBLIC HEARING

<u>Item</u>	<u>Action Requested</u>	<u>Page</u>
B. Public Hearing on Draft Sustainable Communities Strategy Element of the Regional Transportation Plan Update	Conduct Public Hearing	2

VII. TAHOE TRANSPORTATION COMMISSION (TTC) BUSINESS ITEMS

<u>Item</u>	<u>Action Requested</u>	<u>Page</u>
A. Recommend Approval of the Draft 2012 Regional Transportation Improvement Program to the Tahoe Regional Planning Agency Governing Board	Recommend Approval to TRPA	25

VIII. ADJOURN AS TTC AND RECONVENE AS TTD

IX. PUBLIC SCOPING

<u>Item</u>	<u>Action Requested</u>	<u>Page</u>
A. Notice of Preparation/Notice of Intent and Public Scoping for a California Environmental Quality Act Environmental Impact Report, Tahoe Regional Planning Agency Environmental Impact Statement, and National Environmental Policy Act Environmental Impact Statement for the US 50 South Shore Community Revitalization Project	Conduct Public Scoping	45

X. TAHOE TRANSPORTATION DISTRICT (TTD) CONSENT ITEMS

<u>Item</u>	<u>Action Requested</u>	<u>Page</u>
A. Review and Acceptance of the District's Financial Statement of Operations for July 1, 2011 through September 30, 2011	Acceptance	59
B. Approval of Task Order for Lumos Engineering for Tahoe Regional Planning Agency Land Capability Verifications for Various Capital Improvement Program Projects	Approval	70
C. Approval of Long-Term Operations Contract of North Lake Tahoe Airport Express Bus Service with Airport MiniBus	Approval	72
D. Review and Acceptance of BlueGO's Monthly September 2011 Operations Report	Acceptance	89

XI. TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS

<u>Item</u>	<u>Action Requested</u>	<u>Page</u>
A. Presentation on Lake Tahoe North Shore to South Shore Transit Connection Alternatives Analysis and Recommendation on Alternatives to be Evaluated in the Tier 2 Screening Process	Discussion and Direction	92
B. Approval of Award of Nevada Transit Shelter Project – Phase 1 Construction Contract to Thomas Haen Construction, Inc., Authorization of the Chairman and District Manager to Sign the Construction Contract, and Authorize the District Manager to Execute Contract Change Orders Not to Exceed Ten Percent (10%) of the Total Contract	Approval	109
C. Presentation by Data Transfer Solutions of the Transportation Improvement Program Tool Developed for the Lake Tahoe Regional Transportation Program	Informational Only	111

XII. DISTRICT MANAGER REPORT

XIII. BOARD, COMMISSION MEMBER AND STAFF COMMENTS

XIV. LEGAL BRIEFING - CLOSED SESSION

CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION.

MV Transportation, Inc. v. STATA, et al. Case No. 10-CV-0240. 9th Judicial District Court.

XV. 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 at least three (3) working days before the meeting by posting a copy of this agenda at the principal office of the Board and at three other separate, prominent places within the jurisdiction of the Board not later than 9 a.m. of the third working day before the meeting.

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

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

This agenda has been posted on the TTD website - www.tahoetransportation.org.

**TAHOE TRANSPORTATION DISTRICT / COMMISSION
BOARD MEETING MINUTES
October 14, 2011**

TTD/C Board Members in Attendance:

Andrew Strain, Member at Large, Chair
Will Garner, Placer County, Vice Chair
John Breternitz, Washoe County
Steve Teshara, SS-TMA
Ron McIntyre, TNT-TMA
Norma Santiago, El Dorado County
Nancy McDermid, Douglas County
Angela Swanson, City of South Lake Tahoe
Jason Van Havel, NDOT
Marlo Tinney, Caltrans
Alan Tolhurst, APC Appointed Representative

Others in Attendance:

Carl Hasty, Tahoe Transportation District
Alfred Knotts, Tahoe Transportation District
Joanie Schmitt, Tahoe Transportation District
Nick Haven, Tahoe Regional Planning Agency
Karen Fink, Tahoe Regional Planning Agency
Judi White, Tahoe Transportation District and Tahoe Regional Planning Agency
Adam Spear, Esq., Legal Counsel

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

A. Roll Call and Determination of Quorum

The meeting of the Tahoe Transportation District and Tahoe Transportation Commission was called to order by Chairman Strain at 9:31 a.m., at the Kings Beach Conference Center. Roll call was taken and it was determined a quorum was in attendance for the TTD/TTC.

B. Approval of TTD/TTC Agenda of October 14, 2011

Motion/second by Mr. Teshara/Mr. Breternitz to approve the TTD/TTC agenda for today's meeting. The motion passed unanimously.

C. Approval of TTD/TTC Meeting Minutes for September 9, 2011

Motion/Second by Mr. Teshara/Ms. Santiago to approve the TTD and TTC minutes. The motion passed unanimously.

II. PUBLIC INTEREST COMMENTS

Jan Colyer of the Truckee North Tahoe Transit Management Association announced the volunteer driver program for the American Cancer Society is ready to launch with ten drivers. They are still looking for additional drivers, especially for the south shore area.

Steve Teshara thanked Karen Fink and TRPA staff for their work with other agencies in developing the Status Report and Guide for the Future-Creating a World Class Bicycle and Multi-Purpose Trail Community for North Lake Tahoe-Truckee.

III. FINANCE COMMITTEE REPORT

Mr. Garner reported the committee recommended approval of both items on the consent calendar.

IV. TRANSIT OPERATIONS COMMITTEE REPORT

Ms. Swanson reported the operations committee did not have a quorum for the meeting, which is something that will need to be addressed.

Ms. McDermid arrived at 9:37 a.m.

V. TAHOE TRANSPORTATION COMMISSION (TTC) BUSINESS ITEMS

A. Review and Comment on Regional Transportation Plan Draft Chapter 6, Financial Approval

Ms. Fink reviewed this item and distributed additional handouts. She noted the Sustainable Communities Strategy chapter will be brought to the Board at next month's meeting and a formal public hearing will be held. Mr. Haven explained the public draft will be completed and released for public review in January. It will come to the Board prior to the public review release.

Ms. Santiago noted the Regional Plan Update committee is changing and local representation is being added.

Ms. Fink invited the Board to attend the Public Workshops being held on the draft Regional Transportation Plan on November 1 and 3.

Ms. Tinney arrived at 9:55 a.m.

Ms. Santiago asked about the funding sources, are public/private partnerships included? She suggested mentioning that public/private partnerships would also be pursued as possible funding sources.

Mr. Teshara asked Ms. Fink to review the purpose of the unconstrained part of the document...what requirement is being satisfied. She explained that SAFETELU requires a list of projects the region would like to do if additional funding became available.

Mr. Van Havel noted that NDOT supports the unconstrained list.

Action Requested: Review and Comment

VI. ADJOURN AS TTC AND RECONVENE AS TTD

VII. PUBLIC SCOPING – NEVADA STATELINE TO STATELINE BIKEWAY – NORTH DEMONSTRATION PROJECT

- A. Notice of Preparation and Public Scoping Meeting for a Joint Tahoe Regional Planning Agency and National Environmental Policy Act (NEPA) Environmental Assessment and NEPA Decision Memorandum for the Nevada Stateline to Stateline bikeway – North Demonstration Project

Mr. Knotts reviewed this item.

Mr. Garner suggested including a design feature that would include at least three tie-ins to bus stops on both sides of the highway.

Jackie Chandler of Sustainable Tahoe asked if the project maps are on the website to make comments on. Mr. Knotts replied they are on the Nevadatahoebikeway.com website. She suggested closing the lakeside lane to bikes only and have the mountain-side lane for transit and moving to a larger vision using ferries. She also asked if there have been any studies on locals that use that east shore for driving...who are they, who is using that road on a regular basis. Mr. Knotts replied that is being handled through the SR 28 corridor management plan.

VIII. TAHOE TRANSPORTATION DISTRICT (TTD) CONSENT ITEMS

- A. Review and Acceptance of the District's Financial Statement of Operations for August 1, 2011 through August 31, 2011
- B. Approval of an Amendment to the Nichols Consulting Engineers' Contract; Task Orders for the Nevada Bus Shelter Phase 1 Project and the SR 28 Corridor Management Plan; and Purchase Orders for Overall Program Administration and Transit Operations

Mr. Teshara requested Item B be pulled for discussion.

Mr. Teshara made the motion to approve Item A, Mr. McIntyre seconded the motion. The motion passed unanimously.

Regarding Item B, Mr. Teshara noted that he didn't see a specific reference to recent data in the SR 28 corridor management plan information. Mr. Hasty noted there have been some positive and constructive meetings with the involved agencies; that NDOT is moving ahead with their safety audit for the corridor; and LSC is being contracted to review shuttle type service. Mr. Teshara wants to ensure that the District has access to all the current information.

Mr. Van Havel explained that NDOT's safety audit process is used to prioritize projects throughout the state.

Ms. Swanson asked for follow-up discussion regarding the SWIPP evaluation and what the next steps are. Regarding the vehicles tied up in the STATA lawsuit, she suggested it may time to submit an offer to the trustee.

Mr. Teshara made the motion to approve Item B. Ms. Swanson seconded the motion. The motion passed unanimously.

Mr. Tolhurst left at 10:53.

Mr. McIntyre left at 10:54. Ms. Colyer took his place.

IX. TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS

A. Approval to Award Bid for Long-Term Operations Contract of North Lake Tahoe Airport Express Bus Service

Mr. Hasty reviewed this item. Ms. Colyer introduced Jamie Wright, the Program Manager for this program.

Action Requested: Approval

Mr. Breternitz made the motion to approve the award of bid for shuttle service between the Truckee North Tahoe area and the Reno-Tahoe Airport to Airport Minibus and authorize the District Manager to negotiate a contract for Board approval. Ms. Santiago seconded the motion. The motion passed unanimously.

Mr. Teshara appreciates the District's partnership and their assistance to make this program happen.

B. Presentation by Data Transfer Solutions of the Transportation Improvement Program Tool Developed for the Lake Tahoe Regional Transportation Program

This item was continued to next month's meeting due to technical difficulties.

Action Requested: Informational Only

C. Review and Acceptance of BlueGO's Monthly August 2011 Operations Report

Mr. Curtis Garner reviewed this item.

Mr. Teshara asked about the timeline of the electronic fareboxes. Mr. Hasty explained that the District is waiting for the next release of Prop 1B funds, hopefully in this fiscal year.

Action Requested: Acceptance

Mr. Teshara made the motion to accept BlueGO's Monthly August 2011 Operations Report. Ms. Santiago seconded the motion. The motion passed unanimously.

D. Follow Up of Implemented BlueGo Transit Fare Structure and Fare Changes

Mr. Curtis Garner reviewed this item.

Action Requested: Informational Only

X. DISTRICT MANAGER REPORT

Mr. Hasty reported that he would be meeting with Commissioner Breternitz, Mr. Smith, the Chair of Washoe RTC, and Lee Gibson to discuss the Trans Sierra Coalition. He is working on setting up a meeting with the El Dorado County Transportation Commission to introduce the Trans Sierra Coalition. He noted staff will be working to update the District's purchasing procedures to include construction purchasing procedures. He is expecting to have Scoping for the US50 project for south shore next month. The District is on the Placer County October Board of Supervisors agenda to introduce the SR 89 project. There will be an agency workshop on October 26 for planning for an Olympic-type bid and the opportunities for the Trans Sierra Coalition. Relative to the SR 28 discussion, the District is planning to conduct surveys regarding bike trails in Washoe County, Douglas County and Carson City. Lastly the Nevada Oversight Committee meeting is scheduled for November 14. Transportation is on the agenda and he will be updating the committee on what is happening in the Basin.

XI. BOARD, COMMISSION MEMBER AND STAFF COMMENTS

Mr. Van Havel informed the Board that Mr. John Hassel passed away.

Mr. Teshara asked why SW Gas did not relocate the gas line at the roundabout project as scheduled. Mr. Hasty replied that he has not been informed of the reason, but told that the delay will not affect the construction schedule of the project. He believes the project will go out for bid on November 13.

Mr. Hasty introduced Marlo Tinney, the new representative from Caltrans.

Ms. Santiago mentioned there is a monthly joint conference call between the League to Save Lake Tahoe and TRPA Governing Board and one of the common projects they are looking at is the complete streets issue, how to address it and get a program for Lake Tahoe. She is proposing a workshop for the Board of Supervisors in March to discuss with transportation and land use here in the Basin and how it relates to the west slope of the county. She has also been working on establishing a relationship with One Globe, a sustainable infrastructure company with extensive experience in design, engineering, planning, financing and construction of large scale infrastructure projects. One Globe took her

letter of interest to a sustainability conference in Boulder, CO, with a result of interest in private investment dollars in the Basin, particularly dealing with infrastructure projects.

Ms. Colyer informed the Board the Placer County Unmet Needs Transit meeting will be held on November 3.

Ms. Swanson informed the Board that on the October 18 Mr. Hasty and Mr. Knotts will be presenting an update on south shore transit activities to the city council. Also Douglas County Commissioners and City of South Lake Council will be meeting on November 4 at Edgewood to discuss TMDL issues, SB271, transportation, and vision plan.

Ms. Schmitt informed the Board that the auditors are completing their field work and will have a presentation at the December Board meeting.

Chair Strain thanked Mr. Teshara for chairing the September meeting. He noted the November meeting will need to be moved to the afternoon of Thursday, November 10, due to Veterans Day. At the November meeting, the Board will honor Dennis Crabb, Esq.

XII. LEGAL BRIEFING - CLOSED SESSION

CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION. MV Transportation, Inc. v. STATA, et al. Case No. 10-CV-0240. 9th Judicial District Court.

The Board received an update and briefing from Counsel on the status of the MV lawsuit and took no further action.

XIII. ADJOURNMENT

Respectfully Submitted:

Judi White
Executive Assistant
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: November 5, 2011
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Approval of a Resolution of Recognition to Dennis Crabb for His Service to the Tahoe Transportation District and Commission

Action Requested:

Staff requests the Board to approve a resolution recognizing Dennis Crabb's contribution to the District and Commission.

Background:

For some 25 years, Dennis Crabb served as Counsel for the District and helped shepherd the District's development and role in the Tahoe Basin. Dennis moved towards retirement and left the District in 2010 after seeing the District successfully through becoming a capital project and transit service implementer.

Discussion:

A presentation in appreciation of Dennis will be made to honor his contribution and service to the District. A resolution recognizing him will be submitted at the meeting for Board approval.

Additional Information:

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

Attachment:

- A. Resolution (to be presented during the Board meeting)



MEMORANDUM

Date: November 5, 2011
To: Tahoe Transportation Commission (TTC) Board of Directors
From: TMPO Staff
Subject: Public Hearing on Draft Sustainable Communities Strategy Element of the Regional Transportation Plan Update

Action Requested:

It is requested the Board conduct a public hearing and review the Sustainable Communities Strategy of the Regional Transportation Plan update.

Background:

Since the development of the bi-state Tahoe Regional Planning Compact (Public Law 96-551) in 1969, planning efforts in the Lake Tahoe Basin have engaged citizens in creating a vision for the future of Tahoe that will balance preservation of its natural beauty with its economic viability. A significant part of this vision is a reduction in dependence on automobiles as the primary means of transportation in order to reduce the impacts on the environment and on the built form.

Recently, mitigation of climate change impacts has emerged as a high priority for all communities in California. California's SB 375 requires regional Metropolitan Planning Organizations (MPOs) to focus on regional land use and transportation policies in order to reduce greenhouse gas emissions (GHG) to meet targets established by the California Air Resources Board's Regional Technical Advisory Committee (RTAC). **SB 375 calls for each MPO to develop a Sustainable Communities Strategy (SCS) with its Regional Transportation Plan, identifying how regional GHG will be reduced to meet the regional targets.**

Tahoe Regional Planning Agency (TRPA) and TMPO Planning Responsibilities

TRPA operates under the authority of the bi-state Tahoe Regional Planning Compact (Public Law 96-551) between the states of California and Nevada and is required to regulate transportation and land use. The TRPA Governing Board, with the addition of the US Forest Service, also serves as the Tahoe Metropolitan Planning Organization (TMPO) for the Basin and, in this role, is responsible for development of the region's long-range transportation plan to meet state and federal requirements. Because of these requirements, TRPA is involved in several on-going planning processes related to transportation, land use, and the environment, including:

KF/jw

AGENDA ITEM: VI.A.

- Achieving the Environmental Thresholds of the bi-state Compact;
- The 20-year update of the TRPA Regional Plan, anticipated to be complete in December 2012;
- Regularly updating the Regional Transportation Plan (RTP) (per California and federal law);
- Creating the region's Sustainable Communities Strategy (SCS) under California state law.

As the primary authority regulating land use in the Lake Tahoe basin, TRPA is responsible for developing a land use plan that, when integrated with transportation and housing strategies, supports the goals of SB 375. The Sustainable Communities Strategy must rely on the transportation strategies of the RTP and the land use strategies of the Regional Plan to meet the Lake Tahoe GHG targets. Because this integrated strategy will also help the region meet other environmental goals for the region, such as TRPA environmental thresholds and the Total Maximum Daily Load (TMDL), the Sustainable Communities Strategy for the Tahoe region addresses these as well.

Under California's SB 575, the Tahoe Basin has the ability to use its Regional Plan as its Sustainable Communities Strategy, if it meets the requirements of SB 375. The Lake Tahoe Regional Transportation Plan must be updated no later than November 2, 2012, to avoid a lapse in its air quality conformity determination. The RTP will include a stand-alone Sustainable Communities Strategy section. When the TRPA Regional Plan is approved, the RTP will be amended as necessary to include the SCS and other modifications based on the approved Regional Plan.

The greenhouse gas emissions targets set for the California portion of the Tahoe region are emissions reductions of seven percent (7%) per capita by 2020, and five percent (5%) per capita by 2035. While the benefits of an integrated land use and other transportation strategies will occur region-wide, the greenhouse gas impact of these strategies must be summarized for the California side of the basin only.

Discussion:

TMPO staff utilized the Lake Tahoe Transportation Model combined with an off-model spreadsheet tool, the Trip Reduction Impact Analysis (TRIA), to calculate reductions in vehicle miles traveled (VMT) associated with the integrated land use and transportation strategies. TMPO staff then used these VMT reductions as an input into the California Air Resources Board's EMISSION FACTors (EMFAC) model to obtain greenhouse gas emissions reductions estimates.

The Sustainable Communities Chapter of the RTP summarizes the results of the above methodology on VMT and greenhouse gas emissions, and atmospheric nitrogen in compliance with the Total Maximum Daily Load. The SCS also includes an analysis of the amount of affordable housing that will be available in each California jurisdiction to comply with California's Regional Housing Needs Assessment (California Government Code 65583).

The draft SCS Chapter is included as Attachment A. As with other draft chapters provided, this chapter has minimal formatting. Most graphics will be added later, and maps will be enhanced to show additional detail. A detailed methodology of how greenhouse gas emissions were calculated is available upon request. TTC members are requested to provide comments on the draft SCS chapter by the TTD meeting on November 10, 2011.

Additional Information:

If you have any questions or comments regarding this item, please contact Karen Fink at (775) 589-5204 or kfink@trpa.org.

Attachments:

- A. Draft RTP Chapter 3, Sustainable Communities Strategy

Chapter 3 – Sustainable Communities Strategy

Introduction

Since the development of the bi-state Tahoe Regional Planning Compact (Public Law 96-551) in 1969, planning efforts in the Lake Tahoe Basin have engaged citizens in creating a vision for the future of Tahoe that will balance preservation of its natural beauty with its economic viability. A significant part of this vision is a reduction in dependence on automobiles as the primary means of transportation in order to reduce the impacts on the environment and on the built form.

Recently, mitigation of climate change impacts has emerged as a high priority for all communities in California. California's Senate Bill 375 (SB 375) requires regional metropolitan planning organizations (MPOs) to focus regional land use and transportation policies to reduce greenhouse gas emissions (GHG) from cars and light trucks in order to meet targets established by the California Air Resources Board's Regional Technical Advisory Committee (RTAC). SB 375 calls for each MPO to develop a Sustainable Communities Strategy (SCS) with its Regional Transportation Plan, identifying the transportation, land use, and housing strategies that will reduce regional GHG emissions.

In Lake Tahoe, there are a number of other environmental standards, in addition to the California GHG targets, that are directly tied to vehicle trips and vehicle miles traveled. These include TRPA environmental thresholds and Total Maximum Daily Load (TMDL) water quality targets. This chapter identifies the existing and proposed policies that live in the Regional Transportation Plan and the TRPA's Regional Plan¹ that will help the region meet all of these environmental targets.

SB 375 also requires MPOs to demonstrate consideration of affordable housing targets and environmental resources within the region. In accordance with California Government Code section 65080(b)(2)(B), this Sustainable Communities Strategy includes the following sections:

- Section 1: Land Use and Transportation Connection
- Section 2: Transportation System to Meet Forecast Demand
- Section 3: Accommodating the Region's Housing Needs
- Section 4: Meeting Environmental Goals
- Section 5: Protecting Resource Areas
- Section 6: Public Participation in the Sustainable Communities Strategy

¹Under California's SB 575, the Tahoe Basin has the ability to use its Regional Plan as its Sustainable Communities Strategy if it meets the requirements of SB 375. The Lake Tahoe Regional Transportation Plan must be updated no later than November 2, 2012, to avoid a lapse in its air quality conformity determination. The RTP will include a stand-alone Sustainable Communities Strategy section. When the TRPA Regional Plan is approved, the RTP will be amended as necessary to include the SCS and other modifications based on the approved Regional Plan.

Section 1: Land Use and Transportation Connection

Land use planning in the Lake Tahoe Basin

The Tahoe Regional Planning Agency (TRPA) and the region's local governments share responsibility for regulating land use. TRPA's role in land use regulation at the regional level is unique in the United States, established through the bi-state Tahoe Regional Planning Compact. In this role, TRPA is responsible for creating the Regional Plan, which establishes land use regulations for the entire Tahoe Basin. The Regional Plan was last updated in 1987, and TRPA expects to complete another update of the Regional Plan in 2012. The land use plan summarized here is based on the most current planning assumptions and those that are most likely to be recommended by TRPA staff for adoption in 2012. The SCS land use plan is therefore consistent with and equivalent to the Regional Plan update proposal.

Planning for walkable town centers

The Tahoe Regional Plan update proposes to cluster population and employment in relatively compact town centers that are well served by transit. It achieves this goal by incentivizing transfers of development into town center planning areas and by requiring all new commercial floor area to be in town centers only.

In these central places, the form, design, and positioning of buildings will be under the jurisdiction of local communities through local community plans, which will need to meet the overarching tenets of focusing new development in town centers, and providing environmental benefits through building location and design. The combination of regional goals and local flexibility to design communities are intended to create an environment where walking, biking, and transit are convenient modes of transportation, and residents and visitors need not rely solely on the private automobile for their travel needs.

There are several important factors related to the location and design of buildings and the public realm. These include:

- **Compact development.** Any new residential units in the basin have the potential to bring with them additional vehicle trips. A key strategy of the Regional Plan update is to encourage as much of this new development as possible to be located in town centers. Walkable town centers rely on land use regulations that allow for the grouping of a critical mass of residences, business, and other destinations in central places well served by transit. As distance between residences, businesses, and other activities decreases, people are more able to walk, bike, or take transit to these activities. When they do use a vehicle, the trips are shorter. In order to create a walkable place, density need not create an urban feel. For example, in a town center serving a rural and recreational community, housing may be clusters of two- to four- story buildings grouped in a ¼ mile to ½ mile radius around a key transit node.
- **Design.** Central places are meant to be unique and attractive, improving community character and quality of life for residents and visitors. High quality design can be used to enhance the sense of place. Approaches may include building code specifications that encourage architectural variety, and have the upper floors of buildings stepped back, away from the street to maintain sunshine on the street and the feel of a pedestrian-scale environment. The code may also require residences, stores, and other important buildings to be oriented toward the sidewalk for the convenience and comfort of pedestrians, while any off-street parking may be located in the rear of buildings.

- **Diversity of uses.** While existing land use regulations in the Tahoe region frequently restrict places to having one type of land use (such as retail or residential), a key element of the proposed town centers is that they provide for a mix of land uses in the same area, including residences (with a variety of housing types), tourist units, commercial, office, institutional, and visitor services. Clusters of buildings should offer the opportunity to conveniently access a variety of destinations on foot in multi-purpose trips.

Clustering development in town centers has a number of benefits, including enhanced community character, improved mobility choice, reduced household transportation expenses, and improved community health through increased physical activity. Increased pedestrian travel can encourage economic development for local business and promote economic competitiveness. Accommodating development in existing community centers can also reduce the pressure for development in existing open spaces. Shifting travel to transit, walking, and biking will also result in less driving and as a consequence, reduced air pollution and greenhouse gas emissions.

Forecast distribution of development

California Government Code 65090(b)(2)(B)(i): Identify the general location of uses, residential densities, and building intensities within the region.

California Government Code 65090(b)(2)(B)(vii): Set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measure and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board.

In the TRPA Regional Plan update, development rights for new residential units are allocated to Tahoe communities at a rate of 130 per year, region-wide over the 20-year life of the plan. These residential units may be used on remaining developable parcels in each jurisdiction. In addition, a total of 1261 “Bonus Units” (dedicated to multi-family, affordable or moderate-income housing) are available over the life of the plan. The Bonus Units may be distributed to any jurisdiction for qualifying development, and may only be used in plan areas designated as town centers. Residential densities will be between 8 units per acre and 25 units per acre in town centers.

Up to 3,861² new housing units, including the bonus units noted above, may be permitted over the 20-year life of the plan. Incentive programs to attract many of these units to the town centers are outlined in the Land Use Chapter of the Regional Plan Goals and Policies. An additional 347 tourist accommodation units and 547,000 square feet of commercial floor area (CFA)³ could be built, 100% of which must be built in town centers.

Detailed policies and programs related to the future land use pattern can be found in the draft Land Use Chapter of the Goals and Policies of the Regional Plan Update.

²² 2,600 residential allocations, plus 1,261 residential bonus units.

³ 347 Tourist Accommodation Units and 347,000 square feet of commercial floor area are already permitted under existing regulations. An additional 200,000 square feet of cfa would be permitted under Alternative 3.

Section 2: Transportation System to Meet Forecast Demand

California Government Code 65090(b)(2)(B)(iv): Identify a transportation network to service the transportation needs of the region.

Earlier chapters of this plan discuss the existing transportation system which serves current travel needs. As the region continues to grow to the “build-out” scenario, and as populations outside the region continue to shift, there will be changes in transportation demand in the Lake Tahoe region. This section summarizes the transportation system investments that the region will need to make to meet this forecast demand while also meeting its goals for livability, sustainability, and economic vitality. Table 1 below identifies anticipated changes in region-wide population and vehicle miles traveled (VMT).

Table 1. Region-wide population and VMT forecasts

	<u>2005</u>	<u>2020</u>	<u>2035</u>
Region-wide Population	55,232	55,473	57,813
% Change in Population from 2005		0.4%	4.7%
Vehicle Miles Traveled ⁴	2,079,800	2,082,000	2,192,700
% Change in VMT		0.1%	5.4%

These investments, which are consistent with the Regional Plan Update proposal, incorporate complete streets design, multi-modal options (bicycle travel, walking, transit), information technology, and transportation demand management strategies. They are summarized briefly below, and detailed in Chapters 4 and 5.

Transportation Networks

The Lake Tahoe Region’s transportation system is made up of regional roadways and local streets, sidewalks and bike paths, bus systems, water transit, rail lines, and airports. Together, these facilities link the Basin’s communities and connect them to neighboring regions, frame its public spaces, and shape the daily lives of residents, workers, and visitors. Chapter 4 of this plan describes planned investments in the transportation system, include roadway, transit, bicycle, and pedestrian and networks. Highlights include:

- **Corridor Revitalization:** The region has identified a group of investments that aim to improve the network of streets and roadways. They include projects and programs that benefit users of all modes of travel (complete streets projects), as well as projects that are focused on improving the efficiency and safety of local and regional streets as vehicle through-routes.
- **Pedestrian and Bicycle facilities:** Through its Bicycle and Pedestrian Plan, the region has outlined a program of investments to create an integrated network of pedestrian and bicycle paths. These facilities include bicycle lanes and sidewalks, as well as paved, multi-use paths. The

⁴ This estimate uses the TRPA TransCAD Lake Tahoe Transportation model.

planned shared-use path projects would fill many of the remaining gaps around the Lake Tahoe, bringing pedestrians and cyclists closer to the goal of being able to travel almost anywhere around the Lake on facilities separated from vehicle traffic.

- **Transit facilities and services:** The region's transportation agencies have both capital investments and service changes planned to enhance transit service in the Basin. These include investment in waterborne transit facilities and service; operational enhancements for BlueGO and TART; establishment of a new transit service on the east shore of Lake Tahoe; and enhanced vanpool service for commuters.

Transportation Demand Management

Chapter 5 of this plan describes the Transportation Demand Management strategies that the region will use to maximize system efficiency. Transportation Demand Management (TDM) programs make it easier for travelers to shift some trips from driving alone to transit, bicycling, walking, and carpooling. TDM can include parking management, flexible work schedules, and subsidized transit passes; Guaranteed Ride Home programs to give employees the security to carpool or ride transit; and information and marketing efforts, to name a few.

TRPA and TMPO have created a program to promote and encourage TDM by employers in the region. The program allows for close collaboration between TRPA and the business community to promote transportation options, improving mobility and air quality in the Basin. The program has two parts: the *Employer Trip Reduction Ordinance*, and the companion *BlueCommute Program*. These efforts are further enhanced by the work of two Transportation Management Associations (TMAs): the Truckee North Tahoe TMA, and the South Shore TMA. This RTP includes new TDM programs such as a "BlueVisitor" Program that will focus on educating visitors on how to make the best use of transit and bicycle and pedestrian options.

Transportation System Management

Chapter 5 of this plan also describes the Transportation System Management (TSM) strategies that the region will use to maximize efficiency. Even as Lake Tahoe's communities invest to increase the attractiveness of transit, walking and cycling in Basin, private vehicles will remain an extremely important part of the transportation system. Managing vehicle traffic has the potential to moderate vehicle speeds, reduce congestion, and promote safety.

The term 'Transportation Systems Management' (TSM) refers to a group of strategies that work together to improve safety, traffic operations and maximize the performance of the existing roads infrastructure in moving people and goods. An important component of TSM is called Intelligent Transportation Systems (ITS), which focuses on using information technology to accomplish these goals.

This Regional Transportation Plan proposes several investments in Transportation System Management, falling under the following categories:

- **Signal timing.** When traffic signals are synchronized or timed correctly, or when they can respond to the presence of varying numbers of cars, traffic can move more smoothly. One such project is signal synchronization on US 50 from the Y to Stateline.

- **Monitoring.** Traffic monitoring stations can provide information needed to adjust signal timing and other traffic control tools. Monitoring stations are proposed for various locations in the Tahoe Basin.
- **Rehabilitation.** Roads are designed for traffic to move at specific average speeds. When roadways are in bad condition, traffic moves erratically and more slowly than it could if the roads were in good repair. Maintenance and rehabilitation of roads can return traffic to more efficient movement. An Emergency Roadway Report program, as well as rehabilitation projects in both California and Nevada, is proposed in this RTP.
- **Information.** Keeping motorists informed of traffic and weather conditions can let motorists know what to expect, and provide them with choices of routes or trip timing. Changeable Message Signs, web-cameras, and Highway Advisory Radios (HARs) are proposed as a way to provide this real-time information to drivers in Tahoe.

