

**TAHOE TRANSPORTATION DISTRICT (TTD)**

**TRANSIT OPERATIONS COMMITTEE**  
**Meeting Agenda**

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

**February 7, 2013**  
**3:00 p.m.**

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<b><u>Item</u></b>	<b><u>Action Requested</u></b>	<b><u>Page</u></b>
A. Review and Acceptance of South Shore and Commuter Transit November and December 2012 Operations Report (Item IX.B.)	<b>Recommend Acceptance</b>	<b>42</b>

**BUDGET FINANCE COMMITTEE**  
**Meeting Agenda**

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

**February 8, 2013**  
**8:30 a.m.**

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<b><u>Item</u></b>	<b><u>Action Requested</u></b>	<b><u>Page</u></b>
A. Review and Acceptance of the District's Financial Statement of Operations for the Period July 1, 2012 Through November 30, 2012 (Item IX.A.)	<b>Recommend Acceptance</b>	<b>31</b>
B. Approval of Task Orders and Contract Amendments for Smith & Jones and Exploration Services, Inc. for TTD's Capital Improvement Program Public Outreach and Funding Strategy (Item X.E.)	<b>Recommend Approval</b>	<b>54</b>

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

Tahoe Regional Planning Agency  
128 Market Street  
Stateline, NV 89449

February 8, 2013  
9:30 a.m.

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

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**I. CALL TO ORDER AND GENERAL MATTERS**

- A. Roll Call and Determination of Quorum of TTD/TTC
- B. Approval of Agenda for February 8, 2013
- C. Approval of Minutes of December 14, 2012
- D. Approval of Minutes of January 18, 2013

**II. PUBLIC INTEREST COMMENTS**

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

**III. BLUEGO EMPLOYEE RECOGNITION**

**IV. BUDGET FINANCE COMMITTEE REPORT**

**V. TRANSIT OPERATIONS COMMITTEE REPORT**

**VI. TAHOE REGIONAL PLANNING AGENCY ADVISORY PLANNING COMMISSION APPOINTEE REPORT**

**VII. TAHOE TRANSPORTATION COMMISSION (TTC) BUSINESS ITEMS**

<u>Items for Possible Action</u>	<u>Action Requested</u>	<u>Page</u>
A. Recommend Approval of Amendment No. 1 to the 2013 Federal Transportation Improvement Program to the Tahoe Metropolitan Planning Organization	<b>Recommend Approval</b>	<b>1</b>

**VIII. ADJOURN AS TTC AND RECONVENE AS TTD**

**IX. TAHOE TRANSPORTATION DISTRICT (TTD) CONSENT ITEMS**

<u>Items for Possible Action</u>	<u>Action Requested</u>	<u>Page</u>
A. Review and Acceptance of the District's Financial Statement of Operations for the Period July 1, 2012 Through November 30, 2012	<b>Acceptance</b>	<b>31</b>
B. Review and Acceptance of South Shore and Commuter Transit November and December 2012 Operations Report	<b>Acceptance</b>	<b>42</b>

**X. TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS**

<b><u>Items for Possible Action</u></b>	<b><u>Action Requested</u></b>	<b><u>Page</u></b>
A. Approval of US 50 South Shore Community Revitalization Project Business Review Committee Appointments	<b>Approval</b>	<b>45</b>
B. Mobility Management Presentation by TransitPlus	<b>Informational Only</b>	<b>48</b>
C. Presentation and