Section 3: Accommodating the Region's Housing needs

California Government Code 65090(b)(2)(B)(ii): Identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth.

California Government Code 65090(b)(2)(B)(iii): Identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Section 65584.

Local governments play a vital role in the supply and affordability of housing. California Housing Element law mandates that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. California jurisdictions must adopt housing element updates that demonstrate accommodation of an eight-year projection of housing need, called the Regional Housing Needs Assessment (RHNA). For Lake Tahoe, the projection of housing need is set by the Sacramento Area Council of Governments (SACOG), in consultation with the TMPO. The RHNA requirements apply only to the portions of the Lake Tahoe region that are in California: the City of South Lake Tahoe and the Tahoe portions of El Dorado and Placer County.

The passage of SB 375 strengthened the linkage between Regional Transportation Plans and the RHNA. SB 375 requires that the land use plan in the Sustainable Communities Strategy accommodate the RHNA. The 2013-2021 RHNA is currently under consideration and should be approved by SACOG in November 2011. The proposed RHNA allocation for the Tahoe region jurisdictions is shown in Table 3.3.

Based on the draft Regional Plan, the Lake Tahoe SCS projects new allocation of residential units, as well as "bonus units," which are dedicated to multi-family, affordable or moderate-income housing. The allocation of these new units by jurisdiction, in comparison to the RHNA, is shown in Table 2. As shown in the table, the proposed Sustainable Communities Strategy would meet the RHNA for each Lake Tahoe jurisdiction.

Table 2. Allocation of New Housing by Jurisdiction

Jurisdiction	Draft RHNA overall allocation (housing units)	Lake Tahoe SCS overall allocation of housing units ⁵	Draft RHNA Very low + low allocation of units	Lake Tahoe very low + low SCS allocation ⁶
Placer County (Tahoe portion)	328	276+252 = 528	154	252
El Dorado County (Tahoe portion)	480	394+252 = 646	225	252
City of South Lake Tahoe	336	296+252 = 548	92	252
Total	=1144	1382	471	756

⁵ The SCS overall allocation is based on the ratio of developable parcels available in each jurisdiction times the number of allocations that will be available over the 8 year period (Under Alternative 3 this would be $130 \times 8 = 1040$), plus Bonus Units. Total developable parcels by jurisdiction is taken from the TRPA PARCEL_APO database where Land Use=1. City of South Lake Tahoe=1108; El Dorado County=1473; Placer=1031, Nevada Counties=278. Total developable parcels= 3890. Bonus units available for each jurisdiction are calculated as the total number of available bonus units divided evenly between the five jurisdictions. Each jurisdiction has an equal opportunity to obtain bonus units.

⁶ The SCS very low + low allocation is based on the total number of Bonus Units available under the TRPA Regional Plan Draft Alternative 3, evenly distributed amongst the five jurisdictions..

Section 4: Meeting Environmental Goals

TRPA's Air Quality and Water Quality Thresholds

The Tahoe Regional Planning Compact requires that the goal of transportation planning shall be to reduce dependency on the automobile and, to the extent feasible, reduce air pollution caused by motor vehicles. In accordance with this goal, TRPA has adopted air and water quality threshold indicators to determine progress towards these goals and other national and state standards.

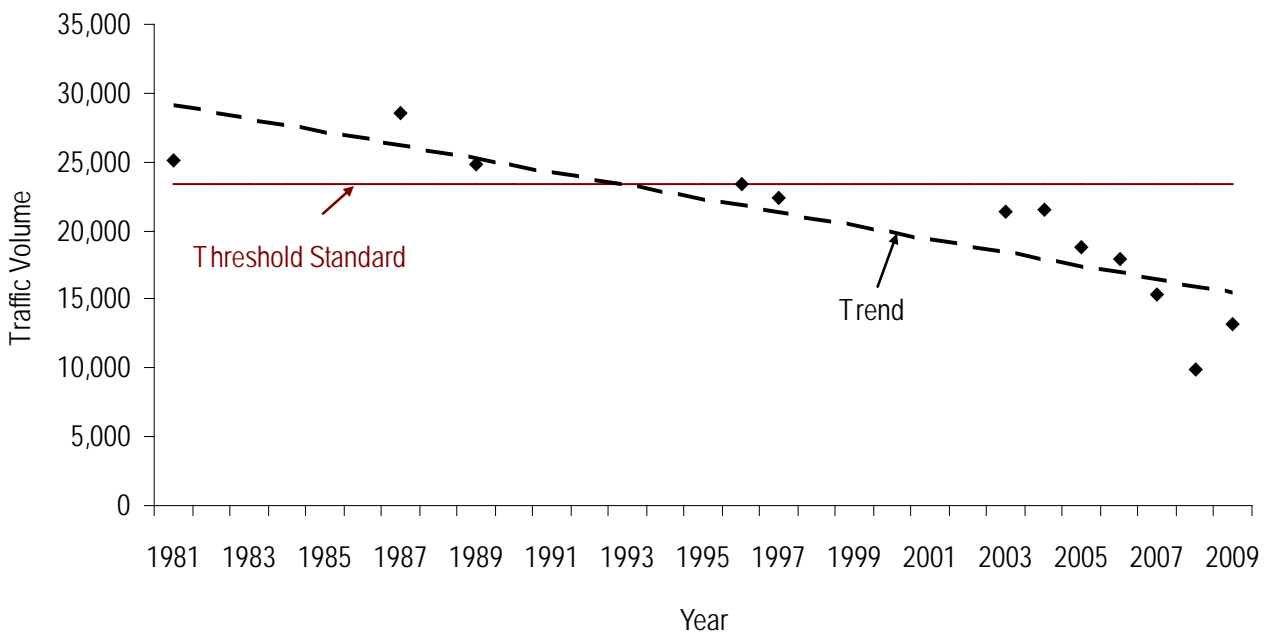
Three of the TRPA's air quality threshold indicators are directly associated with vehicle travel: U.S. 50 Traffic Volumes, Vehicle Miles Traveled, and Atmospheric Nutrient Loading. Both VMT and Atmospheric Nutrient Loading are also considered water quality thresholds. The trends for traffic volumes and VMT are listed here, while information on atmospheric nutrient loading is provided under the "Clean Water Act Compliance, Total Maximum Daily Loads" heading, later in this section.

Traffic Volume

The TRPA established thresholds for traffic volume to reduce the level of carbon monoxide (CO) in the Basin. Although this indicator was originally developed to specifically target CO reductions, it remains an important indicator for other air quality related thresholds because a number of these thresholds are affected by vehicle traffic.

The indicator for TRPA's traffic volume program states that there shall be a 7 percent reduction in the daily traffic volume on the U.S. 50 corridor from the 1981 values. The 1981 traffic count was 25,173 vehicles; therefore attainment of this standard requires a directional daily traffic count of less than 23,411 vehicles. TRPA evaluates this indicator by measuring the traffic volume on the Saturday of Presidents Day Holiday between 4:00 PM and 12:00 Midnight at a site immediately west of the intersection of Park Avenue in the City of South Lake Tahoe (SLT).

Traffic volumes have decreased by about 11,968 vehicles between 1981 and 2009. No exceedances of TRPA's threshold standard for this indicator have been recorded since 1989. The short-term trend (2005-2009) shows a continual decrease, apart from a jump in 2009 from approximately 10,000 to approximately 13,000 vehicles. Figure X shows the trend since 1981.

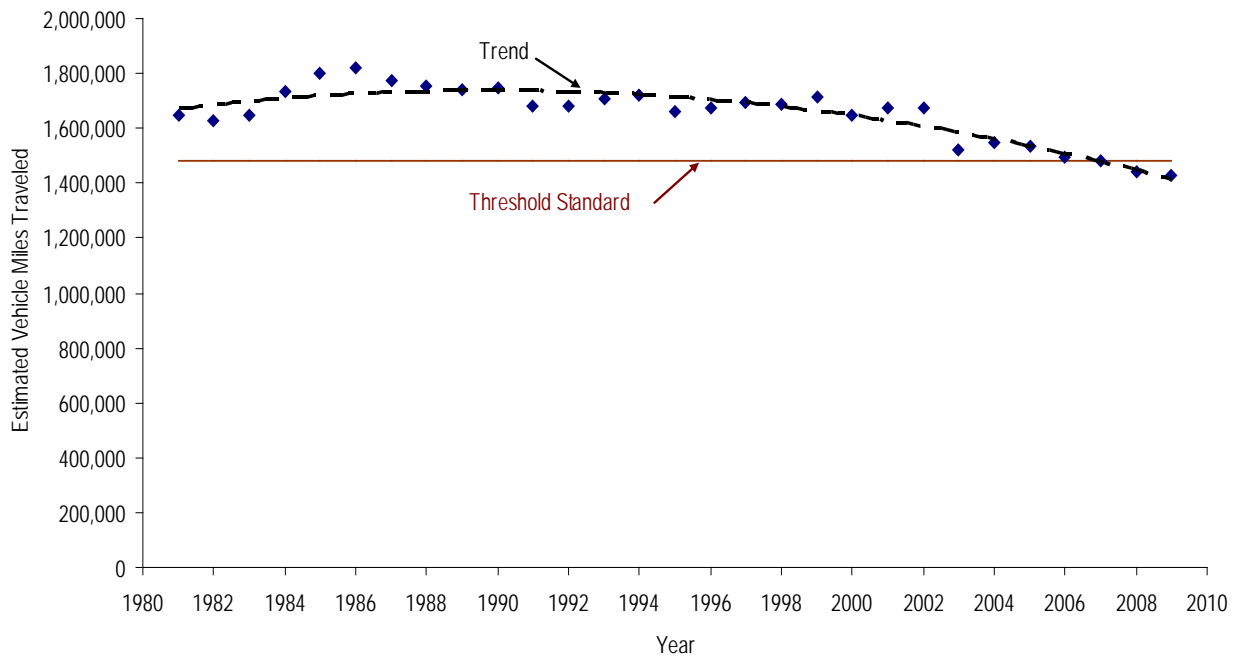
Figure 1. U.S. Highway 50 Traffic Volumes 1981 - 2009

Source: TRPA Draft 2011 Threshold Evaluation Report

Vehicle Miles Traveled

TRPA adopted the VMT threshold in 1982 as both a water quality and air quality threshold. The TRPA thresholds for air quality, under both visibility and nitrate deposition, include the following management standard: “reduce vehicle miles of travel by 10 percent of the 1981 base values.” The indicator for TRPA’s VMT threshold states that there shall be a 10 percent reduction in VMT below the 1981 peak summer day levels. The 1981 VMT was determined to be 1,648,466 VMT. The attainment level for this indicator is 1,483,619 miles for a peak summer day. The 1981 VMT estimate is a modeled value that has been calculated over the years using various travel demand software programs and interim annual methods based on traffic counts.

Based on traffic counts collected by Caltrans and NDOT, the most recent estimate (2009) is 1,431,575 million vehicle miles traveled per day. This level of VMT, which is lower than the attainment level of 1,483,619, indicates that the region is currently in attainment with the TRPA threshold standard. Figure X below shows the trend since 1981.

Figure 2. Daily Vehicle Miles Traveled, 1981 - 2009

Source: Draft 2011 TRPA Threshold Evaluation

The new TransCAD model that the TRPA uses to estimate VMT is based on an expanded and more complex street network than the old TranPlan model which was used to estimate 1981 values. For that reason, the new model results are not directly comparable to the old model. Future forecasts, including those used to estimate greenhouse gas impacts, are and will be made using the new model, but comparisons to past VMT estimates are made using an update method to the old model, which compares estimated traffic volumes to 1981 actual traffic volumes.

California SB 375: Reducing Greenhouse Gas Emissions from Transportation

Global climate change is a major threat to the future of the Lake Tahoe region, where the quality of life and health of the recreational economy depends heavily on the health of the lake, forests, and snowpack. Local and regional governments have an important part to play in reducing and mitigating this threat. Under California Senate Bill 375, regions in the state are required to create a transportation and land use plan that will lead to reduction in CO₂ emissions from cars and light trucks in California counties.

Currently, drivers to, from, and within the California portions of the Lake Tahoe region drive approximately 950,000 miles per day, generating approximately 103,000 metric tons of CO₂ emissions per year. Based on its authority under SB 375, the California Air Resources Board (ARB) set a requirement that the Tahoe Region create a plan to reduce CO₂ emissions from cars and light trucks by 6.8% per capita by 2020 and 5% per capita by 2035 as compared to the 2005 base year.

In order to determine whether or not the Tahoe region will meet these targets, the TMPO has conducted preliminary analysis of impacts to California emissions of the anticipated land use pattern⁷ combined with the set of transportation strategies outlined in the Regional Transportation Plan. The land use strategies were modeled using the TRPA Transportation Model and a supplemental spreadsheet model that captures the impacts of more nuanced transportation strategies such as new bicycle facilities, parking management, or information technology, to name a few. For more details on the modeling methodologies, please see Appendix A. The results of the analysis are shown below, in Table 3.

Table 3. Total Daily California VMT and Greenhouse Gas Emissions per Capita

	2005	2020	2035
Population Forecasts	41,211	43,736	44,102
ARB Targets			
VMT per capita	23.04	21.4	21.9
Total Daily VMT	949,750	937,140	957,294
CO ₂ per capita (lbs)	23.7	22.04	22.5
% Reduction in CO ₂ per capita from 2005 values		6.8%	5%
SCS Forecast			
VMT per capita	23.04	22.16	22.28
Total Daily VMT	949,750	969,517	1,023,697
CO ₂ ⁸ per capita (lbs)	23.7	21.9	22.01
% Reduction in CO ₂ per capita from 2005 values		7.4%	7%

⁷ The land use pattern modeled is TRPA's currently proposed Alternative 3.

⁸ CO₂ is calculated here using the California Air Resources Board's EMFAC2011.

As shown in the table, the investments in sustainable transportation systems and land use patterns spelled out in this plan are sufficient to reduce forecast GHG on the California side of the basin by the targeted amount. Under the forecast, GHG per capita would be reduced by 7.4% per capita by 2020 from 2005 values, and by 7% per capita by 2035.

Clean Water Act Compliance: Lake Tahoe Total Maximum Daily Loads

Section 303(d) of the Clean Water Act requires states to compile a list of impaired water bodies that do not meet water quality standards. The Clean Water Act also requires states to establish total maximum daily loads (TMDLs) for the primary pollutants for such waters. Lake Tahoe is an impaired water body, and the primary pollutants causing its degradation are phosphorus, nitrogen, and sediment.

The Tahoe TMDL establishes strategies for reducing these pollutant loads so that Lake Tahoe can meet a deep water transparency standard of a Secchi depth of 29.7 meters. Since roadway runoff from the urban uplands and atmospheric nitrogen from vehicle emissions are major contributors to pollutant loading, the Regional Transportation Plan has an important role to play in contributing to achieving the TMDL.

The TMDL relies on the TMPO and TRPA's air quality and transportation plans to manage the load of nitrogen to the atmosphere from mobile sources. This management is expected to reduce the basin-wide nitrogen load by at least one percent within 15 years⁹. The RTP also lists roadway stormwater control projects that help reduce roadway runoff, and helps identify a funding strategy for these projects. While funding the TMDL is ultimately a challenge that will be addressed at a broader level than the RTP, the RTP can help lay the groundwork for pursuing needed funding that is currently beyond the capacity of local jurisdictions.

Local jurisdictions and State Departments of Transportation (DOTs) are responsible for completing TMDL Load Reduction Plans that will lay out a multi-year strategy to implement necessary projects to meet their required load reduction targets. The TMDL Load Reduction Plans will eventually be coordinated with the RTP and funding programs administered by TMPO to accelerate implementation of pollutant load reductions. Not all local jurisdictions or state DOTs have completed their Load Reduction Plans, and therefore the stormwater project list currently in the RTP is incomplete. As these plans are completed, the overall strategy for reducing both atmospheric nitrogen and roadway runoff can be analyzed, and a funding plan developed.

The TMPO analyzed the RTP program of projects and strategies to determine whether they will meet the target of a 1 percent reduction in atmospheric nitrogen. Since detailed models are not available to accurately predict atmospheric nitrogen deposition throughout the region, several assumptions were made. These are:

- 1) Oxides of nitrogen (NOx) can serve as a proxy for atmospheric nitrogen;
- 2) NOx emissions modeled for the California side using the California Air Resources Board's emissions model EMFAC can represent NOx emissions for the entire basin.

⁹ Final Lake Tahoe Total Maximum Daily Load Report, November 2010.

These assumptions are based on studies that relate nitrogen deposition to in-basin mobile sources. These studies show that the local generation of ozone and other pollutants in the Basin is more important than long-range transport when it comes to exceedances of the state and national ozone standards and elevated levels of other pollutants within the Basin.¹⁰ Mobile sources compose 88% of NO_x emissions in the California portion of the Tahoe Basin.¹¹ NO_x is a precursor to ammonia (NH₃) and, nitric acid (HNO₃). NH₃ and HNO₃ were found to be the key components of the direct nitrogen deposition to Lake Tahoe.¹² As part of a series of summer measurements, Tarnay et al.¹³ quantified HNO₃, NH₃, and particulate ammonium (NH₄⁺) and nitrate (NO₃⁻) levels at a number of locations in the Basin and obtained NO_x data collected by ARB at Echo Summit. They found HNO₃ was responsible for most of the nitrogen deposition, except in areas influenced by local NH₃ and NO₂ concentrations. Using these results, coupled with geo-spatial modeling,¹⁴ they concluded most of the HNO₃ and NH₃ were from in-basin sources.

It is assumed that the vehicle fleet mix is uniform between the California and Nevada portions of the Tahoe region. For this reason, and reasons above, it is assumed that the estimate of mobile-source NO_x emissions from VMT generated in the California portion of the Tahoe region is a reasonable proxy for atmospheric nitrogen deposition. Table 3.9 below shows the results of the land use and transportation strategies on mobile source NO_x. These results were obtained using the California Air Resources Board's EMFAC2007 model.

Table 4. Estimated Reduction in NO_x in 2020 and 2035

2005 Mobile-Source NO_x emissions for the California portion of the Tahoe region	Alternative 3 2020 Projected Mobile-Source NO_x emissions for California portion of the Tahoe region	% Reduction in NO_x from 2005 in 2020 under Alternative 3	Alternative 3 2035 Projected Mobile-Source NO_x emissions for California portion of the Tahoe region	% Reduction in NO_x from 2005 in 2035 under Alternative 3
1,820 tons/day	490 tons/day	73.1%	250 tons/day	86.3%
Notes: NO _x = oxides of nitrogen. Source: Fehr & Peers 2011 using EMFAC 2007; Alternative 3.				

Federal Clean Air Act and California Clean Air Act compliance

California Government Code 65090(b)(2)(B)(viii): Allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act.

Under the federal Clean Air Act, TRPA and the U.S. Department of Transportation (DOT) must determine that the Regional Transportation Plan conforms to the State Implementation Plan for air quality. Conformity means that transportation activities will not create or worsen air quality violations, or delay the

¹⁰ Bytnerowicz et al., 2004; Dolislager et al., 2009a; Gertler et al., 2006

¹¹ ARB 2008

¹² Dolislager et al., 2009b; Tarnay et al., 2001a

¹³ Tarnay et al (2001a; 2005)

¹⁴ Tarnay 2001b

attainment of air quality standards. The conformity analysis, which for the 2012 RTP will focus only on carbon monoxide, has not yet been conducted.

The analysis of the RTP's impact on California air quality indicators will be addressed in the environmental impact report in accordance with the California Environmental Quality Act.

Section 5: Protecting Resource Areas

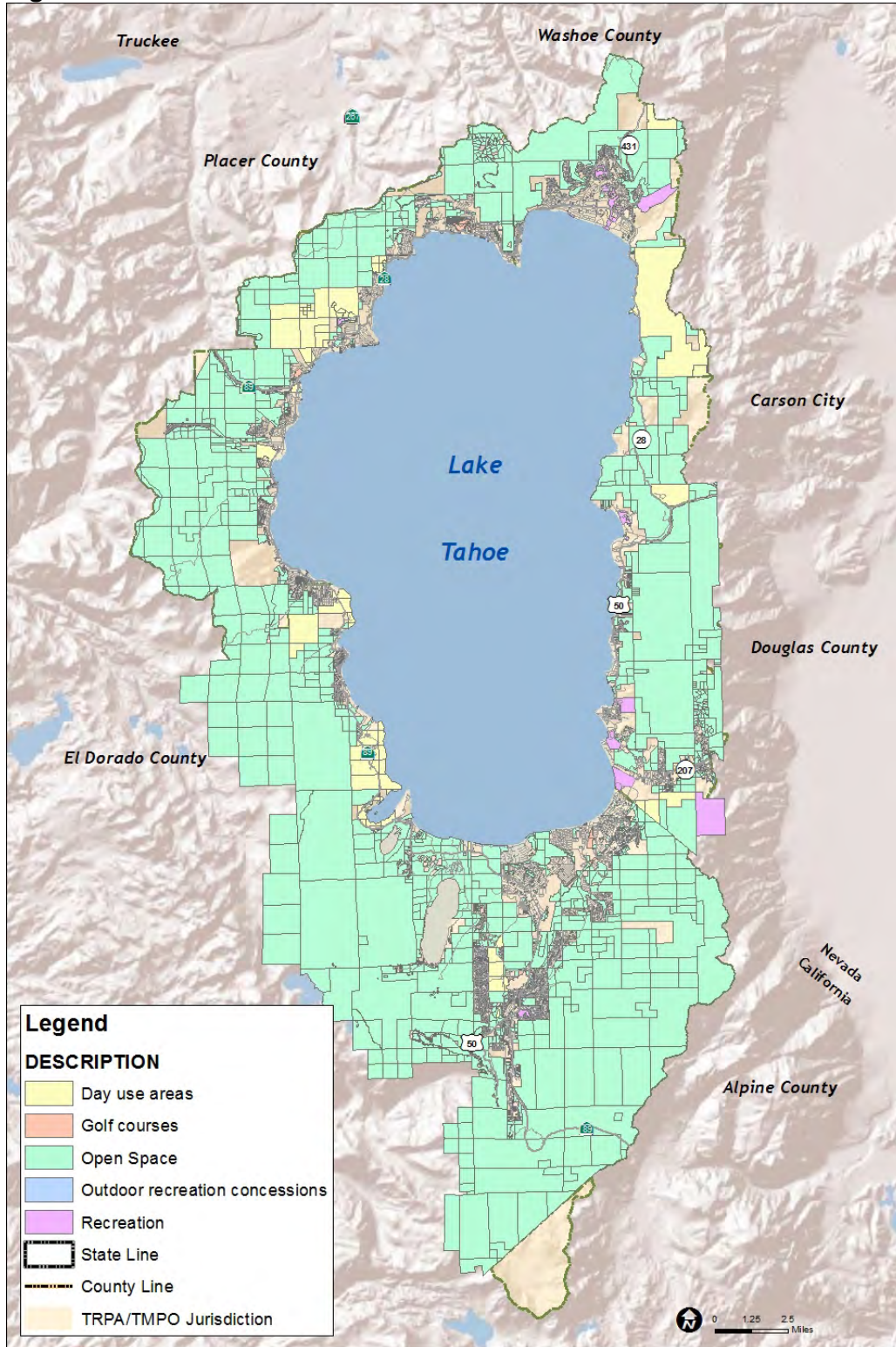
California Government Code 65090(b)(2)(B)(v): Gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of Section 65080.01.

While it is home to over 50,000 full-time residents and a destination for millions of visitors, the Lake Tahoe Basin is also precious natural environment. Protecting the health of Lake Tahoe and the surrounding wilderness areas is a fundamental responsibility of the region's public agencies as well as each citizen and visitor. Beginning with the Bi-State Compact, an understanding of this responsibility has guided public policy in the region.

In accordance with the requirements of SB 375, TRPA has identified protected parkland, open space, and natural resource areas (SB 375 also requires that the region identify farmland and mineral resource areas, however, the Lake Tahoe region does not have these). These areas were identified using the best available information from the Tahoe Regional Planning Agency's resource databases. Currently, approximately 85% of the region's land area is in public ownership and is managed by the U.S. Forest Service, the California Tahoe Conservancy, California or Nevada State Parks, or other public land management agency, and has protection as public open space or natural resource area.

Figure 3 shows the distribution of parks and protected natural resource areas.

Figure 3. Parks and Protected Natural Resource Areas



Protecting the Region's Natural Habitats and Rare, Threatened, Endangered, and CEQA Sensitive Species

Natural habitat and rare, threatened, and endangered species are protected in the Lake Tahoe region by the federal Endangered Species Act, the California Environmental Species Act, and the Tahoe Regional Planning Agency Code of Ordinances. When considering natural habitats and endangered species, project and plan proponents work closely with the U.S. Forest Service and the TRPA to identify protected habitat and ensure that projects do not encroach upon it. The following Chapters of the TRPA Code of Ordinances identify protections specific to Lake Tahoe:

Chapter 74 - Vegetation Protection and Management

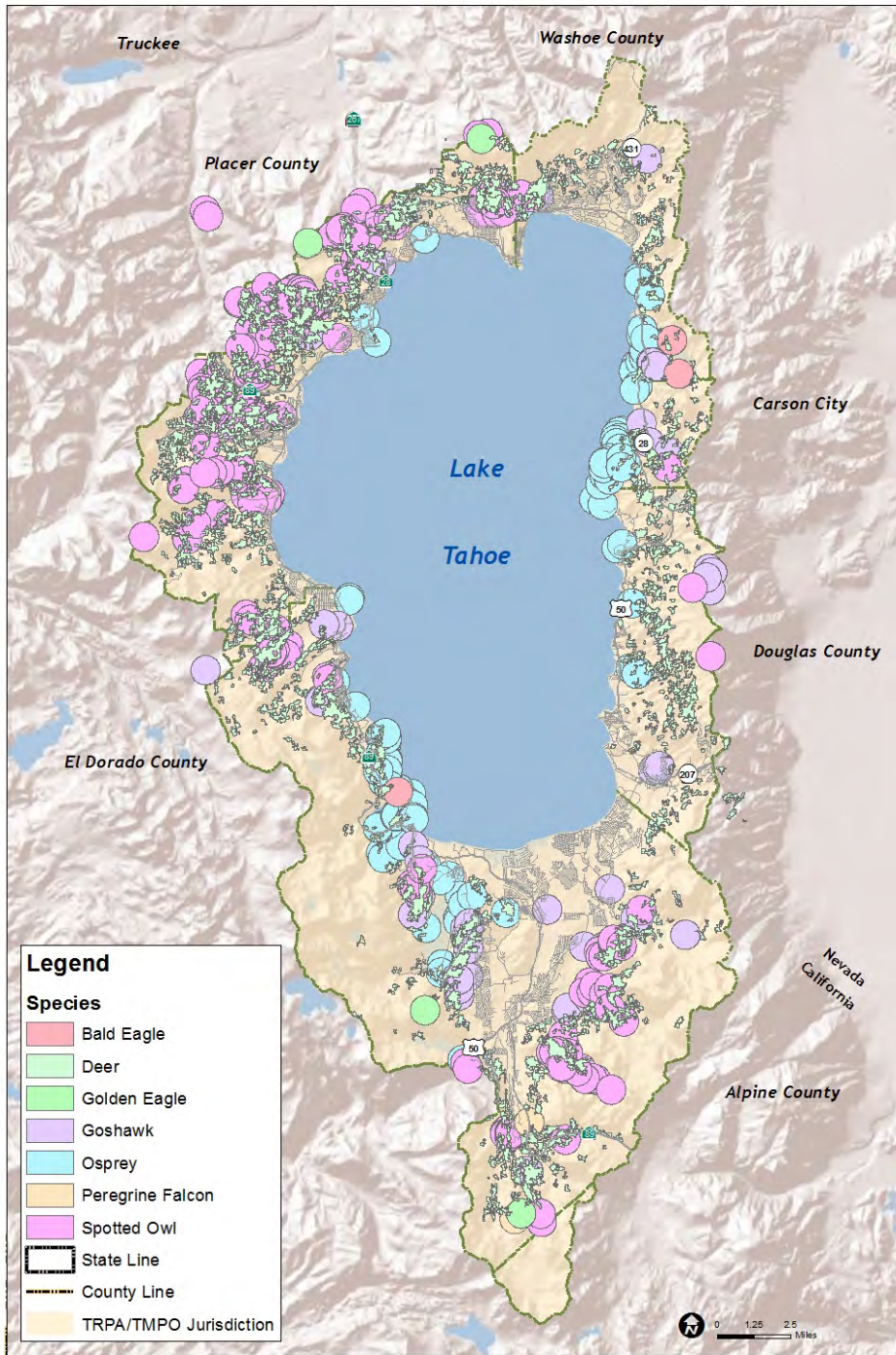
Chapter 75 - Sensitive and Uncommon Plant Protection and Fire Hazard Reduction

Chapter 78 - Wildlife Resources

Chapter 79 - Fish Resources

Figure 4 shows protected habitat and buffer areas for sensitive and endangered species.

Figure 4. Habitat and buffer areas for sensitive and endangered species



Considering Areas Subject to Flooding

The TRPA Code of Ordinances also sets rules with regards to development in the 100-year flood zone. Section 28.3 of the TRPA Code regulates development within the 100-year flood zone. Protected areas are shown in Figure 5.

Figure 5. 100-Year Flood Zone



Section 6: Public Participation in the Sustainable Communities Strategy

*California Government Code 65090(b)(E): Each metropolitan planning organization shall adopt a public participation plan, for development of the sustainable communities strategy...*¹⁵

In July 2010, the TMPO updated its Public Participation Plan to include new guidance for additional outreach related to the Sustainable Communities Strategy. Additional outreach includes workshops and hearings throughout the region to provide the public, elected officials, and other stakeholders with a “clear understanding of the issues and policy choices.”¹⁵

As part of the update of both the RTP and the Regional Plan, and in accordance with its Public Participation Plan, the TRPA/TMPO has conducted a robust, on-going public process for soliciting public input on the land-use and transportation policies highlighted in this chapter. Beginning in 2005, the TRPA/TMPO engaged the public in a collaborative visioning process that included place-based planning workshops in local communities, a planning forum made up of community members and agency partners, and extensive civic outreach to gather public input about the aspirations for the future of the Lake Tahoe region. This process continued with stakeholder meetings to give input on specific goals, policies, and implementation measures proposed for the Regional Plan.

At the beginning of November 2011, the TMPO conducted public workshops to receive direct input on the specific policies, projects, and programs proposed in this RTP. More details on public outreach can be found in Chapter 8, Public Participation.

Conclusion

For decades, planning in the Lake Tahoe Basin has focused on preserving and restoring the ecology of the region. The multimodal transportation system and sustainable pattern of land use outlined in this plan renew and reinforce those commitments, while also reducing the region’s impact on the global climate. The remaining chapters of this document detail the supporting transportation investments, and outline how they will be funded and implemented.

¹⁵ California Government Code 65080(b)(2)(E)(iii).

References

(to be added to full reference section later)

ARB. 2008. Lake Tahoe Air Basin 2008 Emissions Inventory. Available:

http://www.arb.ca.gov/app/emsinv/emseic1_query.php?F_DIV=-4&F_YR=2008&F_SEASON=A&SP=2009&F_AREA=AB&F_AB=LT&F_DD=Y

Bytnerowicz, A., Arbaugh, M, and Padgett, P. 2004. Evaluation of ozone and HNO₃ vapor distribution and ozone effects on conifer forests in the Lake Tahoe Basin and eastern Sierra Nevada. Final Report to California Air Resources Board, Contract No. 01-334, USDA Forest Service, Pacific Southwest Research Station.

Dolislager, L. J., VanCuren, R., Pederson, J. R., Lashgari, A., McCauley, E. 2009a. An assessment of ozone concentrations within and near the Lake Tahoe Air Basin. *Atmospheric Environment* (in press).

Dolislager, L. J., VanCuren, R., Pederson, J. R., Lashgari, A., McCauley, E. 2009b. A summary of the Lake Tahoe Atmospheric Deposition Study (LTADS). *Atmospheric Environment* (in press).

Gertler, A.W., A. Bytnerowicz, T.A. Cahill, M. Arbaugh, S. Cliff, J.K. Koračin, L. Tarnay, R. Alonso, and W. Frączek. 2006. Local Pollutants Threaten Lake Tahoe's Clarity, *California Agriculture*, 60, 53-58.

Reuter, J.E. and W.W. Miller. 2000. Chapter Four, Aquatic Resources, Water Quality, and Limnology of Lake Tahoe and its Upland Watershed. In, *Lake Tahoe Watershed Assessment: Volume I*. Murphy, D. D. and Knopp, C. M. (Eds.). General Technical Report PSW-GTR-175. U.S. Department of Agriculture-Forest Service, Pacific Southwest Research Station. Albany, CA. 215-399 p.

SWRCB. 2008. Lake Tahoe TMDL Pollutant Reduction Opportunity Report. March 2008. Pg 36. http://www.swrcb.ca.gov/rwqcb6/water_issues/programs/tmdl/lake_tahoe/docs/presentations/pro_report_v2.pdf

Tarnay, L., A.W. Gertler, R.R. Blank, and G.E. Taylor Jr. (2001a). Preliminary Measurements of Summer Nitric Acid and Ammonia Concentration in the Lake Tahoe Basin Airshed: Implications for Dry Deposition of Atmospheric Nitrogen. *Environmental Pollution*, 113, 145-153.

Tarnay, L.; Johnson, D.; Gertler, A.W. 2005. Modeled inputs of atmospheric nitrogen to the Lake Tahoe basin due to gaseous pollutant deposition. *Journal of the Nevada Water Resources Association* 2, 41–57.



Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

MEMORANDUM

Date: November 5, 2011

To: Tahoe Transportation Commission Board of Directors (TTC)

From: Transportation Staff

Subject: Recommend Approval of the Draft 2012 Regional Transportation Improvement Program to the Tahoe Regional Planning Agency Governing Board

Action Requested:

Transportation Staff is requesting the TTC Board recommend approval of the Draft 2012 RTIP to the Tahoe Regional Planning Agency (TRPA) Governing Board, serving as the Regional Transportation Planning Agency (RTPA) in California.

Background:

Every even numbered year, the California Transportation Commission approves the State Transportation Improvement Program (STIP). The STIP consists of 75% Regional Improvement Program (RIP) allocated to regional agencies and 25% Inter-regional Improvement Program allocated to Caltrans. The STIP is a five-year funding program, so the proposed 2012 STIP will be adopted through fiscal year (FY) 2016-2017. The majority of programming capacity in the 2012 STIP will not be available until fiscal year 2015-2016. The Kings Beach Commercial Core Improvement Project (KBCCIP) remains the regional priority project for RTIP funding, based on prior actions taken by TTC and TRPA.

Discussion:

The 2012 STIP fund estimated amount for the Tahoe region is \$2,631,000 and the 2012 STIP Transportation Enhancements (TE) fund estimate is \$201,000. The 2012 RIP funds will replace local funds previously identified for KBCCIP. Local funding commitments to the project exceed \$22,000,000 and reducing the local commitment by \$2,631,000 allows the local funding to be utilized on other important transportation improvement projects in Placer County.

Staff is recommending the 2012 STIP funds of \$2,631,000 be programmed to KBCCIP in FY 2014-2015 and the STIP TE funds of \$201,000 be programmed to the TE Reserve in FY 2015-2016.

A seven day public comment period was publicly released on November 3, 2011 for the Draft 2012 Regional Transportation Improvement Program, with a closing date of November 10, 2011. With the TTC endorsement, this action will be presented to the TRPA Governing Board on November 16, 2011 for approval.

Additional Information:

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

Attachment:

- A. 2012 RTIP Packet

JAW/jdw

AGENDA ITEM: VII.A.



Mail
 PO Box 5310
 Stateline, NV 89449-5310

Location
 128 Market Street
 Stateline, NV 89449

Contact
 Phone: 775-588-4547
 Fax: 775-588-4527
 www.trpa.org

NOTICE OF SEVEN DAY PUBLIC COMMENT PERIOD

Tahoe Regional Planning Agency Draft 2012 Regional Transportation Improvement Program

The Tahoe Regional Planning Agency announces a seven-day public comment period on the 2012 Regional Transportation Improvement Program. This announcement was publicly released November 3, 2011. Written public comments will be accepted until 2:00pm November 10, 2011 and opportunity to make an oral public comment will be held November 10, 2011 at the Tahoe Transportation Commission Board meeting.

The document is available upon request or can be accessed online at:

<http://www.tahoempo.org> or <http://www.trpa.org>

Comments should be sent to:

Tahoe Regional Planning Agency
Attn: Judy Weber, Transportation Planner
P.O. Box 5310
Stateline, NV 89449
Or via email: jweber@trpa.org

Every even numbered year, the California Transportation Commission approves the State Transportation Improvement Program (STIP). The STIP consists of 75% Regional Improvement Program allocated to regional agencies and 25% Inter-regional Improvement Program allocated to Caltrans. The STIP is a five year funding program so the proposed 2012 STIP will be adopted through 2016-2017. The majority of programming capacity in the 2012 STIP will not be available until 2015-2016. Proposed programming of the 2012 STIP funds follows:

- Kings Beach Commercial Core Project \$2,631,000 for 2014-2015
- TE Reserve \$201,000 for 2015-2016

Please direct any questions or other inquiries regarding this notice to Judy Weber at (775) 589-5203.

2011 SUMMARY OF STIP COUNTY SHARES

Does Not Include ITIP Interregional Share Funding (See Separate Listing)

(\$1,000's)

Total County Share, June 30, 2010 (from 2010 Report)	16,279
Less 2009-10 Allocations and closed projects	(11,006)
Less Projects Lapsed, July 1, 2010-June 30, 2011	(105)
Total County Share, June 30, 2011 (includes TE)	5,168

Tahoe RPA

Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Project Totals by Fiscal Year					Project Totals by Component						
								Prior	10-11	11-12	12-13	13-14	14-15	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Highway Projects:																			
Placer County	loc	4679	Rt 28 Kings Beach Commercial Core Improv. (Con)				2,537	0	0	0	0	0	2,537	0	2,537	0	0	0	0
			Subtotal, Highway Projects				2,537	0	0	0	0	0	2,537	0	2,537	0	0	0	0
			Total Programmed or Voted since July 1, 2010				2,537												
Balance of STIP County Share, Tahoe RPA																			
			Total County Share, June 30, 2011				5,168												
			Total Now Programmed or Voted Since July 1, 2010				2,537												
			Unprogrammed Share Balance				2,631												
			Share Balance Advanced or Overdrawn				0												



2012 STIP Fund Estimate

County and Interregional Shares

Table 7. Transportation Enhancement (TE) Targets
(\$ thousands)

2012 STIP TE Targets			
County	2015-16	2016-17	Total TE Target
Alameda	2,196	2,162	4,358
Alpine/Amador/Calaveras	388	383	771
Butte	435	428	863
Colusa	117	115	232
Contra Costa	1,498	1,475	2,973
Del Norte	109	107	216
El Dorado LTC	303	298	601
Fresno	1,658	1,632	3,290
Glenn	121	120	241
Humboldt	439	432	871
Imperial	779	767	1,546
Inyo	607	597	1,204
Kern	2,234	2,199	4,433
Kings	327	322	649
Lake	190	188	378
Lassen	280	275	555
Los Angeles	13,243	13,038	26,281
Madera	302	298	600
Marin	410	403	813
Mariposa	113	112	225
Mendocino	411	404	815
Merced	541	532	1,073
Modoc	148	146	294
Mono	451	444	895
Monterey	780	768	1,548
Napa	269	265	534
Nevada	231	228	459
Orange	4,098	4,034	8,132
Placer TPA	555	546	1,101
Plumas	166	164	330
Riverside	3,600	3,545	7,145
Sacramento	2,074	2,042	4,116
San Benito	144	141	285
San Bernardino	4,136	4,072	8,208
San Diego	4,652	4,581	9,233
San Francisco	1,110	1,092	2,202
San Joaquin	1,124	1,106	2,230
San Luis Obispo	833	821	1,654
San Mateo	1,146	1,128	2,274
Santa Barbara	933	918	1,851
Santa Clara	2,602	2,562	5,164
Santa Cruz	448	442	890
Shasta	479	471	950
Sierra	79	78	157
Siskiyou	328	323	651
Solano	678	667	1,345
Sonoma	844	831	1,675
Stanislaus	832	820	1,652
Sutter	192	189	381
Tahoe RPA	101	100	201
Tehama	245	241	486
Trinity	172	169	341
Tulare	1,028	1,012	2,040
Tuolumne	192	189	381
Ventura	1,389	1,367	2,756
Yolo	399	392	791
Yuba	147	144	291
Statewide Regional	63,306	62,325	125,631
Interregional	21,101	20,775	41,876
TOTAL	84,407	83,100	167,507

**PLACER COUNTY
DEPARTMENT OF PUBLIC WORKS**

November 2, 2011

Bimla G. Rhinehart
Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Regarding: PLACER COUNTY CONCURRENCE OF 2012 STIP AUGMENTATION OF TAHOE RIP FUNDS

I am writing on behalf of Placer County to provide concurrence of the 2012 STIP Augmentation with the proposed funding amendments to the Kings Beach Commercial Core Project (KBCCP). Specifically, the TRPA Governing Board approved via resolution the programming of \$2,631,000 in Regional Improvement Program (RIP) funds to the KBCCP in Kings Beach for the Construction Phase in Fiscal Year 2014/15.

Located on the north shore of Lake Tahoe, Kings Beach is the largest urban/commercially developed area in the Lake Tahoe Basin outside of the contiguous communities of South Lake Tahoe and Stateline on the Lake's South Shore. State Highway 28 is the major community thoroughfare, a four-lane highway connecting North Shore California with North Shore Nevada. The highway is located in close proximity to Lake Tahoe, much of it within 200 feet of the lake shore. Currently, there are minimal water quality treatment facilities and storm water drainage controls along the 1.1 mile stretch of State Highway 28 that transects Kings Beach. The proposed funding will address the need for safer pedestrian and bicycle mobility (through sidewalks and bike lanes), improved street intersections and streetscape aesthetics, organized vehicular parking, and enhanced storm water drainage and treatment infrastructure. Specifically, the RIP funding will be used for project construction.

The CEQA/NEPA/TRPA environmental document for the Kings Beach project was approved by TRPA and Caltrans in 2010. We began the detailed design phase (PS&E) and have also begun right-of-way acquisition activities with a projected construction start of spring 2012. Project construction will be phased over at least three years so the RIP funds will be scheduled for approximately the last phase of construction.

Should you require any additional information regarding this support for funding approval, I may be reached by telephone at (530) 581-6230 or by email at pkraatz@placer.ca.gov.

Respectfully submitted,



Peter R. Kraatz, P.E.
Deputy Director
Placer County Department of Public Works
Tahoe Engineering Division

cc: Nick Haven, Tahoe Metropolitan Planning Organization

SPECIFIC PERFORMANCE AND COST EFFECTIVENESS ANALYSIS

Project Title: Kings Beach Commercial Core Improvement
 PPNO: 4679
 EA: 0C9301
 Responsible Agency: Placer County

NOTE: Appendix B; Part A of the current STIP Guidelines titled "Performance Indicators, Measures and Definitions" has not been included with this performance analysis. Based on TRPA's current performance measures and means of analysis the majority of our data is qualitative rather than quantitative. The following Project Specific Analysis' addresses most of the indicators listed in Appendix B; Part A.

Project Description: The Kings Beach Commercial Core Improvement project is located in the north shore area of Lake Tahoe along State Route 28 in the community of Kings Beach. The project proposes to improve pedestrian and bicyclist mobility and safety, improve water quality, and improve the aesthetics of the commercial core through Kings Beach. Specifically, the project will reduce sediment loading and enhance water quality entering Lake Tahoe; reconstruct the highway; provide for Class II bicycle lanes; construct curb, gutter and sidewalks; formalize vehicle parking; construct public bus stop improvements; and install lighting and landscaping.

Performance measures for this project are based on subjective qualitative assumptions:

Applicable Performance Measures

Safety -- Accident rates (per million vehicles miles) would be reduced with highway lane reduction, installation of two roundabouts (one replacing an existing signalized intersection), bicycle lanes, sidewalks and lighting.

Safety -- Percent fatal accidents would be reduced with highway lane reduction, installation of two roundabouts (one replacing a signalized intersection), bicycle lanes, sidewalks and lighting.

Safety -- Percent injury accidents would be reduced with highway lane reduction, installation of two roundabouts (one replacing a signalized intersection), bicycle lanes, sidewalks and lighting.

Safety -- Transit would be reduced as project will incorporate improved transit stops and lighting.

Mobility -- Free flow speed would be reduced during certain peak periods based on highway lane reduction.

Accessibility -- Transit would be increased due to improved bicycle/pedestrian facilities.

Reliability -- Corridor travel savings time not calculated.

Productivity -- Peak period trips would decrease with improved bicycle/pedestrian/transit improvements.

Productivity -- ADTs would decrease with improved bicycle/pedestrian/transit improvements.

Productivity -- ADTs multiplied by occupancy rate would decrease with improved bicycle/pedestrian/transit improvements.

Productivity -- Percentage of ADVT 5+ axles would remain constant.

Productivity -- Transit usage would increase with improved bicycle/pedestrian/transit improvements.

System Preservation -- Highway would be rehabilitated to a new facility increasing its current life expectancy.

Return on Investment -- Benefit to Cost Ratio for Class II bike lanes and sidewalks calculated at 1.8 based on a projected increase in average annual users of 500. Benefits included in analysis include carbon emissions and health increases from using non-motorized modes of travel.

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

General Instructions

<input type="checkbox"/> New Project		<input checked="" type="checkbox"/> Amendment (Existing Project)			Date:	11/01/11
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
3	0C9301	0300000020	4679	TMC0203		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
PLA	28	9.2	10.3	Caltrans		
				MPO	Element	
				TRPA	CO	
Project Mgr/Contact		Phone		E-mail Address		
Peter Kraatz		(530) 581-6230				
Project Title						
Kings Beach Commercial Core Improvement Project						
Location, Project Limits, Description, Scope of Work, Legislative Description						
In King's Beach, along Route 28 from Route 267 to Chipmunk Avenue. Enhance pedestrian/bicycle mobility and provide water quality improvements.						
Component	Implementing Agency				Reimbursements	
PA&ED	Placer County					
PS&E	Placer County					
Right of Way	Placer County					
Construction	Placer County					
Legislative Districts						
Assembly:	4		Senate:	1		
Congressional:	4					
Purpose and Need						
The Project Purpose and Need reflects the need to: 1) Improve water quality, 2) Improve pedestrian and bicyclist mobility along the Commercial Core, 3) Improve pedestrian and bicyclist mobility across Route 28, and 4) Improve the aesthetic character of the Commercial Core.						
Project Benefits						
Improve safety of and enhance alternative modes of transportation for 1.1 miles of SR 28 by providing Class II bicycle lanes, 10-ft. nominal wide sidewalks and roadway roundabouts. In addition, formalized dispersed and clustered vehicular parking improvement will be provided where none exists today. Storm water drainage and treatment infrastructure improvements will also be provided to help reduce by half the annual average sediment loading into Lake Tahoe of 88,000 lbs.						
Project Milestone					Existing	Proposed
Project Study Report Approved						09/29/01
Begin Environmental (PA&ED) Phase						01/01/02
Circulate Draft Environmental Document			Document Type	EIR/FONSI		03/01/07
Draft Project Report						08/01/07
End Environmental Phase (PA&ED Milestone)						02/28/10
Begin Design (PS&E) Phase						09/01/10
End Design Phase (Ready to List for Advertisement Milestone)						05/01/12
Begin Right of Way Phase						10/01/10
End Right of Way Phase (Right of Way Certification Milestone)						05/31/12
Begin Construction Phase (Contract Award Milestone)						06/01/12
End Construction Phase (Construction Contract Acceptance Milestone)						10/15/14
Begin Closeout Phase						05/01/15
End Closeout Phase (Closeout Report)						10/15/15

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

Date: 11/01/11

District	County	Route	EA	Project ID	PPNO	TCRP No.
3	PLA	28	0C9301	300000020	4679	
Project Title: Kings Beach Commercial Core Improvement Project						

Existing Total Project Cost									Implementing Agency
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	
E&P (PA&ED)	2,661							2,661	Placer County
PS&E	5,989							5,989	Placer County
R/W SUP (CT)									
CON SUP (CT)									
R/W	4,200							4,200	Placer County
CON				33,025				33,025	Placer County
TOTAL	12,850			33,025				45,875	

Proposed Total Project Cost									Implementing Agency
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	
E&P (PA&ED)	2,661							2,661	
PS&E	5,989							5,989	
R/W SUP (CT)									
CON SUP (CT)									
R/W	4,200							4,200	
CON				33,025				33,025	
TOTAL	12,850			33,025				45,875	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding									20.XX.075.600
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)	315							315	Tahoe Regional Planning Agency
PS&E	3,439							3,439	\$315 PAED voted 10/03/02 \$3439 PSE voted 09/20/07
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,754							3,754	
Proposed Funding									Notes
E&P (PA&ED)	315							315	
PS&E	3,439							3,439	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,754							3,754	

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
Existing Funding									20.XX.075.600
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)									Tahoe Regional Planning Agency
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				2,537				2,537	
TOTAL				2,537				2,537	
Proposed Funding									Notes
E&P (PA&ED)									increased by \$2,631,000 - reduce Fund No. 9 by \$2,631,000
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				5,168				5,168	
TOTAL				5,168				5,168	

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

Date: 11/01/11

District	County	Route	EA	Project ID	PPNO	TCRP No.
3	PLA	28	0C9301	300000020	4679	
Project Title: Kings Beach Commercial Core Improvement Project						

Fund No. 3:	Other State - State Cash (ST-CASH)								Program Code
Existing Funding									OTHER STATE
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)	600							600	Various Agencies
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	600							600	
Proposed Funding									
E&P (PA&ED)	600							600	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	600							600	

Fund No. 4:	Local TEA - STP Enhancement - Local TEA (STPE-L)								Program Code
Existing Funding									LOCAL TEA
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)	146							146	Placer County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	146							146	
Proposed Funding									
E&P (PA&ED)	146							146	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	146							146	

Fund No. 5:	Local Funds - Local Transportation Funds (LTF)								Program Code
Existing Funding									20.10.400.100
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)	600							600	USDA Forest Service
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	600							600	
Proposed Funding									
E&P (PA&ED)	600							600	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	600							600	

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

Date: 11/01/11

District	County	Route	EA	Project ID	PPNO	TCRP No.
3	PLA	28	0C9301	300000020	4679	
Project Title: Kings Beach Commercial Core Improvement Project						

Fund No. 6: Local Funds - Local Transportation Funds (LTF)									Program Code
Existing Funding									LOCAL FUNDS
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)									Placer County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				600				600	
TOTAL				600				600	
Proposed Funding									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				600				600	
TOTAL				600				600	

Fund No. 7: Local Funds - Local Transportation Funds (LTF)									Program Code
Existing Funding									LOCAL FUNDS
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)									Federal Highway Administration (FHWA)
PS&E	1,200							1,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,775							2,775	
CON				7,200				7,200	
TOTAL	3,975			7,200				11,175	
Proposed Funding									
E&P (PA&ED)									
PS&E	1,200							1,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,775							2,775	
CON				7,200				7,200	
TOTAL	3,975			7,200				11,175	

Fund No. 8: Local Funds - Local Transportation Funds (LTF)									Program Code
Existing Funding									LOCAL FUNDS
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)									Tahoe Regional Planning Agency
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				215				215	
TOTAL				215				215	
Proposed Funding									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				215				215	
TOTAL				215				215	

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

Date: 11/01/11

District	County	Route	EA	Project ID	PPNO	TCRP No.
3	PLA	28	0C9301	300000020	4679	
Project Title: Kings Beach Commercial Core Improvement Project						

Fund No. 9:	Local Funds - Local Measure (MEA)								Program Code
Existing Funding									LOCAL FUNDS
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)									Placer County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	1,425							1,425	
CON				18,473				18,473	
TOTAL	1,425			18,473				19,898	
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	1,425							1,425	
CON				15,842				15,842	
TOTAL	1,425			15,842				17,267	

Fund No. 10:	Local Funds - Private Funds (PVT)								Program Code
Existing Funding									LOCAL FUNDS
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)	1,000							1,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				2,000				2,000	
TOTAL	1,000			2,000				3,000	
Proposed Funding									Notes
E&P (PA&ED)	1,000							1,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				2,000				2,000	
TOTAL	1,000			2,000				3,000	

Fund No. 11:	Local Funds - Local Transportation Funds (LTF)								Program Code
Existing Funding									20.10.400.100
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)									Placer County
PS&E	1,350							1,350	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				2,000				2,000	
TOTAL	1,350			2,000				3,350	
Proposed Funding									Notes
E&P (PA&ED)									
PS&E	1,350							1,350	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				2,000				2,000	
TOTAL	1,350			2,000				3,350	

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

Complete this page for amendments only

Date: 11/01/11

District	County	Route	EA	Project ID	PPNO	TCRP No.
3	PLA	28	0C9301	30000020	4679	

SECTION 1 - All Projects

Project Background

Construction funding provided by a combination of Federal, State and Local sources.

Programming Change Requested

Adding \$2,631K in RIP funding for construction and reduce local funding commitment by same amount.

Reason for Proposed Change

Local funding commitments to project exceed \$22,000K and reducing the local commitment by \$2,631K allows local funding to be utilized on other important transportation improvement projects in Placer County.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

No delay with proposed change is anticipated.

Other Significant Information

None.

SECTION 2 - For TCRP Projects Only

- Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
- Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Peter R. Kraatz		DEPUTY DIRECTOR	11/1/2011

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

Date: 11/01/11

District	County	Route	EA	Project ID	PPNO	TCRP No.
3	PLA	28	0C9301	300000020	4679	
Project Title: Kings Beach Commercial Core Improvement Project						

Existing Total Project Cost									Implementing Agency
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	
E&P (PA&ED)	2,661							2,661	Placer County
PS&E	5,989							5,989	Placer County
R/W SUP (CT)									
CON SUP (CT)									
R/W	4,200							4,200	Placer County
CON				33,025				33,025	Placer County
TOTAL	12,850			33,025				45,875	
Net Change									
E&P (PA&ED)									\$315 PAED voted 10/03/02
PS&E									\$3439 PSE voted 09/20/07
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed New Result									
E&P (PA&ED)	2,661							2,661	
PS&E	5,989							5,989	
R/W SUP (CT)									
CON SUP (CT)									
R/W	4,200							4,200	
CON				33,025				33,025	
TOTAL	12,850			33,025				45,875	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding									20.XX.075.600
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)	315							315	Tahoe Regional Planning Agency
PS&E	3,439							3,439	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,754							3,754	
Change									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									
E&P (PA&ED)	315							315	
PS&E	3,439							3,439	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,754							3,754	

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

Date: 11/01/11

District	County	Route	EA	Project ID	PPNO	TCRP No.
3	PLA	28	0C9301	300000020	4679	
Project Title: Kings Beach Commercial Core Improvement Project						

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
Existing Funding									20.XX.075.600
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)									Tahoe Regional Planning Agency
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				2,537				2,537	
TOTAL				2,537				2,537	
Change									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				2,631				2,631	
TOTAL				2,631				2,631	
Proposed Funding									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				5,168				5,168	
TOTAL				5,168				5,168	

Fund No. 3:	Other State - State Cash (ST-CASH)								Program Code
Existing Funding									OTHER STATE
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)	600							600	Various Agencies
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	600							600	
Change									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									
E&P (PA&ED)	600							600	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	600							600	

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

Date: 11/01/11

District	County	Route	EA	Project ID	PPNO	TCRP No.
3	PLA	28	0C9301	300000020	4679	
Project Title: Kings Beach Commercial Core Improvement Project						

Fund No. 4: Local TEA - STP Enhancement - Local TEA (STPE-L)									Program Code
Existing Funding									
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)	146							146	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	146							146	
Change									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									
E&P (PA&ED)	146							146	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	146							146	

Fund No. 5: Local Funds - Local Transportation Funds (LTF)									Program Code
Existing Funding									
Component	Prior	12/13	13/14	14/15	15/16	16/17		Total	Funding Agency
E&P (PA&ED)	600							600	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	600							600	
Change									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									
E&P (PA&ED)	600							600	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	600							600	

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

Date: 11/01/11

District	County	Route	EA	Project ID	PPNO	TCRP No.
3	PLA	28	0C9301	300000020	4679	
Project Title: Kings Beach Commercial Core Improvement Project						

Fund No. 6:	Local Funds - Local Transportation Funds (LTF)								Program Code
Existing Funding									
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				600				600	
TOTAL				600				600	
Change									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				600				600	
TOTAL				600				600	

Fund No. 7:	Local Funds - Local Transportation Funds (LTF)								Program Code
Existing Funding									
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)									
PS&E	1,200							1,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,775							2,775	
CON				7,200				7,200	
TOTAL	3,975			7,200				11,175	
Change									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									
E&P (PA&ED)									
PS&E	1,200							1,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,775							2,775	
CON				7,200				7,200	
TOTAL	3,975			7,200				11,175	

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

Date: 11/01/11

District	County	Route	EA	Project ID	PPNO	TCRP No.
3	PLA	28	0C9301	300000020	4679	
Project Title: Kings Beach Commercial Core Improvement Project						

Fund No. 8: Local Funds - Local Transportation Funds (LTF)									Program Code
Existing Funding									
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				215				215	
TOTAL				215				215	
Change									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				215				215	
TOTAL				215				215	

Fund No. 9: Local Funds - Local Measure (MEA)									Program Code
Existing Funding									
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	1,425							1,425	
CON				18,473				18,473	
TOTAL	1,425			18,473				19,898	
Change									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				-2,631				-2,631	
TOTAL				-2,631				-2,631	
Proposed Funding									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	1,425							1,425	
CON				15,842				15,842	
TOTAL	1,425			15,842				17,267	

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

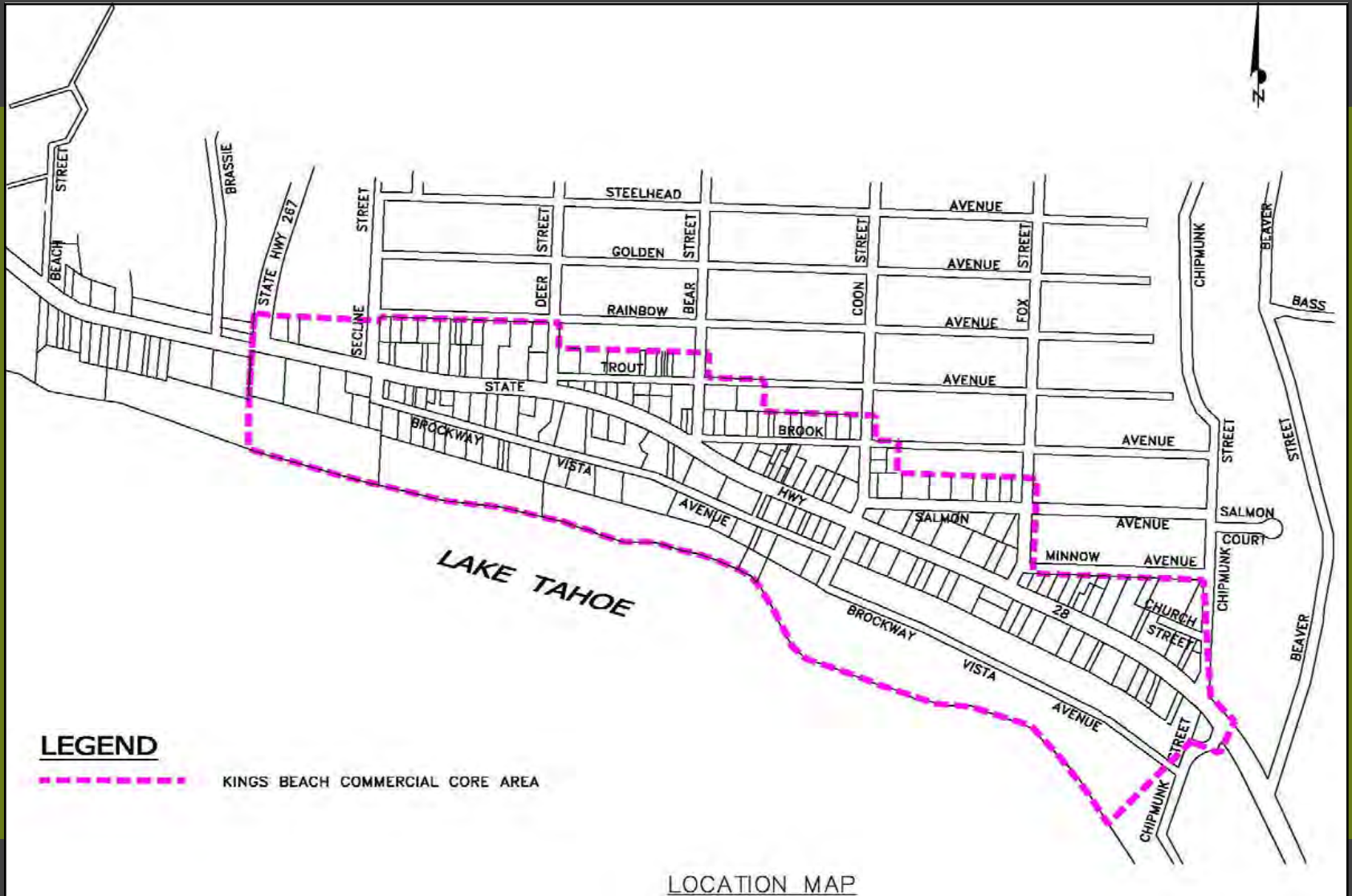
Date: 11/01/11

District	County	Route	EA	Project ID	PPNO	TCRP No.
3	PLA	28	0C9301	300000020	4679	
Project Title: Kings Beach Commercial Core Improvement Project						

Fund No. 10: Local Funds - Private Funds (PVT)									Program Code
Existing Funding									
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)	1,000							1,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				2,000				2,000	
TOTAL	1,000			2,000				3,000	
Change									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									
E&P (PA&ED)	1,000							1,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				2,000				2,000	
TOTAL	1,000			2,000				3,000	

Fund No. 11: Local Funds - Local Transportation Funds (LTF)									Program Code
Existing Funding									
Component	Prior	12/13	13/14	14/15	15/16	16/17	17/18+	Total	Funding Agency
E&P (PA&ED)									
PS&E	1,350							1,350	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				2,000				2,000	
TOTAL	1,350			2,000				3,350	
Change									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding									
E&P (PA&ED)									
PS&E	1,350							1,350	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				2,000				2,000	
TOTAL	1,350			2,000				3,350	

KINGS BEACH COMMERCIAL CORE PROJECT SITE



LOCATION MAP



MEMORANDUM

Date: November 5, 2011

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Notice of Preparation/Notice of Intent and Public Scoping for a California Environmental Quality Act Environmental Impact Report, Tahoe Regional Planning Agency Environmental Impact Statement, and National Environmental Policy Act Environmental Impact Statement for the US 50 South Shore Community Revitalization Project

Action Requested:

It is requested the Board hold a Public Scoping Meeting for the Notice of Preparation/Notice of Intent (NOP/NOI) to prepare a California Environmental Quality Act (CEQA) Environmental Impact Report (EIR), Tahoe Regional Planning Agency (TRPA) Environmental Impact Statement (EIS), and National Environmental Policy Act (NEPA) Environmental Impact Statement for the US 50 South Shore Community Revitalization Project (Project).

Background:

In October 2008, the TRPA entered into a professional services agreement with Wood Rodgers to prepare a Project Study Report (PSR) for the US 50 South Shore Community Revitalization Project, as required by Caltrans for projects on the state highway system. In January 2009 and February 2009, the District hired Carl Hasty and Alfred Knotts as District Manager and Transportation Projects Manager, respectively, at which time, project management duties were officially transferred to the District and have since been managed by District Staff. Upon assuming project management duties, staff has worked closely with Project Development Team members to finalize the Draft PSR for submittal and subsequent approval by Caltrans District 3. Following minor revisions based on comments from Caltrans District 3, Staff submitted the final PSR to Caltrans District 3, which was approved in June 2010.

Following the approval of the PSR, Staff closed out the TRPA contract; and per Caltrans Project Development Procedures, initiated the Project Approval/Environmental Document (PA/ED) Phase of the Project with additional assistance from Wood Rodgers and LSA Associates, who are listed on the TTD approved list of qualified consultants to perform engineering and design services and environmental services, respectively. Since the approval of the PSR, additional design and environmental information has been collected in the field to adequately analyze the potential human and natural environmental impacts associated with the Project. Also since that time, Ascent Environmental Inc. has been selected to perform the environmental analysis as required by the TRPA, CEQA, and NEPA. A formal public scoping is required by all to solicit input on the Project and the preparation of the environmental document. This meeting is the first of two public scoping meetings, the second meeting will take place on December 7, 2011 before the TRPA Advisory Planning Commission.

AK/jw

AGENDA ITEM: IX.A.

Discussion:

The District is proposing construction of an improved circulation network in and around the Stateline casino corridor area, between a location 0.25 mile southwest of Pioneer Trail in the City of South Lake Tahoe, California and Nevada State Route (SR) 207 (i.e., Kingsbury Grade) in Douglas County, Nevada (Exhibit 1). The US 50/South Shore Community Revitalization Project will realign US Highway 50 (US 50) around the Stateline casino corridor area between Lake Parkway in Douglas County, Nevada and a location southwest of Pioneer Trail in South Lake Tahoe, California and create a safer pedestrian and bicycle-friendly roadway with streetscape enhancements within the existing US 50 corridor. The affected segment of US 50 is approximately 1.1 miles long.

Currently, the majority of US 50 in this area consists of four lanes with a continuous center turn lane, and limited sidewalks, bicycle, and pedestrian facilities. The highway corridor between Pioneer Trail and Kingsbury Grade is often congested during peak winter and summer travel times, does not readily support transit, and does not optimize safety for motorists, transit riders, pedestrians, or bicyclists. During peak-hours in the winter and summer seasons, the US 50 corridor operates at near-capacity conditions through the casino corridor and between Ski Run Boulevard and Stateline Avenue.

TTD, TRPA, and Federal Highway Administration (FHWA) are initiating preparation of a joint EIR/EIS/EIS for the US 50/South Shore Community Revitalization Project. This joint document is an EIR prepared by TTD pursuant to CEQA (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.); an EIS prepared by FHWA pursuant to NEPA (42 U.S. Code 4321 – 4347), the Council on Environmental Quality's Regulations Implementing NEPA (40 Code of Federal Regulations [CFR] 1500 – 1508), FHWA Environmental Impact and Related Procedures (23 CFR 771), and the FHWA NEPA Environmental Guidebook; and an EIS prepared by TRPA pursuant to the Tahoe Regional Planning Compact, Code of Ordinances, and Rules of Procedure. This notice meets the CEQA and TRPA noticing requirements for an NOP, and provides local notice of an NOI for NEPA purposes. The NOI has been published in the Federal Register in accordance with NEPA requirements.

The purpose of the public scoping is to solicit views of interested persons, organizations, and agencies as they relate to the scope and content of the information to be included and analyzed in the EIR/EIS/EIS. Agencies should comment on the elements of the environmental information that are relevant to their legal authority and statutory responsibilities in connection with the project. The designated public scoping period began on November 2, 2011 and will extend for 44 calendar days, concluding on December 16, 2011. Comments would be most helpful if received within the designated scoping period. Please send your comments and contact information to Alfred Knotts, TTD Project Manager by any of the following:

Via Mail : P.O. Box 499
Zephyr Cove, NV 89448

Via Phone: (775) 589-5503

Via Fax: (775) 588-0917

Via Email: aknotts@tahoetransportation.org

Please see Attachment A for the full Notice of Preparation/Notice and Intent and complete Project Description, including proposed alignments.

Fiscal Analysis:

All expenditures associated with the development of the environmental analysis have been approved in previous contracts and/or task orders. There is no additional fiscal impact associated with this item.

Work Program Analysis:

This project is included 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.

Additional Information:

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

Attachment:

- A. Notice of Preparation/Notice of Intent

TAHOE TRANSPORTATION DISTRICT
P.O. Box 499
128 Market Street, Suite 3F
Zephyr Cove, NV 89448
(775) 589-5500
Fax: (775) 588-0917



US DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
California Division
650 Capitol Mall Suite 4-100
Sacramento, CA
95814
(916) 498-5040
Fax: (916) 498-5008



TAHOE REGIONAL PLANNING AGENCY
P.O. Box 5310
128 Market Street
Stateline, Nevada 89449-5310
(775) 588-4547
Fax: (775) 588-4527



This notice is being issued jointly by the Tahoe Transportation District (TTD), the Federal Highway Administration (FHWA), and the Tahoe Regional Planning Agency (TRPA) in preparation of a joint California Environmental Quality Act (CEQA) Environmental Impact Report (EIR), National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS), and TRPA EIS. The NEPA EIS component is being led by the FHWA California Division in coordination with the California Department of Transportation (Caltrans), the Nevada Department of Transportation (NDOT), and the FHWA Nevada Division.

NOTICE OF PREPARATION / NOTICE OF INTENT

To: California State Clearinghouse
Nevada State Clearinghouse
California Responsible Agencies
California Trustee Agencies
Other Interested Public Agencies
Interested Parties and Organizations
Affected Property Owners (within 300 feet of the project boundary)

Subject: **Notice of Preparation (NOP) of a CEQA Draft EIR and TRPA Draft EIS and Notice of Intent (NOI) to Prepare a Draft EIS for the US 50/South Shore Community Revitalization Project.**

Lead Agencies:

TTD
P.O. Box 499
Zephyr Cove, NV 89448

FHWA
California Division
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814

TRPA
P.O. Box 5310
128 Market Street
Stateline, NV 89449-5310

Contact: Alfred Knotts
Project Manager
Phone: (775) 589-5503
Fax: (775) 588-0917
aknotts@tahoetransportation.org

Contact: Larry Vinzant
Senior Environmental Specialist
Phone: (916) 498-5040
Fax: (916) 498-5008
larry.vinzant@dot.gov

Contact: Brian Judge
Principal Environmental Specialist
Phone: (775) 589-5262
Fax: (775) 588-4527
bjudge@trpa.org

Project Title: US 50/South Shore Community Revitalization Project

Project Location: The project is located along and within the vicinity of the US 50 Stateline corridor between a location 0.25 mile southwest of Pioneer Trail in the City of South Lake Tahoe, California and Nevada State Route (SR) 207 (Kingsbury Grade) in Douglas County, Nevada.

Project Overview: The US 50/South Shore Community Revitalization Project would realign US 50 in the Stateline casino corridor area and convert the existing US 50 roadway, between a location southwest of Pioneer Trail in California and Lake Parkway in Nevada, into a two-lane roadway (one travel lane in each direction) with a center, landscaped median and turn pockets at major driveways and intersections. Expanded sidewalks and bicycle lanes would be constructed in this section within the casino corridor to improve pedestrian safety and encourage use of alternative transportation modes, and traffic signals would be installed and synchronized to improve the flow of traffic. Several alternatives for the realignment of US 50 have been considered over the years. The current proposal involves realigning US 50 from its intersection at Lake Parkway in Nevada along Lake

Parkway East on the mountain (southeast) side of the Stateline casino corridor area behind the Montbleu and Harrah's casinos. West of the casinos, the realigned US 50 would continue behind (south of) Heavenly Village Center (Raley's Shopping Center and formerly Crescent V) and then along a new alignment between Fern and Echo Roads, rejoining the existing US 50 at its intersection with Pioneer Trail. The new US 50 alignment would be four lanes (two travel lanes in each direction) with left-turn pockets at intersections and entrances to businesses.

TTD, FWHA, and TRPA are initiating preparation of a joint EIR/EIS/EIS for the US 50/South Shore Community Revitalization Project. This joint document is an EIR prepared by TTD pursuant to CEQA (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Section 15000 et seq.); an EIS prepared by FWHA pursuant to NEPA (42 U.S. Code 4321 – 4347), the Council on Environmental Quality's Regulations Implementing NEPA (40 Code of Federal Regulations [CFR] 1500 – 1508), FHWA Environmental Impact and Related Procedures (23 CFR 771), and the FHWA NEPA Environmental Guidebook; and an EIS prepared by TRPA pursuant to the Tahoe Regional Planning Compact, Code of Ordinances, and Rules of Procedure. This notice meets the CEQA and TRPA noticing requirements for an NOP, and provides local notice of an NOI for NEPA purposes. The NOI will also be published in the Federal Register in accordance with NEPA requirements.

A brief description of the alternatives likely to be evaluated in the EIR/EIS/EIS and a summary of the probable environmental effects of the proposed project are attached hereto, or are available for review on the TRPA website at: www.trpa.org, and on the TTD website at: www.tahoetransportation.org.

Public Scoping: The purpose of this NOP/NOI is to solicit views of interested persons, organizations, and agencies as they relate to the scope and content of the information to be included and analyzed in the EIR/EIS/EIS. Agencies should comment on the elements of the environmental information that are relevant to their legal authority and statutory responsibilities in connection with the project.

The designated public scoping period will extend for 44 calendar days beginning on November 2, 2011 and concluding on December 16, 2011. Comments would be most helpful if received within the designated scoping period. Please send your comments and contact information to Alfred Knotts, TTD Project Manager, by mail, fax, or email to the address shown above.

Two public scoping meetings will be held to provide the opportunity to learn more about the US 50/South Shore Community Revitalization Project and to receive comments from the public and other interested parties and agencies regarding the issues that should be addressed in the EIR/EIS/EIS. The scoping meetings will be held as follows:

Thursday, November 10, 2011	Wednesday, December 7, 2011
Beginning at 1:00 p.m.	Beginning at 9.30 a.m.
Tahoe Transportation District (TTD)	TRPA Advisory Planning Commission (APC)
Tahoe Regional Planning Agency – Board Room	Tahoe Regional Planning Agency – Board Room
128 Market Street	128 Market Street
Stateline, NV 89449	Stateline, NV 89449

The TTD and TRPA APC meetings will begin at 1:00 p.m. and 9:30 a.m., respectively; however, scoping for the proposed project is not time certain. Please refer to the agendas posted at www.trpa.org and www.tahoetransportation.org no more than 1 week prior to the meetings for updated information.

If you have further questions or require additional information, please contact Alfred Knotts at TTD by mail, fax, or email at the address shown above.

US 50/South Shore Community Revitalization Project EIR/EIS/EIS South Lake Tahoe, California and Douglas County, Nevada Project Information

PROJECT OVERVIEW AND LOCATION

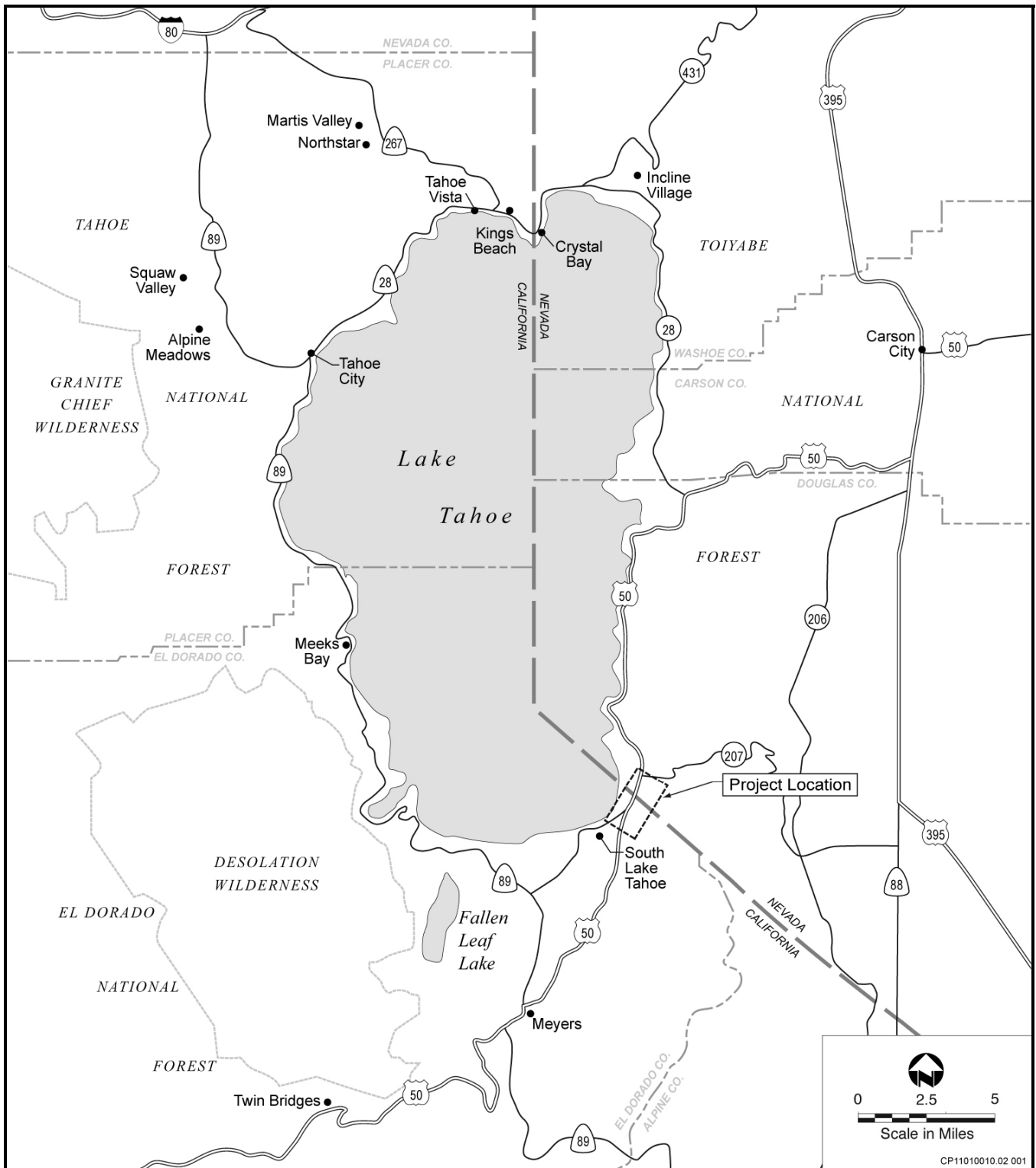
The Tahoe Transportation District (TTD) is proposing construction of an improved circulation network in and around the Stateline casino corridor area, between a location 0.25 mile southwest of Pioneer Trail in the City of South Lake Tahoe, California and Nevada State Route (SR) 207 (i.e., Kingsbury Grade) in Douglas County, Nevada (Exhibit 1). The US 50/South Shore Community Revitalization Project would realign US Highway 50 (US 50) around the Stateline casino corridor area between Lake Parkway in Douglas County, Nevada and a location southwest of Pioneer Trail in South Lake Tahoe, California and create a safer pedestrian- and bicycle-friendly roadway with streetscape enhancements within the existing US 50 corridor. The affected segment of US 50 is approximately 1.1 miles long.

US 50 is one of two major east-west connections between northern California and northern Nevada in the Lake Tahoe Basin. Currently, the majority of US 50 in this area consists of four lanes with a continuous center turn lane, and limited sidewalks, bicycle, and pedestrian facilities. The highway corridor between Pioneer Trail and Kingsbury Grade is often congested during peak winter and summer travel times, does not readily support transit, and does not optimize safety for motorists, transit riders, pedestrians, or bicyclists. During peak-hours in the winter and summer seasons, the US 50 corridor operates at near-capacity conditions through the casino corridor and between Ski Run Boulevard and Stateline Avenue.

PROJECT PURPOSE AND NEED

The purpose of the US 50/South Shore Community Revitalization Project is to improve the corridor in a manner consistent with the Loop Road System concept; reduce congestion; improve vehicle, pedestrian, and bicycle safety; advance multi-modal transportation opportunities; improve the environmental quality of the area; enhance visitor and community experience; and promote the economic vitality of the area. The project will fulfill the following specific needs:

- A. Article V(2) of the Tahoe Regional Planning Compact (Public Law 96-551), 1980 (Compact), requires a transportation plan for the integrated development of a regional system of transportation within the Tahoe Region. The Compact requires the transportation plan to include consideration of the completion of the Loop Road System in the States of California and Nevada. Improvements are required to the corridor to meet the intent of the Loop Road System concept.
- B. Ongoing and proposed resort redevelopment in the project area has increased pedestrian traffic, creating a need for improved pedestrian safety, mobility, and multi-modal transportation options. Improvements to pedestrian facilities, bicycle lanes, and transit are needed to connect the outlying residential and retail-commercial uses with employment and entertainment facilities, including hotels and gaming interests. Currently, there are no bicycle lanes on US 50 through the project area, and sidewalks are either not large enough to meet the increased demand, or do not exist. These issues adversely affect safety, and the visitor and community experience of the area.
- C. Environmental improvements are needed in the area to help achieve the Tahoe Regional Planning Agency's (TRPA's) adopted environmental threshold carrying capacities (ETCCs or thresholds), including water quality and air quality. Improvements to stormwater runoff collection and treatment facilities are needed to meet TRPA, Nevada Department of Environmental Protection (NDEP), and Lahontan Regional Water Quality Control Board (RWQCB) regulations and requirements. Reduction of vehicle congestion and numbers of vehicles on the roadway through enhanced pedestrian and multi-modal opportunities is needed to provide for improved air quality. Landscape improvements are needed to enhance the scenic quality of the project area, to facilitate compliance with TRPA's scenic thresholds, and to enhance the community and tourism experience.



Source: Ascent Environmental, Inc. 2011

Exhibit 1

Regional Location Map

- D. The project is needed to implement the various regional and local plans for the area, including the Lake Tahoe Regional Transportation Plan, the Lake Tahoe Environmental Improvement Program, and the Stateline/Ski Run Community Plan.
- E. The project is needed to mitigate severe summer and winter peak period traffic congestion along US 50 in the project area by achieving and maintaining acceptable levels of service for existing and future traffic demand. During peak hours, traffic often operates at Level of Service (LOS) "F" (breakdown) when tourism is at its peak during the summer and winter months.

ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION

The project area includes the US 50 corridor and vicinity between an area southwest of the Pioneer Trail/US 50 Intersection in the City of South Lake Tahoe, California and SR 207 in Douglas County, Nevada, as well as the land generally bounded by Lake Parkway East, Montreal Road, and Echo Road on the southeast side, or "mountain side", of the state line area.

The existing US 50 corridor between Kingsbury Grade and Ski Run Boulevard is one of the most densely developed areas within the Lake Tahoe Basin. At the northern end of the project area, property on both sides of US 50 between SR 207 and Lake Parkway is owned by the Edgewood Companies. This property includes the Edgewood Tahoe Golf Course and Friday's Station, a historic military post and one-time staging area for both Wells Fargo and the Pony Express. Also in Nevada, casinos are located along both sides of the highway from the intersection of US 50 and Lake Parkway to the California state line. At the state line, land uses on the California side change to resort facilities, including Heavenly Village and the Heavenly Village Center (Raley's Shopping Center) on the mountain side (southeast side) of US 50 and various tourist establishments, such as motels and retail stores on the lake side (northwest side) of the highway. Tahoe Meadows, a private residential community listed on the National Register of Historic Places, borders US 50 on the lake side at the southwestern end of the project area. Within the project area, US 50 is a four-lane arterial with a continuous two-way left-turn median lane that transitions to dedicated left-turn pockets at major intersections.

Lake Parkway and Montreal Road (which is the continuation of Lake Parkway to the south) are two-lane (one lane in each direction) roadways. Van Sickle Bi-State Park and forested open space lie to the east and southeast (mountain side), and casinos, Heavenly Village, and the Heavenly Village Center occupy land to the west and northwest (lake side). Echo Road is approximately 0.2 miles long and runs perpendicular to US 50 between US 50 and Lake Parkway/Montreal Road through a predominantly residential area (single-family homes and multi-family complexes) just south of the Heavenly Village Center complex. Motels, businesses, and residences are located adjacent to Pioneer Trail in this area.

The project area includes two streams, Edgewood Creek located between Lake Parkway and SR 207, and a tributary of Edgewood Creek located on the north side Lake Parkway (opposite Harrah's) that drains into an existing culvert under the roadway.

ALTERNATIVES

The US 50/South Shore Community Revitalization Project has undergone more than a decade of study. The first comprehensive report on the project was released by TRPA in May 2004. The report "US Highway 50/Stateline Transportation Planning Study – Final Report," identified five potentially feasible action alternatives, Alternatives A, B, C, D, and E to improve the circulation network in and around the Stateline casino corridor area. Alternative E is a variant of Alternative C and D wherein a temporary closure (in both directions) is proposed during special events, and is not considered a standalone action alternative. These alternatives, and variations thereof, have since been the subject of numerous technical evaluations, meetings, design charrettes, reports, and public input sessions.

The action alternatives (Alternatives A, B, C, and D) were subjected to the following evaluation criteria to identify those suitable to carry forward through detailed environmental review: (1) project status (extent of agency and public support); (2) system linkage (consistency with transportation and land use planning documents); (3) capacity (ability of projected LOS in 2035 to meet Caltrans' standards); (4) legislation (ability to satisfy Purpose and Need and implement the Loop Road Concept); (5) social demands (ability to encourage

community enhancements, tourism, and support special events by allowing roadway closures); (6) modal interrelationships (ability to demonstrate pedestrian, bicycle, and transit mobility enhancements); (7) safety; and (8) roadway deficiencies (stormwater quality, maintenance agreements and driver expectations).

Maps showing the action alternatives, including those that have been dismissed from further evaluation, and a memorandum that details the alternatives evaluation are available for review on the TRPA website at: www.trpa.org, and on the TTD website at: www.tahoetransportation.org.

Modified versions of two of the original proposed action alternatives, C and D, have been determined to best satisfy the project's Purpose and Need and are described below. These, and potentially one or more other action alternatives that address identified impacts and achieve project goals, and the No Project/No Action Alternative will be evaluated at an equal level of detail in the EIR/EIS/EIS.

For the purposes of the EIR/EIS/EIS, the alternatives are identified as the follows:

- ▲ Alternative 1 – this alternative reflects the No Project/No Action Alternative.
- ▲ Alternative 2 – this alternative reflects the proposed action and a modified version of Alternative D from prior project planning documents.
- ▲ Alternative 3 – this alternative reflects the modified version of the Alternative C from prior project planning documents.

A brief description of these alternatives follows below.

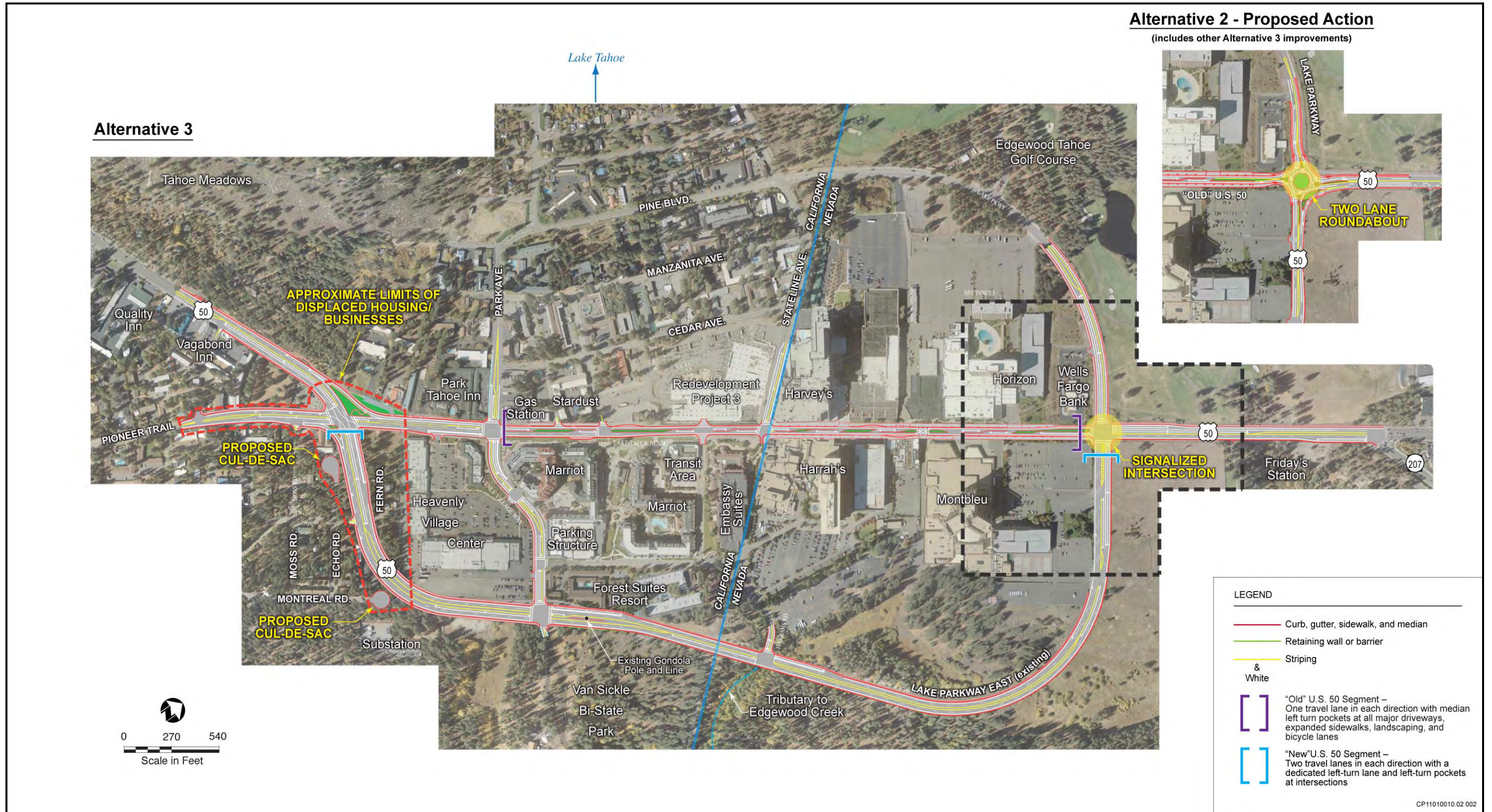
Alternative 1

Alternative 1, the No Project/No Action alternative, assumes that the transportation system and facilities in the project area would remain unchanged. Existing roadway, pedestrian, and streetscape conditions would continue into the foreseeable future.

Alternative 2

Alternative 2 reflects the proposed action. Under Alternative 2, US 50 would be realigned around the Stateline casino corridor area between Lake Parkway in Nevada and a location southwest of Pioneer Trail in California (Exhibit 2). The new US 50 alignment would be four lanes (two travel lanes in each direction) with a dedicated left-turn lane and left-turn pockets at intersections, and would follow Lake Parkway south from its intersection with US 50 in Nevada. Alternative 2 involves realigning US 50 along Lake Parkway on the mountain side behind Montbleu and Harrah's casinos. East of the casinos, the realigned US 50 would continue behind the Heavenly Village Center (Raley's Shopping Center) and then along a new alignment between Fern and Echo Roads, rejoining US 50 at its intersection with Pioneer Trail. Two new cul-de-sacs would be constructed at the end of Fern and Montreal Roads. The new US 50 would require right-of-way acquisition from private property owners and state-owned land from Van Sickle Bi-State Park along Lake Parkway and Montreal Road, and the connection between Montreal Road and the Pioneer Trail/US 50 Intersection would displace existing residences and businesses southwest of the Heavenly Village Center (Exhibit 2). The number of residences and businesses to be displaced is unknown at this time.

To address the residential and business displacement, the lead agencies have initiated preparation of a Relocation Assistance Plan (RAP) that will involve door-to-door residential interviews to estimate the number of households to be displaced and to collect socioeconomic baseline information. Residential interviews are expected to begin in winter 2011. Caltrans/FHWA will follow the requirements of their Relocation Assistance Program in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 Code of Federal Regulations (CFR) Part 24, as well as California Relocation Assistance Law (California Government Code Section 7260 et seq.), the California Relocation and Real Property Acquisition Guidelines (California Code of Regulations, Title 25 and Chapter 6, Section 6000 et seq.), and Caltrans' Right of Way Manual, Chapter 10. The Relocation Assistance Program includes assignment of a relocation counselor who will work with displaced residents and business owners, starting with an explanation of relocation assistance and payments, depending on eligibility. Residential displacees *may* be entitled to advisory assistance, moving costs, and replacement housing payments.



Source: Tahoe Transportation District and Wood Rodgers 2011; Adapted by Ascent Environmental in 2011

Exhibit 2

Location of Action Alternatives - Alternatives 2 and 3

Between Pioneer Trail and Lake Parkway within the casino corridor, US 50 would become a local street and would be converted to two lanes, one way in each direction, with a landscaped median and turn pockets at major driveways and intersections. The respective sections of this stretch of existing US 50 would be relinquished to the City of South Lake Tahoe and Douglas County. Expanded sidewalks, bicycle lanes, and traffic signals would be installed to improve the flow of traffic, improve pedestrian safety, and encourage the use of alternative transportation modes along the roadway. The project also includes landscaped buffers between US 50 and the sidewalks, streetscape amenities (e.g., light fixtures, trash receptacles, and seating areas), and use of more aesthetic road materials such as pavers or colored concrete in certain locations. Landscape improvements would include native plants. The narrowing of US 50 through the casino corridor may involve existing right-of-way to be relinquished.

Under Alternative 2, the existing signalized US 50/Lake Parkway intersection would be replaced with a two-lane roundabout (Exhibit 2). The proposed roundabout would be constructed with the intention of creating a gateway experience into the Stateline casino corridor area and would be designed to provide pedestrian and bicycle safety and crossing ease.

The Alternative 2 roadway improvements would also include new curb and gutter, striping, retaining wall structures, and other stormwater drainage, capture, and treatment facilities. The proposed improvements could result in the relocation of existing utility lines.

Alternative 3

Alternative 3 proposes the same overall design and improvements included under Alternative 2 with one exception. Under Alternative 3, the existing signalized US 50/Lake Parkway intersection would be retained (Exhibit 2).

ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER EVALUATION

Alternatives A and B, evaluated in prior project planning studies, would involve realigning US 50 from its intersection at Lake Parkway in Nevada along Lake Parkway West on the lake side (northwest) of the Stateline casino corridor area behind the Horizon and Harvey's casinos.

Under Alternative A, the existing US 50 roadway between Lake Parkway and Park Avenue would be converted to two eastbound travel lanes plus one transit-only lane. Lake Parkway West, Pine Boulevard, and Park Avenue on the lake side of US 50 would be improved to provide two westbound travel lanes, plus a single eastbound lane for local access and a continuous center turn lane. The existing US 50 would be redesignated as US 50 East, and the Lake Parkway West/Pine Boulevard/Park Avenue alignment would become US 50 West. Signal improvements would be implemented as needed at existing signalized intersections, and new signals would be provided at the US 50 West/Park Avenue and US 50 West/Stateline Avenue intersections.

Alternative B is similar to Alternative A with the new US 50 alignment on the lake side of existing US 50. Alternative B would also convert the existing US 50 roadway between Lake Parkway and Park Avenue to two eastbound travel lanes plus one transit-only lane. With Alternative B, Lake Parkway West, Cedar Avenue, and Park Avenue would be improved to provide two westbound travel lanes, plus a single eastbound lane for local access and a continuous center turn lane. The existing US 50 would be redesignated as US 50 East, and the Lake Parkway West/Cedar Avenue/Park Avenue alignment would become US 50 West. A new transition roadway segment would be required between the Cedar Avenue/Stateline Avenue Intersection and the existing Lake Parkway West alignment, north of Harvey's. Signal improvements would be implemented, as needed, at existing signalized intersections, and new signals would be provided by US 50 West/Stateline Avenue.

These alternatives were subjected to the above-described evaluation criteria and it was determined that they did not satisfactorily meet the Purpose and Need, primarily because both alternatives are predicted to operate at an annual average LOS F in 2035, which is below Caltrans' LOS standard. In addition, neither alternative would allow for closure of US 50 East through the casino corridor for special events, nor would they divert vehicles away from areas with high pedestrian and bicycle volumes. Alternatives A and B would also pose certain design and maintenance challenges: both alternatives lack readily available opportunities for stormwater treatment facilities and would require design variances that could result in driver confusion.

PROBABLE ENVIRONMENTAL EFFECTS

Probable environmental effects associated with the proposed project are described briefly below. Mitigation measures will be recommended for any identified significant or potentially significant effects. The following subject areas will be analyzed in detail in the EIR/EIS/EIS.

Land Use and Plan Consistency. The project would include right-of-way changes: right-of-way would be acquired from private and public landowners to accommodate the new US 50 alignment, and right-of-way may be relinquished in the existing US 50 corridor. The project would not alter the nature and types of land uses in the project area. It would displace existing residences and businesses southwest of the Heavenly Village Center. Potential land use conflicts related to the remaining parcels would be addressed. Acquisition of parcels would affect setbacks, parking, community character, and other related issues for businesses and residences. The EIR/EIS/EIS will also evaluate the project's consistency with applicable TRPA community plans and plan area statements (PAS), ordinances, and goals and policies; the City of South Lake Tahoe General Plan; Nevada Division of State Parks and California Tahoe Conservancy planning guidance for Van Sickle Bi-State Park; and other relevant planning and policy documents. The need for any TRPA community plan and/or PAS amendments will also be evaluated and discussed in the EIR/EIS/EIS.

Socioeconomic Impacts and Environmental Justice. The realignment of US 50 would displace businesses and residences and provide relocation assistance for the affected parties. Executive Order 12898 of 1994 requires federal agencies to address environmental justice in minority populations and low-income populations. The EIR/EIS/EIS will address socioeconomic and environmental justice concerns including: 1) community character and cohesion; 2) required residential relocation; 3) issues related to a higher than average concentration of low-income, senior citizens, or minority/ethnic individuals; and 4) potential environmental justice issues, including potentially disproportionate impacts to these populations as a result of the proposed project and/or alternatives. Mitigation measures (temporary and permanent) will be proposed, if needed.

Recreation and Section 4(f). The project includes new on-road striped bicycle lanes through the casino corridor and along the new US 50 that would provide alternative transportation means to access retail businesses and connectivity to planned shared-use paths in the area (e.g., the Nevada Stateline-to-Stateline Bikeway, the Daggett Trail System, and the South Tahoe Greenway). The new US 50 would encroach on existing parklands at Van Sickle Bi-State Park owned by the Nevada Division of State Parks and California Tahoe Conservancy and maintained by the Tahoe Rim Trail Association. The effects on Van Sickle Bi-State Park and the South Tahoe Greenway connection through the park, as well as a Section 4(f) evaluation will be included in the EIR/EIS/EIS. Mitigation measures (temporary and permanent) will be proposed where needed.

Scenic/Visual Resources. The proposed realignment of US 50 is intended, in part, to improve the scenic character through the casino corridor by adding new light fixtures, expanded sidewalks, and other streetscape fixtures. Although the roadway improvements are not expected to substantially affect visual resources, some existing native conifer trees and non-native ornamental landscaping will be removed. In addition, views to and from the roadway and from public recreation areas may have an effect on the visual environment, including views of Lake Tahoe and/or the mountain backdrop. The visual impact assessment in the EIR/EIS/EIS will use the Federal Highway Administration "Visual Impact Assessment for a Highway Project" methodology and guidance. Mitigation measures (temporary and permanent) will be proposed, if needed.

Archaeological/Historical Resources. The EIR/EIS/EIS will provide an overview of the project area's prehistory, ethnography, and history, study methodology, and a discussion of documented archaeological and historical resources. The US 50 Stateline Corridor and project area has been developed since the 1950s and contains buildings that may be 50 years old or older. Friday's Station at the northeastern end of the project area and Tahoe Meadows at the southwestern end are both listed on the National Register of Historic Places. The potential for the project to adversely affect these known sites and potentially, other unrecorded sites, features, or objects will be evaluated, and suitable measures designated to mitigate project-related impacts will be identified as necessary. For any potentially affected resources, the EIR/EIS/EIS will include an evaluation for National, Nevada, and California Register eligibility in accordance with Section 106 of the National Historic Preservation Act (NHPA; Public Law 89-665 and amendments thereto; 16 USC 470 et seq.), Chapter 29 of the TRPA Code of Ordinances, Section 5024 et seq. of the California Public Resources Code, and Chapter 383 of the Nevada Revised Statutes. The evaluation methodology will also include consultation with the Washoe Tribe. Mitigation measures (temporary and permanent) will be proposed, if needed.

Hydrology, Water Quality, and Floodplains. The project area is located in Zone X and Zone D on Federal Emergency Management Agency (FEMA) Flood Zone Designation maps. Zone X is determined to be outside of the 200-year annual flood zone and Zone D is an area where flood hazards are undetermined, but possible. The proposed improvements would cross a single drainage, a tributary of Edgewood Creek, south of Lake Parkway. The realignment of US 50 could affect hydrologic function of this drainage and the stream environment zone (SEZ) surrounding the creek. The realignment could also affect existing drainage basins and features in the project area. Both pre- and post-construction impacts to these features will be identified and analyzed in the EIR/EIS/EIS. This will include non-point pollution sources from the project, potential contaminants, proposed source control methods, and proposed temporary and permanent best management practices (BMPs) to address potential impacts on water quality. The EIR/EIS/EIS will also address potential flooding and floodplain effects, potential short-term and long-term changes in sediment rate and transport as it relates to altered landscapes, total maximum daily load (TMDL) effects, source water protection (wells and intake lines), and long-term water quality monitoring needs. Mitigation measures (temporary and permanent) will be proposed, if needed.

Earth Resources: Geology and Soils, and Land Capability and Coverage. The proposed project includes roadway improvements that would realign US 50. Excavation, grading and alteration of the existing site topography would be required for the proposed roadway and utility improvements, particularly on the mountain side of Lake Parkway where the terrain slopes steeply away from the roadway. The project would likely increase existing land coverage in the project area and may require banked land coverage to be transferred to the project in accordance with TRPA regulations; the increased coverage would occur in both low and high capability lands. The EIR/EIS/EIS will include a general discussion of topographic alteration, slope stability, and erosion potential. In addition, the EIR/EIS/EIS will evaluate the potential for unstable cut and fill slopes; collapsible and expansive soil; erosion of graded areas; geologic/geomorphological hazards (e.g., avalanche, earthquake, landslides, mudslides, ground failure, subsidence, and liquefaction); and unprotected drainage ways. If soil export outside of the study area is necessary, potential disposal sites will be identified and evaluated. Mitigation measures (temporary and permanent) will be proposed, if needed.

Hazards and Hazardous Materials. The proposed project would involve the transportation of hazardous materials (e.g., fuel, paint) to the project site for construction purposes. The potential for these materials to be released to the environment will be evaluated in the EIR/EIS/EIS. Historical uses and the potential for site contamination will be documented in the EIR/EIS/EIS, and areas of potential soil or groundwater contamination in the project area will be described. In addition, this analysis will also address potential effects on emergency response plans and fire hazard risks. Mitigation measures (temporary and permanent) will be proposed, if needed.

Air Quality and Conformity. Air Quality is an important resource issue in the Lake Tahoe Basin and is related to multiple factors, including transportation and circulation. Currently the TRPA air quality threshold indicators for the Lake Tahoe Air Basin for carbon monoxide ozone, particulate matter, and vehicle miles of travel (VMT) are in non-attainment. The EIR/EIS/EIS will include an assessment of ambient air quality conditions as well as short-term (i.e., construction) air quality impacts and long-term (i.e., operational) regional air pollutant emissions, including mobile and area source emissions. The potential for long-term air quality benefits will also be evaluated from its use as an alternative to the private automobile and potential reduction in VMT. The analysis will identify sensitive receptors within and in the vicinity of the project area, discuss potential emissions of odors and/or hazardous air pollutants generated by stationary and area sources in the area, General Conformity and Transportation Conformity, and determine the significance of air quality impacts in comparison with applicable local, state, and federal standards and significance thresholds. Mitigation measures (temporary and permanent) will be recommended for significant impacts, if necessary.

Greenhouse Gas Emissions and Climate Change. The EIR/EIS/EIS will include an analysis of potential project impacts relative to greenhouse gas (GHG) emissions and climate change. This analysis will include a quantitative estimate of operational carbon dioxide emissions from mobile sources. Carbon dioxide will be used as a proxy for all GHGs potentially emitted as a result of project operation. GHG emissions from project construction will also be discussed qualitatively. Mitigation measures (temporary and permanent) will be recommended for significant impacts, if necessary.

Noise and Vibration. The realignment of US 50 could result in noise levels that exceed applicable local, state, regional, and federal standards, particularly in undeveloped forested areas, Van Sickle Bi-State Park, and residential areas near the US 50/Pioneer Trail intersection. The EIR/EIS/EIS will assess potential short-term (i.e.,

construction-related) noise impacts relative to sensitive receptors and their potential exposure. Noise levels of specific construction equipment will be determined based on published resources and a list of construction equipment likely to be used during project construction. The resultant noise levels at nearby receptors (at given distances from the sources) will be calculated. Long-term (i.e., operational) noise impacts, including increased noise from mobile and area sources will be assessed based on applicable local, state, regional, and federal noise standards. The potential for construction and operation-related vibration to adversely affect sensitive receptors or result in structural damage will also be evaluated. Mitigation measures (temporary and permanent) will be recommended for significant impacts, if necessary.

Transportation, Circulation, and Parking. The proposed realignment of US 50 is intended to improve circulation and transit patronage, LOS at project intersections, safety through the casino corridor, and to reduce VMT by increasing transit use and providing pedestrian and bicycle-friendly facilities through the casino corridor. The proposed project would generate short-term, construction related traffic. Long-term traffic impacts are anticipated to be beneficial. The transportation analysis will include identification of major roadways that may be affected by the proposed project, a discussion of traffic volumes and vehicle mix on those roadways, and their overall operating conditions, and potential impacts to traffic flow, safety, snow removal operations, and road wear. Mitigation measures (temporary and permanent) will be recommended for significant impacts, if necessary.

Public Services and Utilities. The public services and utilities section of the EIR/EIS/EIS will evaluate potential effects on power, solid waste collection and disposal, police services, fire protection services, water treatment and distribution, and wastewater collection – including any impacts associated with disturbance or relocation of existing overhead and underground utility lines. Mitigation measures (temporary and permanent) will be proposed, if necessary.

Biological Resources: Fisheries and Aquatic Resources, Vegetation, and Wildlife. Construction and use of the action alternatives could affect the distribution, extent, and quality of sensitive and common biological resources that may be located within the project area. Lands within the project area are generally disturbed or developed. The area on the mountain side of Lake Parkway East, near Van Sickle Bi-State Park and Friday's Station, is undeveloped. A tributary of Edgewood Creek and associated SEZ is located across Lake Parkway East from Harrah's. The stream crosses underneath Lake Parkway via a corrugated pipe culvert. Upstream from the culvert the stream is lined with willows (*Salix* sp.) and supports wetlands. A jurisdictional wetland delineation will be conducted in accordance with Section 404 of the Clean Water Act to identify waters of the United States. Trees and shrubs that occur within the project area may provide suitable nesting sites for protected raptors and other nesting birds. The EIR/EIS/EIS will evaluate biological resources effects in accordance with the Migratory Bird Treaty Act of 1918 (16 USC 703-712), the Endangered Species Act of 1973 (ESA; Public Law 93-205; 16 USC 1531 et seq.), and the California Endangered Species Act (Fish & Game Code Section 2050 et seq.). The relationship of the TRPA vegetation and wildlife threshold carrying capacities will be discussed along with tree removal related to construction of the action alternatives. Impacts on native vegetation, fisheries and aquatic resources, and wildlife will be described based on the proposed site development. The potential for the project to result in the spread of noxious weeds (e.g., cheatgrass) will also be discussed. Mitigation measures (temporary and permanent) will be proposed where needed.

Cumulative and Indirect Effects. The EIR/EIS/EIS will identify past, recently approved, and reasonably foreseeable projects likely to occur in the vicinity of the US 50/South Shore Community Revitalization Project and the implications of major planning efforts that are underway, including the TRPA Regional Plan Update, the Edgewood Hotel and Golf Course Realignment Project, Redevelopment Project No. 3, and the South Shore Vision Plan, as well as growth contemplated in the nearby community plans that may result in cumulative impacts when combined with the proposed project. The EIR/EIS/EIS will evaluate the project's direct and indirect contribution to the cumulative effects of these activities.

Growth-Inducing Impacts. The proposed project and action alternatives would increase the number of jobs available in the region on a temporary basis during construction. Given the growth restrictions that existing in the Lake Tahoe Basin (limited commodities and restrictions on development), project implementation is not anticipated to result in long-term growth-inducing impacts.

TRPA Threshold Carrying Capacities. The EIR/EIS/EIS will include assessment of the project alternatives' compliance with and contribution to the attainment and maintenance of threshold carrying capacities adopted by TRPA.



MEMORANDUM

Date: November 5, 2011
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Review and Acceptance of the District's Financial Statement of Operations for July 1, 2011 through September 30, 2011

Action Requested:

It is requested the Board accept the Financial Statement of Operations for July 1, 2011 through September 30, 2011.

Background:

Staff has completed analyzing financial information for the three months in fiscal year 2012 (See Attachments A through D).

Discussion:

General – (Attachment B)

Overall, the District ended with a net gain of \$37,184 for the month of September 2011. The gain was expected as quarterly Rental Car Mitigation fees from Hertz and Enterprise were recorded and the District received contributions totaling \$20,000 in September.

First quarter FY12 Rental Car Mitigation Fees continues the downward trend, decreasing 1.5% from the first quarter FY 11.

The September gain increased the District's overall cash fund balance for the year to \$91,093, which is approximately \$21,806 more than at the start of the fiscal year.

CIP - (Attachment C)

The District continues to break even in the Capital Improvement Program. This is expected as the Federal Lands and Highways (FLH) Half Percent grant is a 100% reimbursement grant. September activity for FLH totaled \$147,121.

The District incurred expenses of \$1,126 for the FTA 5309 grant (80% / 20%) in September. A small portion of the previously deferred revenue originating from the classic car sales was utilized as match for the California transit shelters.

The District began the bid process for the Nevada transit shelters and incurred expenses of \$225. The District used a small portion of Douglas County's FY 11 contribution that was deferred for this project. Future construction costs will be reimbursed from the FTA 5311 ARRA grant that the District has with NDOT.

JS/jw

AGENDA ITEM: X.A.

Transit Fund- (Attachment D)

The District ended with a net loss of \$44,523 for the month of September 2011. The loss was expected as the District recognized depreciation expenses from July through September totaling \$125,400.

As noted in last month's report, the District's auditor has requested a change in the accounting of assets. The bulk of the District's assets are used in transit operations, thereby requiring the District to shift them from the governmental fund to an enterprise fund. Enterprise funds use the accrual accounting method, resulting in two major changes from previous reporting requirements. The first change incorporates the transit net assets at the beginning of the year (\$4,228,453) to be included on the enterprise fund balance and FY 12 depreciation included as a transit operations expense. The second change is recording transit employee compensated absences as both an increase to transit expenses and transit liabilities. The July through September transit employee compensated absences totaled \$3,016.

The CIP and General funds will continue to be classified as governmental funds and, like other state and local governments, will use fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

The loss decreased Transit's overall fund balance for the year to \$4,317,048, which is approximately \$88,595 more than at the start of the fiscal year.

Balance Sheet

The table below reflects the balances on September 30, 2011 between CIP and General funds, and Transit balance sheet items:

	<u>Projects / General</u>	<u>Transit</u>
Cash	0	382,508
Accounts Receivable	244,838	1,394,493
Prepaid Expenses	5,312	103,988
Inventory	0	18,815
Fixed Assets net Depreciation	0	4,075,066
Accounts Payable	134,180	597,058
EE Compensated Absences	0	11,291
Deferred Revenue	24,877	1,049,474
Beginning Year Fund Balance	69,287	4,228,453

The District has a governmental fund accrued compensated absence balance of \$31,819 and a fixed asset balance, net of depreciation, of \$1,078,887 as of September 30, 2011.

Fiscal Analysis:

The District met with US Bank to discuss a possible GAM loan in the amount of \$500,000 for transit operations. One of the application requirements will be for the District to engage with an independent bond counsel for a financial assessment of the District. Another requirement will be for an executed agreement with NDOT for government FY 12's FTA 5311 funding. The grant application has been delivered to NDOT after providing an inter-local agreement between the District and Douglas County for the facilitation of the Triangle Plan, thereby increasing Nevada

miles from 57% to 66% and the total grant request from \$1,246,470 (50% / 50% split) to \$1,584,897 (60% / 40% split).

Additional Information:

If you have any questions or comments regarding this item, please contact Joanie Schmitt at (775) 589-5227 or jschmitt@tahoetransportation.org.

Attachments:

- A. August Financials – Revenue and Expenditure Comparisons
- B. August Financials – General Fund
- C. August Financials – Capital Improvement Programs
- D. August Financials – Transit Fund

**District Revenue and Expenditure Comparisons
For the Period Ending September 30, 2011
FY 2012**

ATTACHMENT A

Fund	Actual September	Approved Budget	YTD Actuals	Variance
Capital Improvement Program				
FLH 1/2 Percent Revenues - Rd 1	147,121	518,386	508,690	9,696
FLH 1/2 Percent Expenditures - Rd 1	(147,121)	(518,386)	(508,690)	(9,696)
Net (+ / -)	0	0	(0)	0
FLH 1/2 Percent Revenues - Rd 2	0	2,404,955	0	2,404,955
FLH 1/2 Percent Expenditures - Rd 2	0	(2,404,955)	0	(2,404,955)
Net (+ / -)	0	0	0	0
FLH 1/2 Percent Revenues - Rd 3	0	3,639,375	0	3,639,375
FLH 1/2 Percent Expenditures - Rd 3	0	(3,639,375)	0	(3,639,375)
Net (+ / -)	0	0	0	0
ARRA - AVL / Elec FareBox Revenues	0	250,000	0	250,000
ARRA - AVL / Elec FareBox Expenditures	0	(250,000)	0	(250,000)
Net (+ / -)	0	0	0	0
ARRA - Bus Purchases Revenues	0	579,603	0	579,603
ARRA - Bus Purchases Expenditures	0	(579,603)	0	(579,603)
Net (+ / -)	0	0	0	0
ARRA - NV Shelters Revenues	225	168,000	225	167,775
ARRA - NV Shelters Expenditures	(225)	(168,000)	(225)	(167,775)
Net (+ / -)	0	0	0	0
FTA 5309 - CA Shelters/Transit Equip & PM Revenues	1,126	593,750	45,900	547,850
FTA 5309 - CA Shelters/Transit Equip & PM Expenditures	(1,126)	(593,750)	(45,900)	(547,850)
Net (+ / -)	0	0	0	0
FTA 5308 - Buses & Trolley / Placer Cty Bus Revenues	0	1,250,000	0	1,250,000
FTA 5308 - Buses & Trolley / Placer Cty Bus Expenditures	0	(1,250,000)	0	(1,250,000)
Net (+ / -)	0	0	0	0
FTA 5311 - NDOT Elec FareBoxes Revenues	0	420,950	0	420,950
FTA 5311 - NDOT Elec FareBoxes Expenditures	0	(420,950)	0	(420,950)
Net (+ / -)	0	0	0	0
FTA 5311 - NDOT Trolley Revenues	0	236,906	0	236,906
FTA 5311 - NDOT Trolley Expenditures	0	(236,906)	0	(236,906)
Net (+ / -)	0	0	0	0
CIP Fund Recap				
CIP Fund Revenues	148,473	10,061,925	554,816	9,507,109
CIP Fund Expenditures	(148,473)	(10,061,925)	(554,816)	(9,507,109)
Net (+ / -)	0	0	(0)	0
CIP Fund Balance	0			
FY 2012 (+ / -)	(0)			
Fund Balance @ 9/30/11	(0)			

**District Revenue and Expenditure Comparisons
For the Period Ending September 30, 2011
FY 2012**

ATTACHMENT A

Fund	Actual September	Approved Budget	YTD Actuals	Variance
General				
USFS SNPLMA Revenues	0	148,153	0	148,153
USFS SNPLMA Expenditures	0	(148,153)	0	(148,153)
Net (+ / -)	0	0	0	0
CNG Fueling Facility Revenues	9,819	132,765	29,281	103,484
CNG Fueling Facility Expenditures	(7,501)	(132,765)	(26,976)	(105,789)
Net (+ / -)	2,318	0	2,305	(2,305)
Rental Car Mitigation Revenues	23,760	75,000	30,355	44,646
Rental Car Mitigation Expenditures	(375)	(73,650)	(6,086)	(67,564)
Net (+ / -)	23,385	1,350	24,269	(22,919)
District Operations Revenues	29,411	368,575	47,043	321,532
District Operations Expenditures	(17,929)	(365,673)	(51,811)	(313,862)
Net (+ / -)	11,482	2,902	(4,768)	7,670
General Fund Recap				
General Fund Revenues	62,990	724,493	106,679	617,814
General Fund Expenditures	(25,806)	(720,241)	(84,873)	(635,368)
Net (+ / -)	37,184	4,252	21,806	(17,554)
General Fund Balance	69,287			
FY 2012 (+ / -)	21,806			
Fund Balance @ 9/30/11	91,093			

Transit Operations				
Transit Ops Revenues	367,092	4,601,084	1,178,579	3,422,505
Transit Ops Expenditures	(411,615)	(4,601,084)	(1,089,984)	(3,511,100)
Net (+ / -)	(44,523)	0	88,595	(88,595)
Transit Fund Balance	4,228,453			
FY 2012 (+ / -)	88,595			
Fund Balance @ 9/30/11	4,317,048			

**TAHOE TRANSPORTATION DISTRICT
GENERAL FUND**

ATTACHMENT B

STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES

YEAR TO DATE AS OF SEPTEMBER 30, 2011

	Actual September	Budget YTD	Actual YTD	Variance
REVENUES				
General Fund Revenues				
USFS - SNPLMA Rd 9		148,153		148,153
CNG Fuel Sales	9,819	132,765	29,281	103,484
Rental Car Mitigation Revenues	23,760	75,000	30,355	44,646
Contributions	20,000	165,000	20,000	145,000
Admin Support	9,411	203,575	27,043	176,532
Revenue Total	62,990	724,493	106,679	617,814
EXPENDITURES				
General Fund Expenditures				
USFS-SNPLMA Expenditures				
Professional Services		148,153		148,153
Sub Total	0	148,153	0	148,153
CNG Expenditures				
Facility Rent	349	7,350	1,255	6,095
Insurance	312	3,848	936	2,912
Permits		350		350
Professional Fees		0		0
Utilities	6,841	121,217	24,785	96,432
Sub Total	7,501	132,765	26,976	105,789
Rental Car Mitigation Expenditures				
Professional Legal	375	30,000	5,453	24,547
Transit Ops: South Shore		20,000		20,000
Transit Ops: North Shore		20,000		20,000
Advertising		1,000		1,000
Travel & Per Diem		1,650	633	1,017
Auto Misc		1,000		1,000
Sub Total	375	73,650	6,086	67,564

**TAHOE TRANSPORTATION DISTRICT
GENERAL FUND**

ATTACHMENT B

STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES

YEAR TO DATE AS OF SEPTEMBER 30, 2011

	Actual September	Budget YTD	Actual YTD	Variance
District Operations				
Salaries and Wages	1,997	41,815	5,101	36,714
Medicare	27	606	71	535
FICA	0	0	3	-3
DAC Pension Plan	160	3,345	403	2,942
Health Insurance	321	3,913	761	3,152
Dental Insurance	28	374	67	307
Life Insurance	9	49	24	25
Vision Care Insurance	5	66	12	54
Worker's Compensation	0	191	11	180
Supplies	477	5,724	1,431	4,293
Reproduction & Printing	62	0	670	-670
Professional Legal	1,050	34,200	1,050	33,150
Training	0	0	219	-219
Facility Rent	2,197	26,358	6,591	19,767
Facility Utilities	173	2,081	519	1,562
Auto Misc	500	6,000	1,514	4,486
Subscriptions & Publications		400		400
Postage		225		225
Dues		1,500		1,500
Professional Services	5,923	137,376	17,769	119,607
Auditing	0	5,450	96	5,354
Legislative Outreach	5,000	66,000	15,500	50,500
Financing Fees (Interest)		30,000		30,000
Sub Total	17,929	365,673	51,811	313,862
Expenditure Total	25,806	720,241	84,873	635,368
Revenue Total	62,990	724,493	106,679	
Expenditure Total	25,806	720,241	84,873	
Net + / (Loss)	37,184	4,252	21,806	

Fund Balance - General Fund	69,287
FY 2012 (+ / -)	21,806
Fund Balance @ 9/30/11	91,093

**TAHOE TRANSPORTATION DISTRICT
CAPITAL IMPROVEMENT PROGRAM**

ATTACHMENT C

STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES

YEAR TO DATE AS OF SEPTEMBER 30, 2011

	Actual September	Budget YTD	Actual YTD	Variance
REVENUES				
Capital Improvement Program Fund Revenues				
FLH 1/2 Percent Rd 1	147,121	518,386	508,690	9,696
FLH 1/2 Percent Rd 2		2,404,955		2,404,955
FLH 1/2 Percent Rd 3		3,639,375		3,639,375
ARRA - AVL/Electronic Fareboxes		250,000		250,000
ARRA - Bus Purchases		579,603		579,603
ARRA - NV Shelters		160,000		160,000
ARRA - NV Shelters Match - Douglas Cty	225	8,000	225	7,775
FTA - 5309 CA Shelters / Transit Equip & PM	901	475,000	36,721	438,279
FTA - 5309 CA Shelters Match - CalTrans	225	18,000	898	17,102
FTA - 5309 CA Shelters / Transit Equip Match - Prop 1B		78,113	4,614	73,499
FTA - 5309 Transit PM Match - Transit		22,637	3,667	18,970
FTA - 5308 Bus & Trolley / Placer Bus Purchase		1,000,000		1,000,000
FTA - 5308 Bus & Trolley / Bus Match - Placer Cty		31,250		31,250
FTA - 5308 Bus & Trolley / Bus Match Prop 1B		218,750		218,750
FTA - 5311 NDOT - Elec Fareboxes		336,760		336,760
FTA - 5311 Elec Farebox Match- Prop 1B		84,190		84,190
FTA - 5311 NDOT - Trolley		189,525		189,525
FTA - 5311 Trolley Match - Prop 1B		47,381		47,381
Revenue Total	148,473	10,061,925	554,816	9,507,109
EXPENDITURES				
Capital Improvement Program Fund Expenditures				
FLH 1/2 Percent Expenditures - Rd 1				
FLH Capital Projects	66,575	275,000	243,543	31,457
FLH Planning & Environmental Doc	45,518	218,974	170,968	48,006
Salaries and Wages	23,459	14,418	61,284	-46,866
Medicare	321	198	849	-651
Fica		229	350	-121
DAC Pension Plan	1,877	924	4,424	-3,500
Health Insurance	2,941	2,450	8,824	-6,374
Dental Insurance	270	240	812	-572
Life Insurance	83	27	250	-223
Vision Care Insurance	47	41	139	-98
Worker's Compensation	7	72	142	-70
Admin Support	6,025	5,813	17,105	-11,292
Sub Total	147,121	518,386	508,690	9,696
FLH 1/2 Percent Expenditures - Rd 2				
FLH Capital Projects		500,000		500,000
FLH Planning & Environmental Doc		1,734,275		1,734,275
Salaries and Wages		105,731		105,731
Medicare		1,533		1,533
Fica		229		229
DAC Pension Plan		8,230		8,230
Health Insurance		12,248		12,248
Dental Insurance		1,198		1,198
Life Insurance		138		138
Vision Care Insurance		203		203
Worker's Compensation		528		528
Admin Support		40,642		40,642
Sub Total	0	2,404,955	0	2,404,955

**TAHOE TRANSPORTATION DISTRICT
CAPITAL IMPROVEMENT PROGRAM**

ATTACHMENT C

STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES

YEAR TO DATE AS OF SEPTEMBER 30, 2011

	Actual September	Budget YTD	Actual YTD	Variance
FLH 1/2 Percent Expenditures - Rd 3				
FLH Capital Projects		2,024,400		2,024,400
FLH Planning & Environmental Doc		1,405,998		1,405,998
Salaries and Wages		129,761		129,761
Medicare		1,882		1,882
DAC Pension Plan		10,381		10,381
Health Insurance		14,698		14,698
Dental Insurance		1,438		1,438
Life Insurance		165		165
Vision Care Insurance		243		243
Worker's Compensation		648		648
Admin Support		49,761		49,761
Sub Total	0	3,639,375	0	3,639,375
ARRA - AVL / Elec. FareBoxes				
Equipment over \$5,000		250,000		250,000
Sub Total	0	250,000	0	250,000
ARRA - Bus Purchase				
Equipment over \$5,000		552,203		552,203
Professional Services		24,694		24,694
License & Permits		1,000		1,000
Salaries and Wages		1,078		1,078
Medicare		16		16
DAC Pension Plan		86		86
Health Insurance		101		101
Dental Insurance		10		10
Life Insurance		2		2
Vision Care Insurance		2		2
Worker's Compensation		5		5
Admin Support		406		406
Sub Total	0	579,603	0	579,603
ARRA - NV Shelters				
Contract Services		48,000		48,000
Printing & Reproduction	150	0	150	-150
Professional - Legal	75	0	75	-75
CIP over \$5,000		120,000		120,000
Sub Total	225	168,000	225	167,775
FTA 5309 - CA Shelters / Transit Equip & PM				
Contract Services	370	48,000	2,033	45,968
CIP over \$5,000		188,750		188,750
Reproduction & Printing		0	270	-270
Legal Ads		0	355	-355
Preventive Maintenance		113,193	18,336	94,857
Equipment		226,651	23,072	203,579
Professional Services		0		0
Professional - Legal		0	75	-75
Salaries and Wages	525	10,591	1,115	9,476
Medicare	7	154	15	139
Fica		0	3	-3
DAC Pension Plan	42	847	85	763
Health Insurance	46	1,273	209	1,065
Dental Insurance	4	123	18	105
Life Insurance	1	13	6	7
Vision Care Insurance	1	20	3	17
Worker's Compensation		50	1	49
Admin Support	130	4,085	305	3,780
Sub Total	1,126	593,750	45,968	547,850

**TAHOE TRANSPORTATION DISTRICT
CAPITAL IMPROVEMENT PROGRAM
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES**

ATTACHMENT C

YEAR TO DATE AS OF SEPTEMBER 30, 2011

	Actual September	Budget YTD	Actual YTD	Variance
FTA - 5308 Bus & Trolley / Placer Bus Purchase				
Equip over \$5,000		156,250		156,250
CIP over \$5,000		1,093,750		1,093,750
Sub Total	0	1,250,000	0	1,250,000
 FTA - 5311 NDOT - Elec Fareboxes				
Equip over \$5,000		420,950		420,950
Sub Total	0	420,950	0	420,950
 FTA - 5311 NDOT - Trolley				
License & Permits		250		250
Professional Services		3,656		3,656
Equip over \$5,000		233,000		233,000
Sub Total	0	236,906	0	236,906
Expenditure Total	148,473	10,061,925	554,816	9,507,109
 Revenue Total	148,473	10,061,925	554,816	
Expenditure Total	148,473	10,061,925	554,816	
Net + / (Loss)	0	0	0	

Fund Balance - CIP Fund	0
FY 2012 (+ / -)	0
Fund Balance @ 9/30/11	0

TAHOE TRANSPORTATION DISTRICT
TRANSIT FUND

ATTACHMENT D

STATEMENT OF REVENUES, EXPENDITURES AND CHANGES TO FUND BALANCES

YEAR TO DATE AS OF SEPTEMBER 30, 2011

	Actual September	Budget YTD	Actual YTD	Variance
REVENUES				
Transit Operations Revenues				
Private Contributions	96,567	1,406,546	287,518	1,119,028
Local Governments	4,167	87,552	12,500	75,052
TDA Funds	122,097	955,982	366,291	589,691
Farebox Revenue	55,900	545,819	171,546	374,273
FTA 5311 NDOT	31,108	1,200,040	175,500	1,024,540
FTA 5311 CalTrans	13,371	92,992	48,358	44,634
FTA 5311 CMAQ	28,056	200,000	101,041	98,959
SNPLMA		112,153		112,153
Insurance Claim	15,826	0	15,826	-15,826
Revenue Total	367,092	4,601,084	1,178,579	3,422,505
EXPENDITURES				
Transit Operations Expenditures				
Contract Services	174,601	2,902,633	611,307	2,291,326
Vehicle Fuel	37,019	785,000	119,542	665,458
Insurance	11,985	170,000	70,867	99,133
Repairs & Maintenance	26,721	0	55,525	-55,525
Facility Utilities	2,141	52,260	5,409	46,851
Professional Services	928	46,000	7,767	38,233
Facility Rent	3,200	43,200	9,600	33,600
Reproduction & Printing	409	31,000	2,775	28,225
Telephone	2,141	30,000	7,017	22,983
Grant Match - Capital Overlay		25,001	3,667	21,334
Professional Legal	2,509	18,000	11,349	6,651
Audit Services		14,900	208	14,692
Training & Travel	1,431	10,630	1,439	9,191
Advertising		7,500		7,500
Vehicle Fuel Tax	54	1,591	54	1,537
Legal Notices		1,500		1,500
Subscriptions & Publications	375	1,638	875	763
License & Permits		225		225
Bank Fees	757	3,000	1,173	1,827
Repairs & Maintenance (5309)		113,193	18,336	94,857
FTA 5309 Grant Reimb.		-113,193	-18,336	-94,857
Financing Fees (Interest)		25,000		25,000
Depreciation	125,400	0	125,400	-125,400
Salaries and Wages	15,980	260,196	38,498	221,698
Medicare	185	3,771	507	3,264
Social Security	361	11,625	1,014	10,611
DAC Pension Plan	567	9,190	1,521	7,669
Health Insurance	1,301	37,531	3,900	33,631
Dental Insurance	150	4,089	449	3,640
Life/STD Insurance	52	433	156	277
Vision Care Insurance	27	671	80	591
Worker's Compensation	65	1,632	254	1,378
Admin Support	3,256	102,868	9,632	93,236
Expenditure Total	411,615	4,601,084	1,089,984	3,511,100
Revenue Total	367,092	4,601,084	1,178,579	
Expenditure Total	411,615	4,601,084	1,089,984	
Net + / (Loss)	(44,523)	0	88,595	

Fund Balance - Transit	4,228,453
FY 2012 (+ / -)	88,595
Fund Balance @ 09/30/11	4,317,048



MEMORANDUM

Date: November 5, 2011

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Approval of Task Order for Lumos Engineering for Tahoe Regional Planning Agency Land Capability Verifications for Various Capital Improvement Program Projects

Action Requested:

It is requested the Board approve a Task Order for Lumos Engineering to prepare Tahoe Regional Planning Agency (TRPA) Land Capability Verifications (LCV) for various Capital Improvement Program (CIP) projects.

Background:

In spring 2011, TRPA lost several key employees due to layoffs to address budget constraints and as a result of professional decisions of staff members. As a result, TRPA has been understaffed within the Land Capability Program, resulting in a backlog of request for LCV's for both public and private projects. With several CIP projects currently in the environmental analysis phase, it is imperative that this information be collected and be available to both the design and environmental documentation teams to adequately delivery project deliverables as currently scheduled.

Discussion:

To address the constraint related to the ability for TRPA to complete LCV's for TTD CIP Projects consistent with TTD project schedules, staff has sought and obtained concurrence from TRPA staff to utilize approved outside consulting services to complete the LCV field work and associated verification for the following projects: State Route 89/Fanny Bridge Community Revitalization Project, US 50 South Shore Community Revitalization Project, and the Nevada Stateline to Stateline North Demonstration Project. The request for this new task order authorization demonstrates the TTD's continued progress in project development activities in order to move projects closer to "Construction Ready," as well as completing construction of identified projects. As such, staff is requesting the following task order to effectively and efficiently carry out TTD projects identified in the Capital Improvement Program (CIP) and TTD's FY 2012 Work Program:

Firm	Work Element	Type of Agreement	Phase	Work to be Performed/Deliverable	Cost
Lumos Engineering	Various	Task Order	Preliminary Engineering/ Environmental Documentation	Lumos will assist TTD with performing the necessary field work, mapping, and reporting to complete LCV's for the US 50, SR 89, and North Demo Projects	\$35,250

Fiscal Analysis:

The fiscal need associated with the task order is approximately \$35,250. All expenditures associated with this request are accounted for in the current FY12 budget. Funding for the task order will be from the Southern Nevada Public Lands Management Act funds, Federal Highway Administration Scenic Byways Program funds, and Federal Lands Highway (FLH) funds for the US 50 South Shore Community Revitalization Project, Nevada Stateline to Stateline North Demonstration Project, and State Route 89/Fanny Bridge Community Revitalization Project, respectively.

Work Program Impact:

All work associated with this effort is captured under respective elements of the existing FY 2012 Work Program and corresponding allotted staff time.

Additional Information:

If you have any questions or comments regarding this item, please contact Derek Kirkland at (775) 589-5504 or dkirkland@tahoetransportation.org.



MEMORANDUM

Date: November 5, 2011
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Approval of Long-Term Operations Contract of North Lake Tahoe Airport Express Bus Service with Airport MiniBus

Action Requested:

It is requested the Board approve the long-term operations contract between the District and Airport MiniBus for shuttle service between the Truckee North Tahoe area and the Reno-Tahoe Airport and authorize the District Manager to sign the contract.

Background:

For the last five years, the District has had a partnership with the Truckee North Tahoe – Transportation Management Association (TMA) and the North Lake Tahoe Resort Association (NLTRA) in an effort to provide an on-demand shuttle service, connecting the resort triangle area of north shore and the Reno-Tahoe Airport. This has been accomplished by using the District as the contracting entity with a private operator and the TMA acting as project manager. Last month, the Board approved awarding the bid for a new long term contract to Airport Minibus.

Discussion:

After the Board's approval last month of the bid award, the District and TMA began contract negotiations with Airport Minibus. District Counsel has completed the contract (Attachment A) and Airport Minibus is in agreement.

Staff recommends approval of this contract to continue this important service to the Tahoe Region with Airport Minibus, without delays in service.

Fiscal Analysis:

There is minor budget impact to the District for this service in the form of legal costs for the request for proposal and contract development, but not for the service. The revenue for this service is provided by a combination of fares, NLTRA contributions, and other Visitor Authority contributions. Insurance, indemnification, and other liability protection will be provided for the District by the contractor. The District is agreeing to indemnifying the contractor should there be some adverse action made per a District decision. Staff and Counsel see such exposure as minimal.

Work Program Analysis:

This project falls under the Work Element for liaison with other transit provider services and is not expected to require a significant amount of District staff time. The TMA is staffed for this

role, has been the project manager, and District staff is confident in the TMA's ability and partner oversight. A formal agreement memorializing the working relationship between TTD and the TNT-TMA is needed next and will be brought to the Board for approval at a future date.

Additional Information:

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

Attachment:

- A. Long-Term Operations Contract for North Lake Tahoe Airport Express Bus Service

AGREEMENT FOR AIRPORT SHUTTLE SERVICE

This Agreement (this “Agreement”) by and between the Tahoe Transportation District, a special purpose district (“TTD”) and Airport Minibus (“Contractor,” and together with TTD, the “Parties”), is made and entered into on November 10, 2011.

WHEREAS, TTD is a special purpose district created by Article IX of the Tahoe Regional Planning Compact and has broad authority to coordinate and operate a regional transit system within the Lake Tahoe Basin; and

WHEREAS, the transit services described in this Agreement are consistent with the purpose and authority of the TTD; therefore TTD extends its interstate operating authority to Contractor for purposes of providing the transit services described herein; and

WHEREAS, Contractor is a duly qualified passenger bus company holding all requisite operating authorities, including interstate authority, to transport passengers and their baggage between the Reno/Tahoe International Airport and specific locations in the North Lake Tahoe region on scheduled routes; and

WHEREAS, the Parties agree and acknowledge that the Truckee-North Tahoe Transportation Management Association (the “TNT/TMA”), a California non-profit corporation, shall serve as manager for this project on behalf of TTD; and

WHEREAS, in addition to the responsibilities described in this Agreement, TNT/TMA has responsibilities for development and coordination of all marketing and promotional programs in support of this project and for development and implementation of training programs so that lodging properties, reservation services, the North Lake Tahoe Resort Association (“NLTRA”), North Lake Tahoe Chamber of Commerce, and other partners work together to maximize sales opportunities, sustain and grow ridership, and ensure overall success for the project; and

WHEREAS, TNT/TMA shall provide to TTD such ridership and related operational reports as it receives from Contractor so that reports may be reviewed by TTD staff and presented to the TTD board of directors during the duration of this Agreement; and

WHEREAS, the Parties agree and acknowledge that the TNT/TMA receives public and private funds to subsidize the transit services described herein.

NOW, THEREFORE, in consideration of the foregoing recitals and the mutual covenants and agreements contained herein, TTD and Contractor hereby agree as follows:

1. RELATIONSHIP OF THE PARTIES.

TTD hereby engages Contractor as an independent contractor. Nothing in this Agreement is intended, nor shall it be construed, as creating a relationship of employer-employee, partnership or agency between TTD and Contractor.

In addition to the responsibilities of the Contractor set forth in this Agreement, Contractor also agrees to comply with all procedures specified in the proposal submitted by Contractor in response to the Request for Proposals distributed by TTD. Contractor agrees to provide the Services in accordance with the provisions set forth in that proposal. That proposal is attached hereto as Exhibit D. In the event that there is a conflict between this Agreement and that proposal, the provisions of this Agreement shall control.

2. TERM OF AGREEMENT.

A. Initial Term. The initial term of this Agreement shall be for a three (3) year period commencing on November 15, 2011, and terminating on November 15, 2014, unless this Agreement is terminated at an earlier date in accordance with express terms of this Agreement.

B. Optional Terms. The initial term may be extended for up to two (2) periods of one (1) year at the sole option of TTD if Contractor provides written consent to such extension. To exercise one or both of the option terms, TTD shall notify Contractor in writing of its intent to exercise one or both of the option terms at least ninety (90) days prior to the end of the preceding term.

C. Month-to-Month Term Extension. The initial term or the option terms may be extended on a month-to-month basis for a period not to exceed twelve (12) months at the sole option of TTD if Contractor provides written consent to such extension. TTD must request such extension in writing at least one (1) month in advance of the termination of the preceding term.

3. SERVICE.

A. Service Level. Contractor agrees to provide interstate and intrastate passenger bus service under the registered name "North Lake Tahoe Express" between the Reno/Tahoe International Airport and specified locations, according to the routes and schedules set forth in Exhibit A (the "Service").

B. Changes to Service. TTD and TNT/TMA shall have the ability to increase or decrease the number of daily runs provided in the schedule by twenty percent (20%) by the addition or deletion of stops and the alteration of departure times.

4. FACILITIES.

Contractor shall operate the Service from the North Lake Tahoe Welcome Center at the Reno-Tahoe International Airport (the "Welcome Center"). The Welcome Center shall be staffed by Contractor by a minimum of one employee from 7:00 AM to 11:00 PM, every day of the year. The Welcome Center shall be provided at no cost to Contractor. Contractor shall provide all other facilities necessary to provide the Service.

5. VEHICLES, EQUIPMENT AND DRIVERS.

A. Vehicles. Contractor shall provide all vehicles necessary to provide the Service. A list of vehicles to be utilized by Contractor to provide the Service is attached hereto as Exhibit

B. Vehicles must be kept clean and tidy inside and out each day. There must be a sufficient number of back-up vehicles to allow for increases in the numbers of passengers, breakdowns and regular maintenance. A minimum of two vehicles shall be wheelchair accessible, including a tie-down position and ramp or lift that meets the requirements of the federal Americans with Disabilities Act.

B. Drivers. Contractor shall provide all drivers necessary to provide the Service.

C. Equipment. Except as otherwise specified herein, Contractor shall provide all office, communications and computer equipment necessary for the management and operation of the Service.

6. NAME OF SERVICE; GRAPHIC DESIGN.

NLTRA has registered and owns all rights to the name North Lake Tahoe Express. Contractor shall provide a minimum of three of its vehicles dedicated to provide the Service to be affixed with a graphic design developed by the TNT/TMA, consistent with the marketing plan for the Service. The design shall include the logo of TTD, along with appropriate related wording to indicate TTD's involvement in the service. All other vehicles used to provide the Service must be affixed with signage provided by TNT/TMA while in service.

7. FUELS AND MATERIALS.

Contractor shall provide all fuel and other vehicle-related materials and supplies necessary to provide the Service.

8. SYSTEM MANAGEMENT.

Day-to-day management and operation of the Service shall be vested in an on-site manager (who may also perform other functions that are required to provide the Service). This person shall be well versed in all aspects of visitor shuttle service operations. In addition, a second responsible senior employee of Contractor shall be available at all times, either by telephone or in person, to provide oversight and support and make major decisions. Contractor shall be responsible for monitoring and reporting all aspects of system operation, including but not limited to: ridership, quality of service route performance, safety and security, emergency preparedness, coordination of vehicle maintenance, fare collection, and performance of all personnel.

9. CUSTOMER SERVICE AND COMPLAINTS.

Contractor shall be responsible for the customer service aspect of the shuttle system, including but not limited to disseminating information, answering questions, receiving visitors,

responding to requests, staffing the airport counter, driving vehicles safely and smoothly, and keeping the vehicles clean. Contractor shall be responsible for providing outstanding customer service in keeping with the expectations of TTD and its partners.

Contractor shall be responsible for handling customer complaints regarding the Service, and shall develop and maintain a system for taking, recording and resolving such complaints in a timely manner. Contractor shall have a standardized form on which office staff will collect information, and ensure that a supervisor or manager responds to all customer complaints within 24 hours, if at all possible. Contractor shall maintain documentation of the complaint process and make it available for review by TTD and TNT/TMA on request.

10. RESERVATIONS.

Contractor shall be responsible for telephone reservations, in person reservations, “walk-ons” at the Welcome Center, and shall use the computerized reservation system provided by TNT/TMA for its use at www.northlaketahoeexpress.com.

The phone number for telephone reservations is (866) 216-5222. That number is currently held in Contractor’s name. Contractor shall transfer that phone number to TNT/TMA prior to commencement of the Service.

11. FARE REVENUE COLLECTION.

All passenger fare revenues shall be the property of TTD and TNT/TMA. Contractor shall use the computerized reservation system provided by TNT/TMA for credit card transactions. Contractor shall collect and account for all cash fares received from passengers. Fares must be deposited in an account designated by TTD on at least a weekly basis, and records of fares received shall be provided to TTD and TNT/TMA. TTD, TNT/TMA and Contractor will jointly develop protocol to protect system generated revenues and to accurately account for all revenues, including but not limited to: handling of cash fares, cash deposit procedures, and notification to TTD and TNT/TMA of daily records.

12. RECORD KEEPING AND INVOICES.

Contractor shall keep true and accurate records of the Service in accordance with generally accepted accounting principles.

Contractor shall be responsible for submitting an invoice to TNT/TMA by the seventh day of each month for the Service provided in the previous calendar month. This invoice shall identify each route operated per day, the pickup/drop off locations for each route, the vehicle used for each route, the driver for each route, and the number of In-Service Vehicle-Hours (as defined in Exhibit C) for each route. The invoice shall also include the total fare revenue collected directly by the Contractor. The invoice shall also list interruptions in service, delays in service exceeding 15 minutes, scheduled runs that were not operated, and other incidents significantly impacting the quality of service.

13. PAYMENTS TO CONTRACTOR.

Upon receipt of a valid invoice, TNT/TMA shall pay Contractor monthly based upon the equation set forth in Exhibit C. Payments made pursuant to the equation set forth in Exhibit C shall be the sole compensation paid to Contractor for performing the duties and obligations set forth in this Agreement and Contractor shall not be entitled to any additional compensation or reimbursement unless agreed to in writing by the Parties. The equation set forth in Exhibit C cannot be changed during the term of this Agreement, except as may be agreed to in writing by the Parties.

14. LICENSES AND PERMITS.

Contractor shall, at its own expense, obtain and maintain all licenses, approvals, and permits, and file with any and all appropriate authorities any documentation required to provide the Service. Contractor represents and warrants that Contractor and all personnel engaged in providing the Service shall have all licenses, permits, qualifications, and approvals of whatever nature which are legally required to practice its profession, including independent interstate operating authority under DOT regulations. Contractor further represents and warrants that it shall keep in effect all such licenses, permits, and other approvals during the term of this Agreement. In the event Contractor is unable to obtain or maintain any of the licenses or permits required to conduct the service, or in the event service hereunder is interrupted by governmental authority, Contractor shall have twenty (20) days to correct this defect, failing which this Agreement shall terminate and be deemed null and void.

15. TRAINING AND MINIMUM EMPLOYEE REQUIREMENTS.

Contractor shall ensure that all employees successfully complete a DOT physical, national criminal background investigation and pre-employment drug test/random pull notice per 49 CFR Part 655 before employees are allowed to start working. In addition, Contractor shall perform a motor vehicle record check on all employees at the time of hire, and at least annually thereafter; with an appropriate rating system to determine whether employees qualify to drive or continue driving vehicles used in service. Contractor shall maintain documentation of employee requirements, and make it available for review by TTD and TNT/TMA on request

All bus operators shall be trained to proficiency by Contractor before being allowed to operate vehicles or work with the public. Training shall include, but not be limited to: Commercial Driver License of the appropriate class and endorsement, vehicle orientation, vehicle inspection, vehicle operations, defensive driving, customer relations (including dealing with difficult passengers), sensitivity to the elderly and persons with disabilities, elder abuse training (required by NADSD), street operations, radio protocol, safety and security, driving in inclement weather, accident and incident procedures, emergency management, and use of the wheelchair lifts and securement. Contractor shall maintain documentation of operator training, and make it available for review by TTD and TNT/TMA on request.

Contractor shall make all new driver and dispatch employees available for up to eight hours of training/familiarization conducted by the TNT/TMA. On an ongoing basis, Contractor

shall make all employees available for additional training by the TNT/TMA as needed. Contractor shall provide other training that would be beneficial to mechanics, dispatchers, drivers, and other personnel, and as required by DOT safety regulations. Contractor shall maintain documentation of staff training and make it available for review by TTD and TNT/TMA on request.

16. POLICIES AND PROCEDURES.

Contractor shall be responsible for developing and enforcing its own policies and procedures related to human resource management and shall develop policies and procedures directly related to the management and operation of the Service. Contractor will implement these in a precise and timely manner. Contractor shall maintain documentation of policies and procedures and make it available for review by TTD and TNT/TMA on request.

17. AUDITS.

Upon reasonable notice, and at their own expense, TTD and TNT/TMA, or their authorized representatives, shall have the right to examine and audit the records of Contractor relating to the Service. Contractor shall make these records available at all times during normal business hours during the term of this Agreement, and for three years thereafter.

Any financial or operating information received by TTD, TNT/TMA or NLTRA from Contractor under the terms of this Agreement shall be deemed proprietary and confidential and shall remain the sole property of Contractor, except to the extent required to comply with applicable law. The information described herein may be disclosed by TTD and TNT/TMA to their authorized representatives as necessary to comply with applicable law and to enforce this Agreement.

18. INSURANCE.

A. Prior to providing the Service, Contractor shall provide TTD and TNT/TMA 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 Contractor as required by law and per statutory limits, including employers liability at \$1 million each accident, \$1 million each disease (employee), and \$1 million each disease (aggregate), with an endorsement waiving rights of subrogation, if any, that the insurer may have against TTD, TNT/TMA, its members, officers and employees; and

2. Commercial general liability insurance in an amount and scope at least equal to Insurance Service Office form CB 00 01 covering third party liability risks, including, without limitation, contractual liability, and a minimum amount of \$5 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 Agreement, or the

general aggregate limit shall be twice the occurrence limit. TTD, its members, officers and employees shall be listed as additional insureds under such policy; and

3. Commercial auto liability insurance covering the vehicle fleet in a minimum amount of \$5 million combined single limit per accident for bodily injury and property damage; and

4. Crime insurance in a minimum amount of \$50,000 covering financial loss sustained by TTD and TNT/TMA as a result of theft by any employee of Contractor or its subsidiaries.

B. All insurance described above shall be primary and there shall be no right to contributions by insurance purchased for or on behalf of TTD.

C. Contractor shall disclose any self-insured retention amount on Contractor's insurance policies to TTD and TNT/TMA and shall disclose information and documentation regarding TTD and TNT/TMA's right to pay any such self-insured retention amount. It shall be Contractor's responsibility to secure TTD and TNT/TMA's written approval of such self-insured retention amount prior to providing the Service.

19. INDEMNIFICATION.

A. Contractor agrees to pay, protect, indemnify, and defend TTD, TNT/TMA and their respective agents, employees, attorneys, officers, directors, and representatives from and against all claims, suits, judgments, costs, and expenses including, without limitation, attorneys' fees and/or damages, to person or property, caused by or resulting from any negligent act or omission of Contractor, its agents, or employees.

B. TTD and TNT/TMA agree to pay, protect, indemnify, and defend Contractor and its respective agents, employees, attorneys, officers, directors, and representatives from and against all claims, suits, judgments, costs, and expenses including, without limitation, attorneys' fees and/or damages, to person or property, caused by or resulting from gross negligence by TNT/TMA in connection with representations made to the public.

20. TERMINATION FOR DEFAULT.

In the event either party is in default of the performance of any terms or conditions under this Agreement, the other party shall give written notice of the nature of the default, and the party to whom the notice was given shall have twenty (20) days to cure the default. In the event the default is not cured within the twenty day period, the party giving notice may terminate this Agreement. The payment of any remaining monies due Contractor shall be made as part of any termination of this Agreement.

21. TERMINATION FOR CONVENIENCE.

Contractor recognizes and accepts that TTD and TNT/TMA are dependent upon state and federal grants and private funding agreements and that failure to receive sufficient sources of funding may require termination of this Agreement. For that reason, TTD may terminate this Agreement for convenience, in whole or in part, at any time after providing forty-five (45) days written notice to Contractor. Contractor shall only be paid for Service provided up to the date of termination.

22. FORCE MAJEURE

The Parties shall not be liable for any failure, delay, or interruption of Service or for any failure or delay in the performance of any obligation under this Agreement due to strikes, walkouts, acts of God, governmental restrictions, enemy action, civil commotion, unavoidable casualty, unavailability of fuel or parts, or other similar acts beyond the reasonable control of the Parties.

In the event that Contractor is unable, in whole or in part, to perform due to such conditions, the obligation of Contractor to perform shall temporarily cease during the continuance of such conditions. During such period, any related obligations on the part of TTD and TNT/TMA shall likewise be proportionally reduced, until performance is resumed by Contractor.

23. CHOICE OF LAW.

This Agreement shall be governed by the laws of the State of Nevada.

24. VENUE.

The venue for any litigation regarding the interpretation, performance or enforcement of this Agreement shall be in the Ninth Judicial District Court in Douglas County, Nevada. In the event of such litigation, it is the Parties' intent that no presumption shall arise from the identity of the drafter of this Agreement.

25. NOTICE.

Notice to Contractor means notice in writing delivered to Contractor's headquarters at the following address:

Airport Mini Bus
100 Sunshine Lane
Reno, NV 89502

Notice to TTD means notice in writing delivered to:

Transit Manager
Tahoe Transportation District
PO Box 499
Zephyr Cove, NV 89448
Physical address for hand delivery or overnight:
128 Market Street, Suite 3F
Stateline, NV 89449

With copy to:

Paul Taggart, Esq.
Taggart and Taggart, LTD.
108 North Minnesota Street
Carson City, NV 89703

26. ENTIRE AGREEMENT.

This Agreement constitutes the entire agreement between the Parties, with respect to the subject matter herein, and supersedes any previous understandings, representations, commitments, or agreements, oral or written. No provision of this Agreement may be waived except by a writing signed by the party to be charged, nor may this Agreement be amended except by a writing executed by both Parties. If any provision, or portion thereof, of this Agreement is, or becomes, invalid under any applicable statute or rule of law, it shall be deemed stricken and the remainder of this Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed by their duly authorized officers.

TAHOE TRANSPORTATION DISTRICT

AIRPORT MINIBUS

By: _____
Carl Hasty
District Manager

By: _____
Chip Bell
President

Dated: _____

Dated: _____

EXHIBIT A

(Service Schedule)



DAILY SCHEDULE 2010 - 2011

DEPARTURE TIMES • RESERVATIONS REQUIRED 24 HOURS IN ADVANCE

GRANLIBAKKEN RESORT:

From Reno:	9:00 AM	10:30 AM	12:30 PM	2:00 PM	4:30 PM	8:45 PM	11:45 PM
To Reno:	3:30 AM	6:50 AM	10:35 AM	11:50 AM	2:25 PM	6:50 PM	10:05 PM

TAHOE CITY LOCATIONS: Tahoe Marina Lodge, America's Best Value Inn, Mother Nature Inn, Pepper Tree Inn, Lake of the Sky, Tamarack Lodge, Tahoe City Inn

From Reno:	9:00 AM	10:30 AM	12:30 PM	2:00 PM	4:30 PM	8:45 PM	11:45 PM	
To Reno:	3:20 AM	6:40 AM	10:25 AM	2:15 PM	6:40 PM	10:00 PM		
SunnySide Resort								
Other Tahoe City Locations	To Reno:	3:40 AM	7:00 AM	10:45 AM	12:00 PM	2:35 PM	7:00 PM	10:15 PM

ALPINE MEADOWS AREA: River Ranch Lodge

From Reno:	9:00 AM	10:30 AM	12:30 PM	2:00 PM	4:30 PM	8:45 PM	11:45 PM
To Reno:	3:50 AM	7:10 AM	10:55 AM	12:10 PM	2:45 PM	7:10 PM	10:20 PM

SQUAW VALLEY LOCATIONS: The Village at Squaw Valley, Squaw Valley Lodge, Plumpjack Squaw Valley Inn, Olympic Valley Inn, Christy Inn, Red Wolf Lodge, Tavern Inn, Squaw Valley Academy

From Reno:	9:00 AM	10:30 AM	12:30 PM	2:00 PM	4:30 PM	*5:30 PM	8:45 PM	11:45 PM
To Reno:	4:00 AM	7:20 AM	11:05 AM	12:20 PM	2:55 PM	7:20 PM	10:30 PM	

RESORT AT SQUAW CREEK:

From Reno:	9:00 AM	10:30 AM	12:30 PM	2:00 PM	4:30 PM	*5:30 PM	8:45 PM	11:45 PM
To Reno:	4:10 AM	7:30 AM	11:15 AM	12:30 PM	3:05 PM	7:30 PM	10:45 PM	

CARNELIAN BAY: Garwoods

From Reno:	11:30 AM	2:30 PM	6:00 PM	
To Reno:	6:25 AM	9:25 AM	3:55 PM	7:25 PM

TAHOE VISTA LOCATIONS: Mourelatos Lakeshore Resort, The Sands, Vistana, Tonopalo, Tahoe Edgelake Beach Club, Holiday House, Cedar Glen Inn, Red Wolf Lodge-Tahoe Vista, Firelight Lodge Rustic Cottages, Franciscan, Shorehouse Inn, Tahoe Vista Inn

From Reno:	8:30 AM	11:30 AM	1:00 PM	2:30 PM	4:00 PM	6:00 PM	9:30 PM	11:15 PM
To Reno:	3:30 AM	6:30 AM	9:30 AM	12:00 PM	4:00 PM	7:30 PM		

KINGS BEACH LOCATIONS: Crown Motel, Sun n' Sand Motel

From Reno:	8:30 AM	11:30 AM	1:00 PM	2:30 PM	4:00 PM	6:00 PM	9:30 PM	11:15 PM
To Reno:	3:35 AM	6:35 AM	9:35 AM	12:05 PM	4:05 PM	7:35 PM		

CRYSTAL BAY: Tahoe Biltmore

From Reno:	8:30 AM	11:30 AM	1:00 PM	2:30 PM	4:00 PM	6:00 PM	9:30 PM	11:15 PM
To Reno:	3:40 AM	6:40 AM	9:40 AM	12:10 PM	4:10 PM	7:40 PM		

INCLINE VILLAGE:

From Reno:	8:30 AM	11:30 AM	1:00 PM	2:30 PM	4:00 PM	6:00 PM	9:30 PM	11:15 PM
To Reno:	4:00 AM	7:00 AM	10:00 AM	12:30 PM	4:30 PM	8:00 PM		
Hyatt								
Incline Village Recreation Center	To Reno:	3:55 AM	6:55 AM	9:55 AM	12:25 PM	4:25 PM	7:55 PM	
Parkside Inn	To Reno:	3:50 AM	6:50 AM	9:50 AM	12:20 PM	4:20 PM	7:50 PM	

NORTHSTAR LOCATIONS:

- The Ritz-Carlton, Lake Tahoe
- Tahoe Mountain Resort
- Northstar™ Resort

From Reno:	8:00 AM	11:15 AM	1:00 PM	3:15 PM	*5:30 PM	7:30 PM	11:15 PM
To Reno:	5:50 AM	9:05 AM	1:05 PM	5:05 PM	8:50 PM		
To Reno:	6:00 AM	9:15 AM	1:15 PM	5:15 PM	9:00 PM		
To Reno:	6:05 AM	9:20 AM	1:20 PM	5:20 PM	9:05 PM		

Truckee Tahoe Airport

From Reno:	8:00 AM	11:15 AM	3:15 PM	*5:30 PM	7:30 PM	11:15 PM
To Reno:	6:15 AM	9:30 AM	1:30 PM	5:30 PM	9:15 PM	

TRUCKEE LOCATIONS:

- Best Western/Truckee Tahoe Inn
- Cedar House Sports Hotel

From Reno:	8:00 AM	11:15 AM	3:15 PM	*5:30 PM	7:30 PM	11:15 PM
To Reno:	6:20 AM	9:35 AM	1:35 PM	5:35 PM	9:20 PM	
To Reno:	6:25 AM	9:40 AM	1:40 PM	5:40 PM	9:25 PM	

Truckee Train Depot

From Reno:	8:00 AM	11:15 AM	2:00 PM	3:15 PM	*5:30 PM	7:30 PM	8:45 PM	11:15/45 PM
To Reno:	6:30 AM	7:50 AM	9:45 AM	1:45 PM	5:45 PM	9:30 PM		

Service provided Year Round - Seasonal Runs Marked in Red & with (*) Operate December 11, 2010 through April 3, 2011

EXHIBIT B

(List of Vehicles)

AIRPORT MINI-BUS
Section 8.1.4- List of Vehicles

The following vehicles will be used to service the needs of this contract. In the event one of these vehicles needs to be placed temporarily out-of-service, we have 25 vehicles in our fleet so spares are available for use, although they will not contain the NLTE logo until the originally designated vehicle is considered permanently out-of-service. Also, if we are awarded this contract, we plan on purchasing a new handicap-equipped 21-passenger bus to replace vehicle #27.

Vehicle #27- handicap-equipped. 2006 Federal Ford E450, 21-Passenger Bus

Vehicle #29- 2007 Ford Starcraft, 21-Passenger Bus

Vehicle #31- 2007 Ford Starcraft, 21-Passenger Bus

Vehicle #33- handicap-equipped. 2009 Ford E450, 21-Passenger Bus

Vehicle #52- 2008 Ford E350, 10-Passenger Van

Vehicle #53- 2008 Ford E350, 10-Passenger Van

Vehicle #54- 2008 Ford Econoline, 10-Passenger Van

Vehicle #55- 2008 Ford Econoline, 10-Passenger Van

EXHIBIT C

PAYMENT EQUATION

TTD and TNT-TMA shall pay Contractor monthly, based on the following equation:

Monthly Fixed Cost + Hourly Variable Cost (based on In-Service Vehicle-Hours during the month) = Total Monthly Compensation

Monthly Fixed Cost = \$7,300.00/mo.

Hourly Variable Cost = \$55.00/hr.

In-Service Vehicle-Hours shall consist of hours where a vehicle is actually carrying passengers pursuant to reservations. An In-Service Vehicle-Hour commences when the vehicle picks up a passenger and terminates when the vehicle completes its last passenger drop-off. In-Service Vehicle-Hours shall not include any out-of-service time.

EXHIBIT D

(Contractor's Proposal)



MEMORANDUM

Date: November 5, 2011
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Review and Acceptance of BlueGO's Monthly September 2011 Operations Report

Action Requested:

It is requested the Board review and accept BlueGO's monthly operations report for September 2011.

Background:

To inform the Board of the performance of the BlueGO transit system, TTD staff will submit a monthly summary of key operational information.

Discussion:

September was another busy month for Tectrans. New Nevada-based drivers were hired and trained to operate the new Valley and Lake Express service and a rigorous recruitment effort is underway to provide drivers for the seasonal service. Ten new and returning hires have already begun training. Five Tectrans employees participated in the first Tahoe Trainer Certificate Program with Tectrans' corporate Director of Safety, Reggie Reese. A safety and risk-management benchmark has been established and all required safety compliance items, such as winter-specific training, an injury and illness prevention plan and a hazardous material (hazmat) business plan have been completed and are in place.

New Tectrans shop manager, Aaron Langmayer, completed his first full month of duty in September and has already made significant changes to the maintenance department, including a new and more efficient shop layout, better accountability and a completely improved approach to maintenance of the fleet. TTD staff has been favorably impressed with Mr. Langmayer and feel that maintenance is in very capable hands.

There were nine reported driver-related complaints in September; three of bad driving, three regarding poor attitude, one regarding buses not running on schedule, and two of passengers being passed by the bus. Of the nine complaints, the three regarding poor attitude were investigated and the complaints not substantiated. The three driving-related complaints were fairly minor and warranted only refresher training. There were two written compliments submitted in September, citing the good attitude of the drivers.

There was one accident and one injury in the month of September. A vehicle owned and operated by a parts vendor backed into a TTD bus while in the Shop Street yard. There was

only minor damage to the bus and no personal injuries. A bus driver was assaulted by a passenger and sustained minor injuries.

The expected shoulder season dip took a toll on system performance in September compared to the prior month of August. Ridership was down 20% and farebox revenue down 12%. Thirty-nine percent of this seasonal decline is attributable to Route 30, when service is reduced from seven days a week in August to weekends only following Labor Day.

Compared to September of last year, the numbers are generally positive, with ridership down only 2% and revenue up 15%.

Tony Columbo received the September Customer Service Award and Adam Weber, the September Safety Award. Both have been employees of the transit system since 2009. Customers have submitted positive comments about Mr. Columbo citing his positive attitude and great customer service. Mr. Weber helped to defuse a potentially unsafe situation, while operating a bus in service.

Additional Information:

If you have any questions or comments regarding this item, please contact Curtis Garner at (775) 589-5505 or cgarner@tahoetransportation.org.

Attachment:

- A. BlueGo statistical data for September 2011

Tahoe Transportation District
Ridership, VSH & VSM by Route
For the Month September 2011

Route	Current Year					
	Riders	VSH	NSH	VSM	NSM	Farebox
10						
11						
12						
13						
14						
15						
16						
17						
20X	1,823.00	369.60	192.60	8,244.00	8,610.00	\$ 2,670.92
21X	2,356.00	464.00	60.00	13,432.80	1,380.00	\$ 3,451.83
22						\$ -
23	6,642.00	519.00	16.80	7,050.00	360.00	\$ 9,731.35
24	447.00	27.93	34.86	945.00	1,050.00	\$ 654.91
30	1,000.00	196.90	1.10	10,560.00	120.00	\$ 1,465.12
40						\$ -
50	13,028.00	540.00	3.00	6,048.00	60.00	\$ 19,087.63
52						\$ -
53	10,894.00	540.00	3.60	8,316.00	390.00	\$ 15,961.06
54						\$ -
55						\$ -
OnCall	1,964.00	695.38	64.02	10,377.00	414.00	\$ 2,877.50
Totals	38,154.00	3,352.81	375.98	64,972.80	12,384.00	\$ 55,900.33

Route	FY 10/11					
	Riders	VSH	NSH	VSM	NSM	Farebox
10						
11						
12						
13						
14						
15						
16						
17						
20X	1,659	461.40	235.60	8,244.00	8,610.00	\$ 2,062.47
21X	1,646	450.20	60.00	13,432.80	1,380.00	\$ 2,046.31
22						
23	5,154	515.60	15.00	7,036.00	360.00	\$ 6,407.47
24	593	29.26	36.52	990.00	1,100.00	\$ 737.22
30	1,389	214.80	1.20	4,788.00	48.00	\$ 1,726.81
40						
50	19,195	780.00	3.00	9,672.00	60.00	\$ 23,863.29
52	1,194	88.00	1.10	2,525.60	22.00	\$ 1,484.39
53	969	196.90	20.40	2,949.20	390.00	\$ 1,204.66
54	2,793	179.10	3.00	2,847.00	60.00	\$ 3,472.27
55	1,643	206.64	1.90	3,292.60	38.00	\$ 1,918.26
OnCall	2,834	879.86	142.13	13,759.00	1,344.00	\$ 3,523.24
Totals	39,069	4,001.76	519.85	69,536.20	13,412.00	\$ 48,446.39

Route	Year-over-Year Change					
	Riders	VSH	NSH	VSM	NSM	Farebox
10						
11						
12						
13						
14						
15						
16						
17						
20X	164	-91.80	-43.00	0.00	0.00	\$ 608.45
21X	710	13.80	0.00	0.00	0.00	\$ 1,405.52
22						
23	1,488	3.40	1.80	14.00	0.00	\$ 3,323.88
24	-146	-1.33	-1.66	-45.00	-50.00	\$ (82.31)
30	-389	-17.90	-0.10	5,772.00	72.00	\$ (261.69)
40						
50	-6,167	-240.00	0.00	-3,624.00	0.00	\$ (4,775.66)
52	-1,194	-88.00	-1.10	-2,525.60	-22.00	\$ (1,484.39)
53	9,925	343.10	-16.80	5,366.80	0.00	\$ 14,756.40
54	-2,793	-179.10	-3.00	-2,847.00	-60.00	\$ (3,472.27)
55	-1,643	-206.64	-1.90	-3,292.60	-38.00	\$ (1,918.26)
OnCall	-870	-184.48	-78.11	-3,382.00	-930.00	\$ (645.74)
Totals	-915	-648.95	-143.87	-4,563.40	-1,028.00	\$ 7,453.94

Route	Year-over-Year % Change					
	Riders	VSH	NSH	VSM	NSM	Farebox
10						
11						
12						
13						
14						
15						
16						
17						
20X	9.89%	-19.90%	-18.25%	0.00%	0.00%	29.50%
21X	43.13%	3.07%	0.00%	0.00%	0.00%	68.69%
22						
23	28.87%	0.66%	12.00%	0.20%	0.00%	51.88%
24	-24.62%	-4.55%	-4.55%	-4.55%	-4.55%	-11.16%
30	-28.01%	-8.33%	-8.33%	120.55%	150.00%	-15.15%
40						
50	-32.13%	-30.77%	0.00%	-37.47%	0.00%	-20.01%
52	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%
53	1024.25%	174.25%	-82.35%	181.97%	0.00%	1224.94%
54	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%
55	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%
OnCall	-30.70%	-20.97%	-54.96%	-24.58%	-69.20%	-18.33%
Totals	-2.34%	-16.22%	-27.68%	-6.56%	-7.66%	15.39%

Non-Seasonal Riders 38,154
Farebox Revenue \$ 55,900.33

Route	Weekday		Saturday		Sunday	
	VSH	NSH	VSH	NSH	VSH	NSH
10						
11						
12						
13						
14						
15						
16						
17						
20X	271.04	141.24	49.28	25.68	49.28	25.68
21X	352.00	44.00	56.00	8.00	56.00	8.00
23	379.00	12.32	72.00	2.24	68.00	2.24
24	27.93	34.86	0.00	0.00	0.00	0.00
30	53.70	0.30	71.60	0.40	71.60	0.40
50	400.93	7.74	72.48	1.77	72.20	1.79
53	404.55	10.16	73.60	1.17	72.26	1.63
Totals	1,889.15	250.62	394.96	39.26	389.34	39.74
OnCall	553.11	52.01	72.17	5.65	70.10	6.36
Totals	2,442.26	302.63	467.13	44.91	459.44	46.10

Route	Prior Month					
	Riders	VSH	NSH	VSM	NSM	Farebox
10						
11						
12						
13						
14						
15						
16						
17						
20X	1,781	381.92	199.02	8,518.80	8,897.00	\$ 2,367.18
21X	2,766	480.00	62.00	13,896.00	1,426.00	\$ 3,676.37
22						
23	7,040	535.00	17.36	726.80	372.00	\$ 9,357.07
24	218	13.30	16.60	450.00	500.00	\$ 289.75
30	4,652	554.90	3.10	10,912.00	124.00	\$ 6,183.11
40						
50	16,524	558.00	3.10	6,249.60	62.00	\$ 21,962.54
52						
53	12,541	558.00	15.60	8,593.20	403.00	\$ 16,668.61
54						
55						
OnCall	2,062	721.91	78.08	10,194.00	448.00	\$ 2,740.67
Totals	47,584	3,803.03	394.86	59,540.40	12,232.00	\$ 63,245.30

Route	Month-over-Month Change					
	Riders	VSH	NSH	VSM	NSM	Farebox
10						
11						
12						
13						
14						
15						
16						
17						
20X	42	-12.32	-6.42	-274.80	-287.00	\$ 303.74
21X	-410	-16.00	-2.00	-463.20	-46.00	\$ (224.54)
22						
23	-398	-16.00	-0.56	6,323.20	-12.00	\$ 374.28
24	229	14.63	18.26	495.00	550.00	\$ 365.16
30	-3652	-358.00	-2.00	-352.00	-4.00	\$ (4,717.99)
40						
50	-3496	-18.00	-0.10	-201.60	-2.00	\$ (2,874.91)
52						
53	-1647	-18.00	-12.00	-277.20	-13.00	\$ -707.55
54						
55						
OnCall	-98	-26.53	-14.06	183.00	-34.00	\$ 136.83
Totals	-9430	-450.22	-18.88	5,432.40	152.00	\$ (7,344.97)

Route	Month-over-Month % Change					
	Riders	VSH	NSH	VSM	NSM	Farebox
10						
11						
12						
13						
14						
15						
16						
17						
20X	2.36%	-3.23%	-3.23%	-3.23%	-3.23%	12.83%
21X	-14.82%	-3.33%	-3.23%	-3.33%	-3.23%	-6.11%
22						
23	-5.65%	-2.99%	-3.23%	870.01%	-3.23%	4.00%
24	105.05%	110.00%	110.00%	110.00%	110.00%	126.03%
30	-78.50%	-64.52%	-64.52%	-3.23%	-3.23%	-76.30%
40						
50	-21.16%	-3.23%	-3.23%	-3.23%	-3.23%	-13.09%
52						
53	-13.13%	-3.23%	-76.92%	-3.23%	-3.23%	-4.24%
54						
55						
OnCall	-4.75%	-3.67%	-18.01%	1.80%	-7.59%	4.99%
Totals	-19.82%	-11.84%	-4.78%	9.12%	1.24%	-11.61%



MEMORANDUM

Date: November 5, 2011

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Presentation on Lake Tahoe North Shore to South Shore Transit Connection Alternatives Analysis and Recommendation on Alternatives to be Evaluated in the Tier 2 Screening Process

Action Requested:

It is requested the Board hear a presentation on the Lake Tahoe North Shore to South Shore Transit Connection Alternatives Analysis and provide a recommendation on alternatives to be evaluated in the Tier 2 Screening Process.

Background:

In 2009, the Board approved a contract and work orders to engage HDR for the alternatives analysis work required of the Federal Transit Administration (FTA) for their Small Starts Funding Program. HDR was selected because of their nationwide experience with the FTA, specifically the FTA Small Starts/New Starts Program. The alternatives analysis developed for this north shore to south shore corridor evaluates the viable alternatives to connect both communities via various transit modes. Among the items the analysis includes are operational needs over several decades, local support, and local capability to operate the system.

Discussion:

To date, HDR and staff have developed the following FTA required elements of a Small Starts/New Starts Alternatives Analysis: Purpose and Need, Definition of Alternatives, and the Evaluation Methodologies which have been reviewed and accepted by the Technical Committee, Policy Committee, and FTA staff. Following the acceptance of the above-referenced elements, HDR began the next step in the Alternatives Analysis process which is to conduct a "Tier 1" screening of the alternatives developed for the Project, which is more of a qualitative analysis. Following the Tier 1 screening, the alternatives carried forward into the "Tier 2" screening process will undergo a more robust quantitative analysis and will address ridership potential, operational characteristics, cost, system configuration, design issues, environmental issues, land use and economic development opportunities, and community support. The results of the final screening will identify a Locally Preferred Alternative (LPA).

Staff will provide a presentation to the Board on the results of initial screening (Tier 1) process and associated outcomes as part of the November 10, 2011 meeting, which will also provide an opportunity for public input. Following the presentation, staff will seek a recommendation from the Board on the alternatives to be carried forward into the Tier 2 Screening Process.

AK/jw

AGENDA ITEM: XI.A.

Fiscal Analysis:

All expenditures associated with the development of the Lake Tahoe North Shore to South Shore Transit Connection Alternatives Analysis have been approved in earlier contracts and/or task orders. There is no additional fiscal impact associated with this item.

Work Program Analysis:

This project is included 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.

Additional Information:

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

Attachment:

- A. DRAFT Lake Tahoe AA Initial Screening Report

Table of Contents

1.0	INITIAL SCREENING OF ALTERNATIVES	1
1.1	Introduction	1
1.2	Evaluation Process	1
1.3	Initial Screening Alternatives	3
1.4	Initial Screening Evaluation Criteria.....	8
1.5	Initial Screening Evaluation.....	9
1.6	Initial Screening Recommendations	13

Tables

Table 1:	Initial Screening Alternatives.....	3
Table 2:	Initial Screening Evaluation Criteria	8
Table 3:	Advantages/Disadvantages of Initial Screening Alternatives.....	9
Table 4:	Initial Screening of Alternatives	11
Table 5:	Initial Screening Recommendations.....	13

Figures

Figure 1:	Tahoe Basin Background Map.....	2
Figure 2:	Evaluation Process	3
Figure 3:	Ferry Alternatives 1 and 2.....	4
Figure 4:	Ferry Alternatives 3 and 4.....	5
Figure 5:	Bus Alternatives 5 and 6	6
Figure 6:	Bus/Ferry Alternatives 7 and 8.....	7
Figure 7:	Initial Screening Recommendations	14

1.0 INITIAL SCREENING OF ALTERNATIVES

This document describes the initial screening of alternatives for the North-South Transit Connection Alternatives Analysis (AA).

1.1 Introduction

The proposed North-South Transit Connection will provide a direct transit service between the north and south shore of Lake Tahoe. The alternatives include both bus and ferry alternatives between the north and south shore. The service is proposed to operate year-round and will coordinate with existing local transit service. The project will assist in achieving local, state, regional, and federal environmental and transportation goals by reducing dependency on the private automobile and environmental impacts associated with automobile use.

The Tahoe Basin is protected by both the Tahoe Regional Planning (TRP) Compact (PL 96-551) and Executive Order 13057 that prescribe planning goals and priorities. The Compact established in statute a requirement of providing alternatives to the automobile without expanding the road network as a way of protecting Lake Tahoe. The North-South Transit Connection is proposed in order to improve access to and circulation within the Tahoe Basin, achieve the regional air, water quality, and green house gas goals, and comply with the Compact. The North-South Transit Connection will be an efficient and coordinated approach to reducing dependency on the private automobile in the Tahoe Basin as directed by the Compact. Figure 1 provides further context and background information for the Tahoe Basin.

1.2 Evaluation Process

The evaluation process (Figure 2) includes two levels of screening: Initial Screening (Tier 1) and Final Screening (Tier 2). Initial screening includes a conceptual level evaluation that analyzes the advantages and disadvantages of the alternatives. The purpose of the initial screening evaluation is to determine which of the alternatives would be the most feasible, and thereby narrow the range of alternatives to be considered for more detailed analysis in final screening. The initial screening evaluation criteria are qualitative in nature and seek to eliminate alternatives that have fatal flaws, do not meet project goals, or do not have public support.

The final screening includes the shorter list of alternatives that advanced from the initial screening. The final screening evaluation criteria are more quantitative than initial screening and address ridership potential, operational characteristics, cost, system configuration, design issues, environmental issues, land use and economic development opportunities, and community support. The results of the final screening will identify a Locally Preferred Alternative (LPA).

Figure 1: Tahoe Basin Background Map

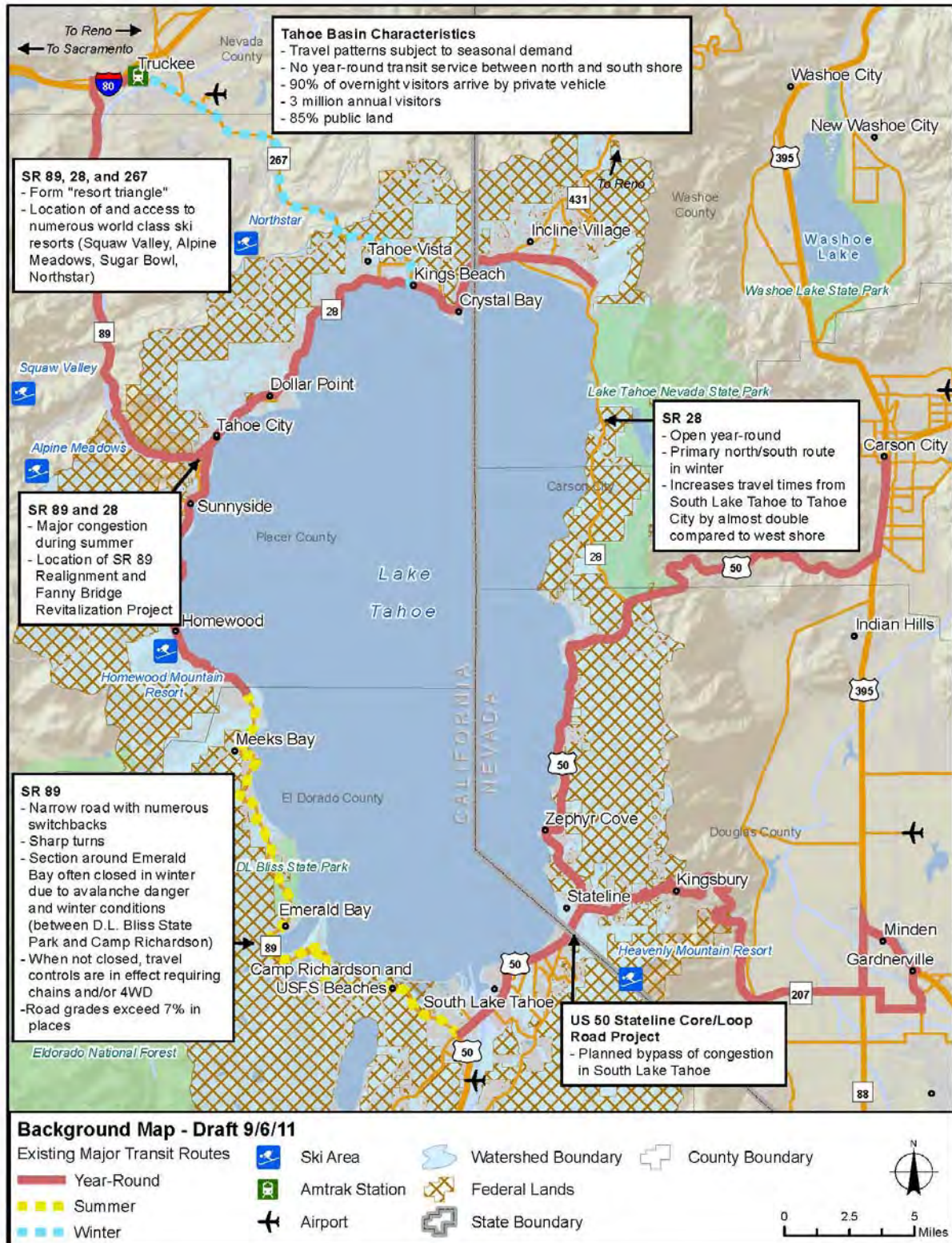
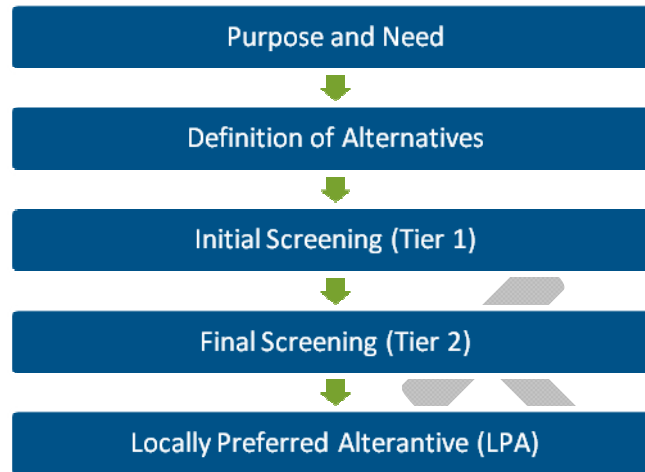


Figure 2: Evaluation Process



1.3 Initial Screening Alternatives

The Build alternatives evaluated during initial screening include a combination of ferry, bus, and bus/ferry alternatives. These alternatives are described in Table 1 and shown in Figures 3 through 6.

Table 1: Initial Screening Alternatives

No.	Name	Description
Ferry Alternatives		
1	South Lake Tahoe/Tahoe City	Direct ferry service between South Lake Tahoe and Tahoe City
2	South Lake Tahoe/Tahoe City/ Kings Beach	Triangular ferry service between South Lake Tahoe, Tahoe City, and Kings Beach
3	West Shore/North Shore	Circulator ferry service between South Lake Tahoe, Homewood, Tahoe City, and Kings Beach
4	Round-the-Lake	Circulator ferry service between South Lake Tahoe, Homewood, Tahoe City, Kings Beach, and Zephyr Cove
Bus Alternatives		
5	South Lake Tahoe/Tahoe City via West Shore	Bus service between South Lake Tahoe and Tahoe City via west shore
6	South Lake Tahoe/Kings Beach via East Shore	Bus service between South Lake Tahoe and Kings Beach via east shore
Bus/Ferry Alternatives		
7	South Lake Tahoe/Homewood (Bus) and Homewood/Tahoe City (Ferry)	Bus service between South Lake Tahoe and Homewood and ferry service between Homewood and Tahoe City
8	South Lake Tahoe/Homewood (Ferry) and Homewood/Tahoe City (Bus)	Ferry service between South Lake Tahoe and Homewood and bus service between Homewood and Tahoe City

Note: South Lake Tahoe destinations to be determined during final screening. Destinations could include Camp Richardson, Timber Cove Marina, Lakeside Marina, Ski Run Marina, Tahoe Keys, and/or Zephyr Cove.

Figure 3: Ferry Alternatives 1 and 2

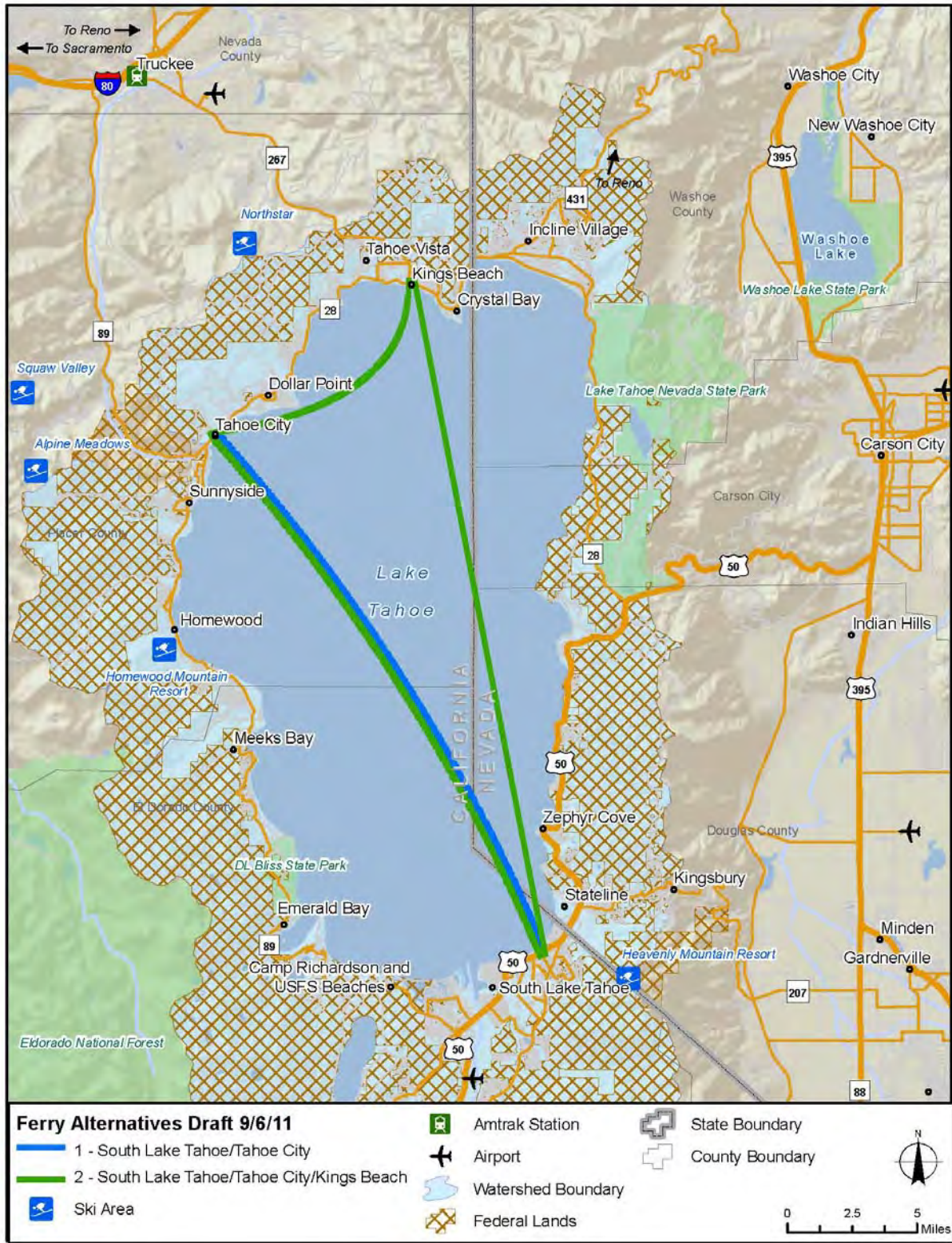


Figure 4: Ferry Alternatives 3 and 4

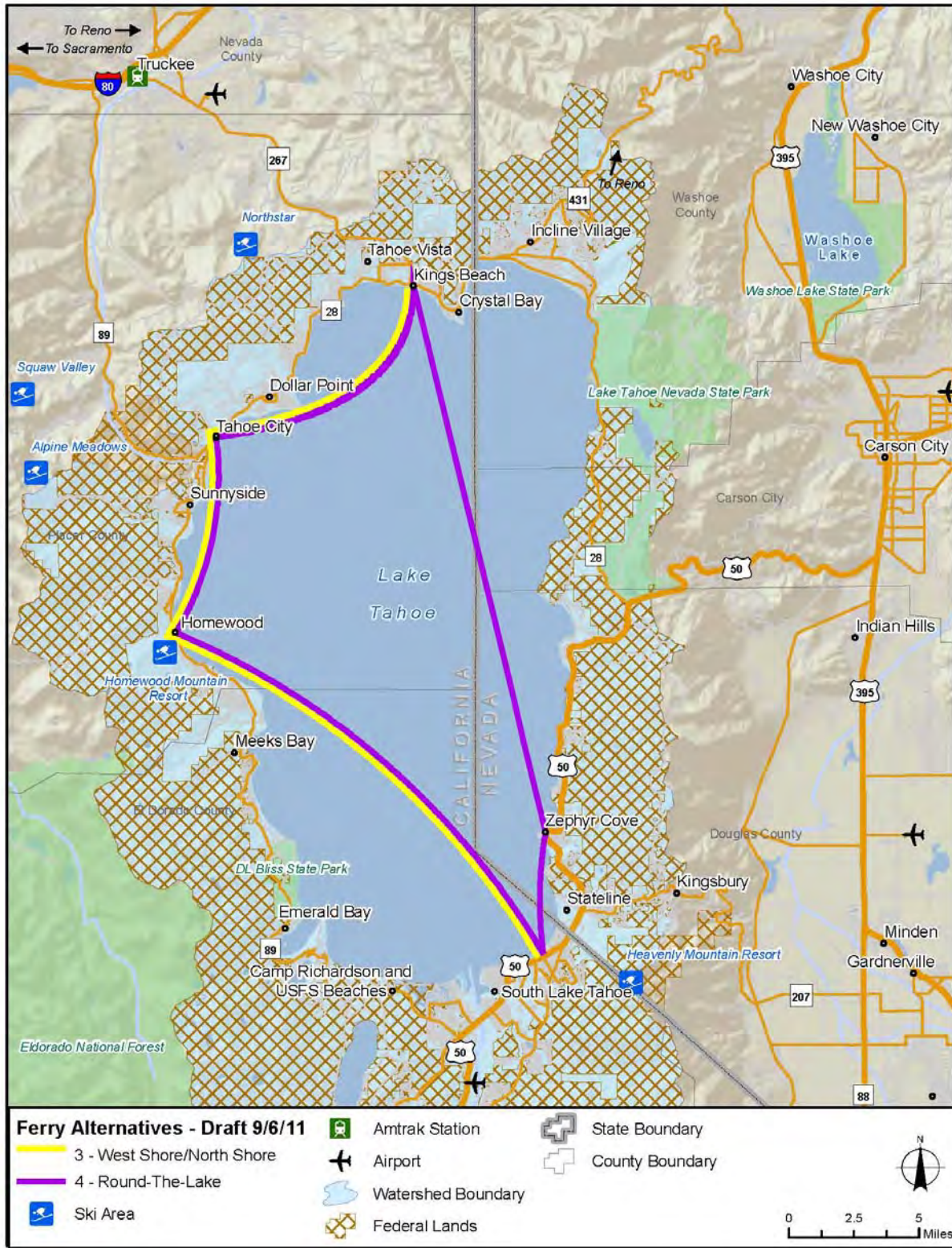


Figure 5: Bus Alternatives 5 and 6

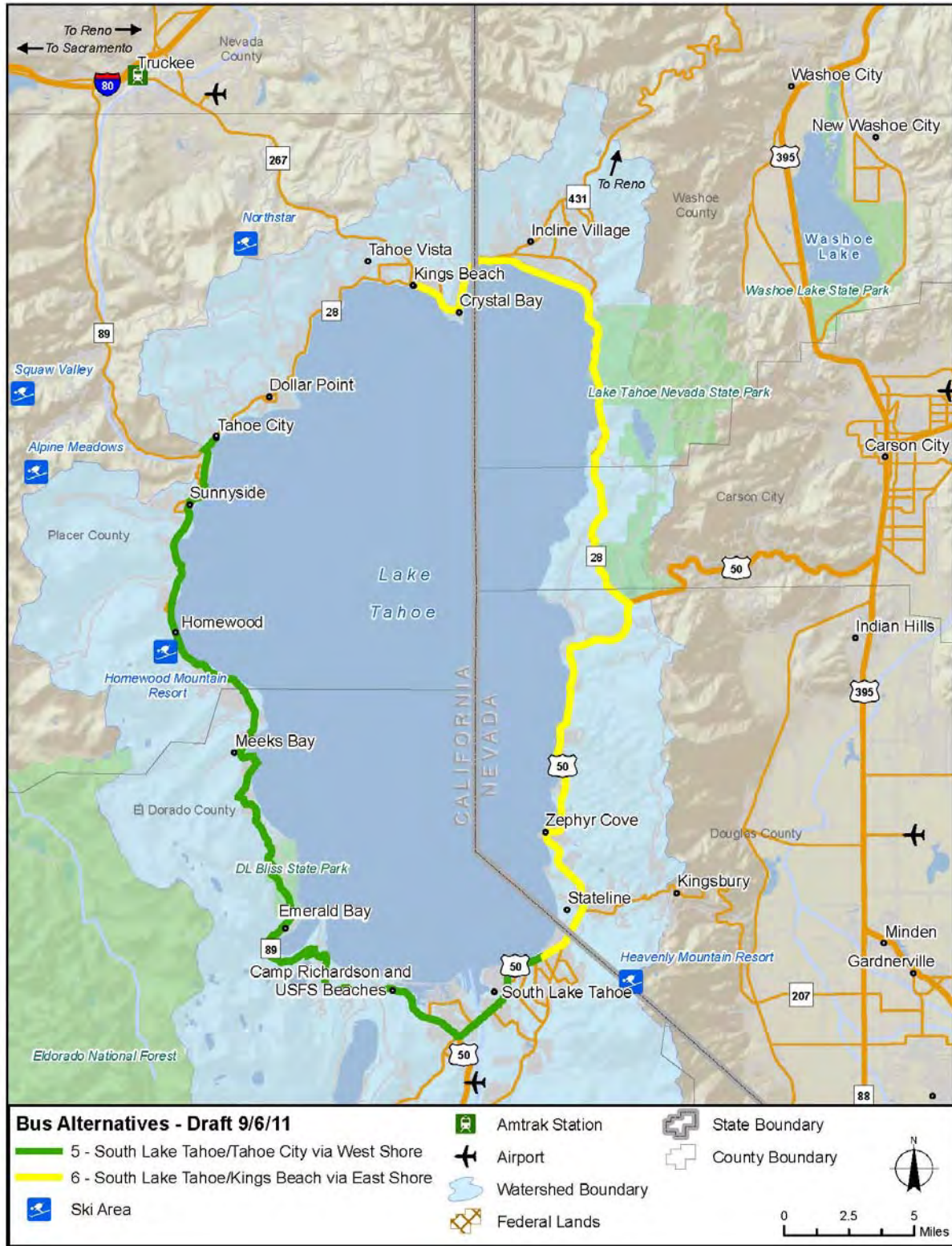
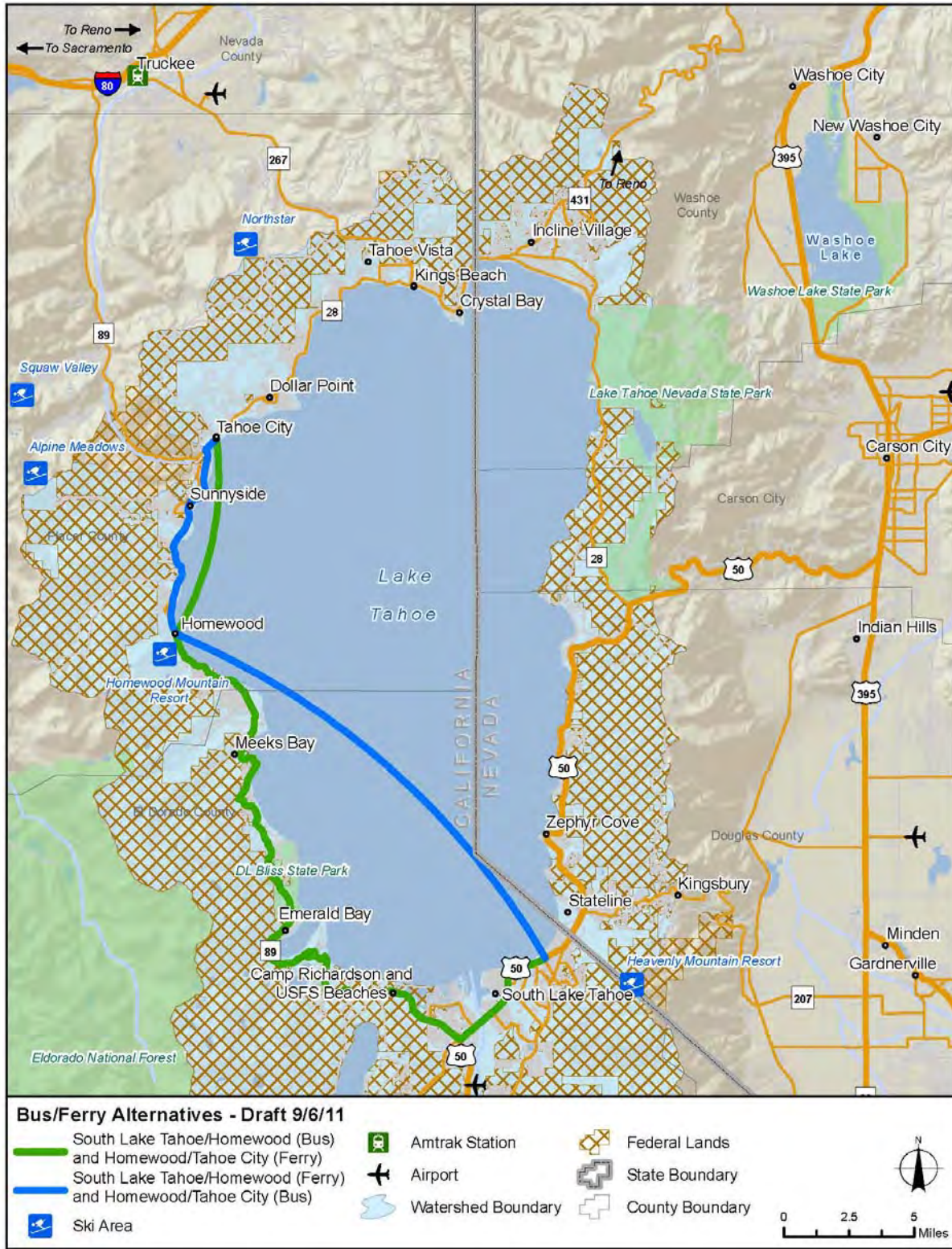


Figure 6: Bus/Ferry Alternatives 7 and 8



1.4 Initial Screening Evaluation Criteria

The initial screening evaluation criteria provide a framework to analyze the list of alternatives being considered using a set of qualitative evaluation criteria. Its purpose is to eliminate any alternatives that do not meet project goals. For example, an alternative that does not have public support or has an inherent engineering constraint may be ruled out.

Table 2 illustrates the criteria to be used in the initial screening analysis to evaluate potential alternatives. The alternatives will be rated High, Medium, or Low for each criterion, with High meaning optimal performance and Low indicating sub-standard performance. All of the criteria are weighted equally for the initial screening.

Table 2: Initial Screening Evaluation Criteria

Criteria	Measurement
Mobility	What is the relative potential of the alternative to improve mobility?
Travel time	What is the relative travel time of the alternative?
Ridership potential	What is the relative potential of the alternative to attract riders?
Capital costs	What is the relative capital cost of the alternative?
Operation and maintenance cost	What is the relative operating and maintenance cost of the alternative?
Capacity	What is the relative passenger carrying capacity of the alternative?
Missed destinations	Does the alternative miss any major destinations?
Fatal flaw	Does the alternative have a fatal flaw that prevents implementation?
Transit system integration	Does the alternative have the ability to be integrated with existing transit systems on north and south shore?
Expandability	Does the alternative have the ability to be expanded?
Traffic delay	Does the alternative use a route that experiences substantial traffic delay?
Economic development	Does the alternative serve areas with potential for economic development?
Plans and guidelines	Is the alternative consistent with adopted local/regional plans and Federal guidelines?
Community support	Is there community support for the alternative?

1.5 Initial Screening Evaluation

This section includes the initial screening evaluation and begins with a summary of the advantages and disadvantages of each alternative, and is followed by the initial screening of the alternatives based on evaluation criteria. Table 3 provides a general description of the advantages and disadvantages of each alternative.

Table 3: Advantages/Disadvantages of Initial Screening Alternatives

Alt	Advantage	Disadvantage
Ferry Alternatives		
1	<ul style="list-style-type: none"> – Direct ferry service between Tahoe City and South Lake Tahoe – Shortest and most direct ferry alternative – Fastest travel time of ferry alternatives – Requires fewest number of vessels – Lowest capital and O&M cost of ferry alternatives because of number of vessels and support facilities required 	<ul style="list-style-type: none"> – Requires additional passenger distribution on north shore – Does not serve Kings Beach – Does not serve intra north shore trips
2	<ul style="list-style-type: none"> – Serves Kings Beach in addition to Tahoe City and South Lake Tahoe – Second fastest travel time of ferry alternatives – Serves intra north shore trips – Second lowest capital and O&M cost of ferry alternatives because of number of vessels and support facilities required 	<ul style="list-style-type: none"> – Triangular service requires some passengers to travel out of direction – May require additional vessels to maintain same frequency as Alternative 1
3	<ul style="list-style-type: none"> – Serves Kings Beach and Homewood in addition to Tahoe City and South Lake Tahoe – Serves intra north and west shore trips 	<ul style="list-style-type: none"> – Circulator service requires some passengers to travel out of direction – Second longest travel time of ferry alternatives – Requires additional vessels to maintain same frequency as Alternatives 1 and 2 – Second highest capital and O&M cost of ferry alternatives because of number of vessels and support facilities required
4	<ul style="list-style-type: none"> – Serves Kings Beach, Homewood, and Zephyr Cove in addition to Tahoe City and South Lake Tahoe – Serves intra north, west, and east shore trips – Provides most service coverage of ferry alternatives 	<ul style="list-style-type: none"> – Circulator service requires many passengers to travel out of direction – Longest travel time of ferry alternatives – Requires additional vessels to maintain same frequency as Alternatives 1 and 2 – Highest capital and O&M cost of ferry alternatives because of number of vessels and support facilities required

Table 3 (Continued): Advantages/Disadvantages of Initial Screening Alternatives

Alt	Advantage	Disadvantage
Bus Alternatives		
5	<ul style="list-style-type: none"> – Direct bus service between Tahoe City and South Lake Tahoe via west shore – Shortest and most direct bus alternative – Fastest travel time of bus alternatives – Requires fewest number of buses – Lowest capital and O&M cost of bus alternatives because of number of buses and support facilities required 	<ul style="list-style-type: none"> – Uses SR 89 on west shore which is a narrow, windy road and subject to frequent winter closures and major traffic congestion during peak travel seasons – Cannot provide reliable bus service – Requires additional passenger distribution on north shore – Does not serve Kings Beach – Does not serve intra north shore trips
6	<ul style="list-style-type: none"> – Direct bus service between Kings Beach and South Lake Tahoe via East Shore – Provides reliable bus service because US 50/SR 28, which are open year round – Avoids winter closures and traffic congestion on SR 89 on west shore 	<ul style="list-style-type: none"> – Requires additional passenger distribution on north shore – Does not serve Tahoe City – Does not serve intra north shore trips – Slowest travel time of bus alternatives – Requires additional buses to maintain same frequency as Alternative 5 – Highest capital and O&M cost of bus alternatives because of number of buses and support facilities required
Bus/Ferry Alternatives		
7	<ul style="list-style-type: none"> – Avoids traffic congestion on SR 89 between Tahoe City and Homewood – Serves intra west shore trips 	<ul style="list-style-type: none"> – Requires additional passenger distribution on north shore – Does not serve Kings Beach – Does not serve intra north shore trips – Requires a transfer between bus and ferry – Requires fleet for both bus and ferry – Tied with Alternative 8 for highest capital cost for all alternatives because of number of buses/vessels and support facilities required
8	<ul style="list-style-type: none"> – Avoids winter closures on SR 89 between Homewood and South Lake Tahoe – Serves intra west shore trips 	<ul style="list-style-type: none"> – Requires additional passenger distribution on north shore – Does not serve Kings Beach – Does not serve intra north shore trips – Requires a transfer between bus and ferry – Requires fleet for both bus and ferry – Tied with Alternative 7 for highest capital cost for all alternatives because of number of buses/vessels and support facilities required

The initial screening evaluates each of the alternatives according to a set of evaluation criteria. The alternatives are rated High (3), Medium (2), or Low (1) for each criteria, with High (3) meaning optimal performance and Low (1) indicating sub-standard performance. All of the criteria are weighted equally for the initial screening. Overall, the higher the score equals the higher the performance of the alternative. Table 4 shows the results of the initial screening.

Table 4: Initial Screening of Alternatives

Criteria	Alternative								Details
	1	2	3	4	5	6	7	8	
Mobility	3	3	3	3	2	3	1	1	– All alternatives provide a high level of mobility except Alternative 5 (bus) and Alternatives 7 and 8 (bus/ferry) because they use SR 89 on the west shore which is subject to winter closures and/or major traffic congestion; Alternatives 7 and 8 (bus/ferry) also require a transfer between modes
Travel time	3	3	1	1	2	2	1	1	– Alternatives 1 and 2 provide the most direct service and fastest travel time
Ridership potential	3	3	3	3	2	3	1	1	– Alternatives 1, 2, 3, and 4 have the highest ridership potential because they are ferry alternatives and serve both local and visitor travel markets
Capital costs	3	3	2	2	3	3	1	1	– Alternatives 1 and 2 (ferry) and Alternatives 5 and 6 (bus) have the lowest capital cost because they minimize fleet acquisition and terminal facilities
O&M costs	3	3	2	2	3	3	1	1	– Alternatives 1 and 2 (ferry) and Alternatives 5 and 6 (bus) have the lowest O&M cost because they minimize fleet acquisition and are the shortest, most direct routes
Capacity	3	3	3	3	2	2	2	2	– Alternatives 1, 2, 3, and 4 have the most capacity because ferry vessels have a much larger passenger capacity than buses; in addition ferry vessels can accommodate more skis/snowboards and bicycles
Missed destinations	2	3	3	3	2	2	1	1	– Alternatives 2, 3, and 4 serve all major destinations, while the remainder of alternatives miss either Kings Beach or Tahoe City
Fatal flaw	3	3	3	3	1	3	1	1	– Alternative 5 (bus) and Alternatives 7 and 8 (bus/ferry) have fatal flaws because they use SR 89 on the west shore, which is subject to winter closures and/or major traffic congestion

High (3) = Optimal Performance, Medium (2) = Moderate Performance, and Low (1) = Substandard Performance.

Table 4 (Continued): Initial Screening of Alternatives

Criteria	Alternative								Details
	1	2	3	4	5	6	7	8	
Transit system integration	3	3	3	3	3	3	2	2	– All alternatives provide good transit system integration and connect to TART and BlueGO on the north and south shore; Alternatives 7 and 8 (bus/ferry) rate lower because they require an additional transfer between modes
Expandability	3	3	3	3	1	3	1	1	– All alternatives have good expandability except Alternative 5 (bus) and Alternatives 7 and 8 (bus/ferry) because they use SR 89 on the west shore which is subject to winter closures and/or major traffic congestion
Traffic delay	3	3	3	3	1	3	1	1	– All alternatives minimize traffic delay except Alternative 5 (bus) and Alternatives 7 and 8 (bus/ferry) because they use SR 89 on the west shore which is subject to winter closures and/or major traffic congestion
Economic development	3	3	3	3	2	2	2	2	– Alternatives 1, 2, 3, 4 (ferry) and Alternatives 7 and 8 (bus/ferry) rate higher than Alternatives 5 and 6 (bus) because of the economic development potential around multi-modal ferry terminals as well as a ferry’s ability to serve local and visitor travel markets
Plans and guidelines	3	3	3	3	2	3	1	1	– Alternatives 1, 2, 3, and 4 (ferry) and Alternative 6 (bus) have all been identified as viable alternatives between the north and south shore in previous planning efforts
Community support	3	3	2	1	2	3	1	1	– Alternatives 1 and 2 (ferry) have received the most community support to date because they provide the most direct service and fastest travel time; Alternative 6 (bus) has also received community support because of its ability to provide year round service using US 50/SR 28 on the east shore
Total	41	42	37	36	28	38	17	17	– Alternatives 1, 2, and 6 have the highest scores among all alternatives

High (3) = Optimal Performance, Medium (2) = Moderate Performance, and Low (1) = Substandard Performance.

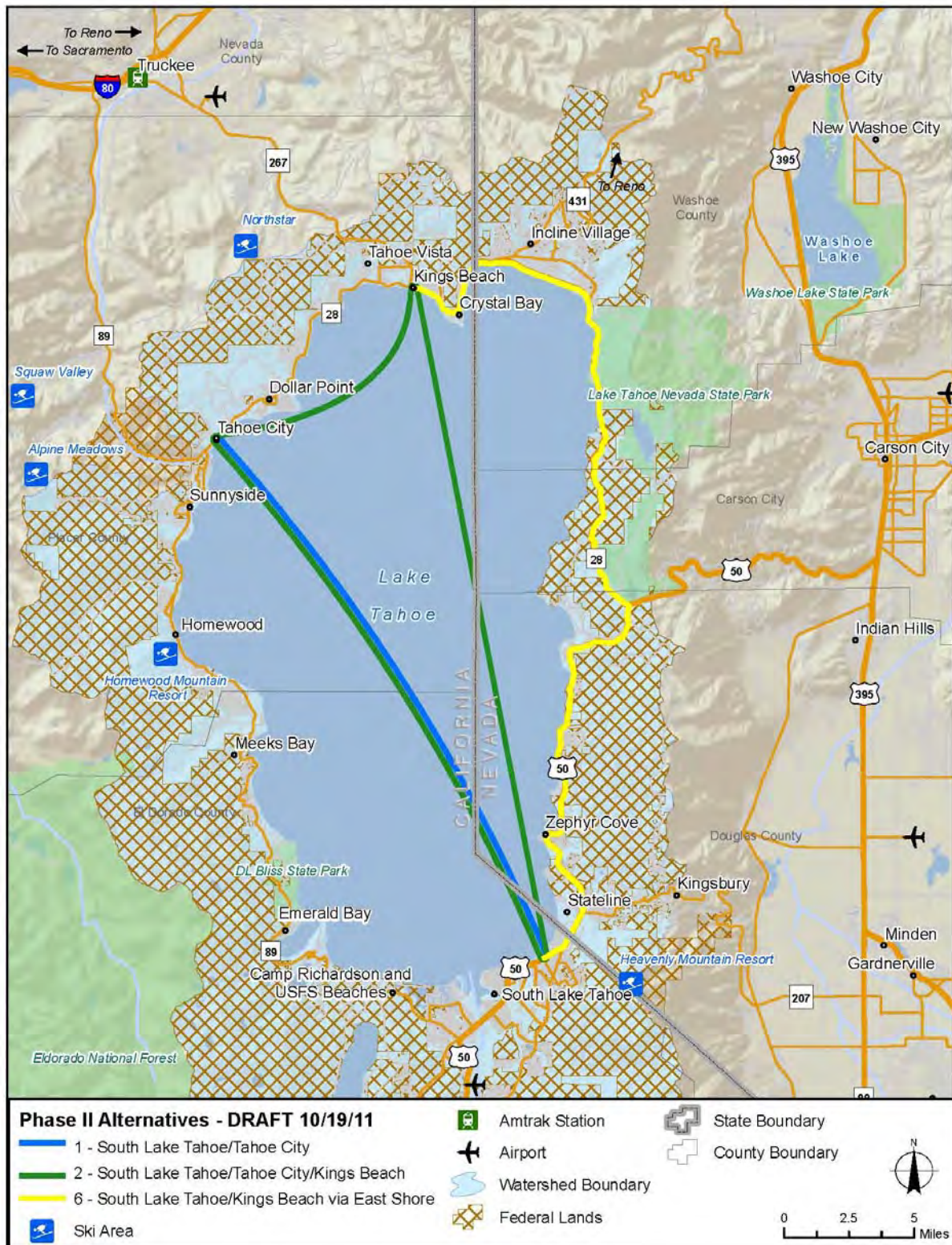
1.6 Initial Screening Recommendations

Based on the results of the initial screening evaluation, the following recommendations will be made for alternatives that will be advanced into final screening. It is recommended that Alternatives 1 and 2 (ferry) and Alternative 6 (bus) be advanced into final screening. Table 5 summarizes the results of the initial screening. Figure 6 shows the alternatives that will be advanced into final screening.

Table 5: Initial Screening Recommendations

Alt	Recommendation	Details
Ferry Alternatives		
1	Advance	<ul style="list-style-type: none"> – Most direct service and fastest travel time – Lowest capital and O&M cost of ferry alternatives
2	Advance	<ul style="list-style-type: none"> – Provides additional service coverage by serving intra north shore trips – Can be designed to provide triangular or point to point service
3	Eliminate	<ul style="list-style-type: none"> – Second longest travel time and circulator service requires some passengers to travel out of direction – Second highest capital and O&M cost of ferry alternatives
4	Eliminate	<ul style="list-style-type: none"> – Longest travel time and circulator service requires many passengers to travel out of direction – Highest capital and O&M cost of ferry alternatives
Bus Alternatives		
5	Eliminate	<ul style="list-style-type: none"> – Uses SR 89 on west shore which is a narrow, windy road and subject to frequent winter closures and major traffic congestion during peak travel seasons – Cannot provide reliable bus service on west shore
6	Advance	<ul style="list-style-type: none"> – Provides reliable bus service because US 50/SR 28 on the east shore are open year round – Only viable bus alternative
Bus/Ferry Alternatives		
7	Eliminate	<ul style="list-style-type: none"> – Requires bus/ferry transfer – Tied for highest capital cost for all alternatives
8	Eliminate	<ul style="list-style-type: none"> – Requires bus/ferry transfer – Tied for highest capital cost for all alternatives

Figure 7: Initial Screening Recommendations





MEMORANDUM

Date: November 5, 2011

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Approval of Award of Nevada Transit Shelter Project – Phase 1 Construction Contract to Thomas Haen Construction, Inc., Authorization of the Chairman and District Manager to Sign the Construction Contract, and Authorize the District Manager to Execute Contract Change Orders Not to Exceed Ten Percent (10%) of the Total Contract

Action Requested:

It is requested the Board approve the award of Nevada Transit Shelter Project – Phase 1 (Project) construction contract to Thomas Haen Construction, Inc., authorize the Chairman and District Manager to sign the construction contract, and authorize the District Manager to execute contract change orders consistent with the public contract code limits, not to exceed ten percent (10%) of the contract amount.

Background:

At the August 2010 Board meeting, the Board approved the FY 2010/2011 Work Program, including work associated with the Transit Shelter Project identified under Work Element 3.8. To carry out the Project, the Board authorized staff to advertise the bid for the Project which was initiated on September 30, 2011 and concluded on October 24, 2011. Two bids were received for the Project, from Thomas Haen Construction and Rapid Construction for a bid amount of \$88,130 and \$109,901, respectively. The engineer's estimate for the construction of the Project was approximately \$102,000. Total budget established for the Project is approximately \$160,000, which includes the construction bid estimate of \$102,000; construction management, survey and materials testing for \$31,960; and a contingency of \$26,040.

Discussion:

At the time of bid opening for the Project on October 24, 2011, two bids were received for the Project from Thomas Haen Construction and Rapid Construction for a bid amount of \$88,130 and \$109,901, respectively. Upon review by staff and legal counsel, the bid was determined to be in compliance with all provisions required in the proposal, as outlined in the contract and has therefore been deemed responsive. The bid protest period concludes on November 7, 2011 at 5:00 p.m., which will occur past the preparation of this staff summary. Staff will provide an update at the November 10, 2011 meeting as to whether any protests were received and provide an updated staff summary and associated recommendation, if necessary. Staff is also recommending the Board authorize the District Manager to execute contract change orders not to exceed 10% of the contract amount. In the case of this Project, the District Manager would be authorized to execute change orders for a cumulative not to exceed amount

AK/jw

AGENDA ITEM: XI.B.

of \$8,813. All change orders above and beyond 10% of the contract amount would have to be authorized by the Board.

Fiscal Analysis:

All expenditures associated with this item are accounted for in the 2011/12 Work Program and associated budget and will be funded by Federal Transit Administration American Recovery and Reinvestment Act and local air quality mitigation funds.

Work Program Analysis:

This project is included in the work program and the TTD's Capital Improvement Program. All work associated with this effort will be captured under respective elements of the existing Work Program and corresponding allotted staff time.

Additional Information:

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



MEMORANDUM

Date: November 5, 2011
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Presentation by Data Transfer Solutions of the Transportation Improvement Program Tool Developed for the Lake Tahoe Regional Transportation Program

Action Requested:

This item is informational only and no action is requested at this time.

Background:

This item was continued from the October Board meeting due to technical difficulties. At the May 2010 Board meeting, the Board approved a Task Order in the amount of \$30,000 for Data Transfer Solutions (DTS) to develop a Geographic Information System (GIS) based tool for the Lake Tahoe Regional Transportation Program and associated projects. Numerous Metropolitan Planning Organizations around the United States have developed similar tools to assist in public awareness, project scheduling, fiscal programming, project coordination, and tracking project progress. This Task Order was fully executed by both parties in October 2010.

Discussion:

Since the approval of the Task Order, staff has worked with the Tahoe Metropolitan Planning Organization (TMPO) staff to develop the Transportation Improvement Program (TIP) tool to ensure the database and mapping tool are consistent with the current management of the TIP as administered by the TMPO. The back end of the TIP tool will be made available to all agencies implementing transportation-related improvements, including water quality projects; while the front end will be available to the public to assist in public outreach for those projects. The intent of the TIP tool is to assist in coordinating projects as it relates to funding, planning, design, and construction. DTS will assist staff in providing a presentation to the Board at the meeting. A presentation was given at the quarterly Caltrans/EIP Coordination Meeting. Following that meeting, TTD and TMPO staff is working with all implementing agencies to input their respective five-year Capital Improvement Programs. In regards to the TTD, all information input into TTD's CIP database will correlate directly with the information in the TIP tool that is available to the public and other agencies.

Fiscal Impact:

There is no additional fiscal impact associated with this item.

Work Program Impact:

All work associated with this effort is captured under the existing 2011/2012 Work Program and corresponding allotted staff time.

Additional Information:

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

AK/jw

AGENDA ITEM: IX.B.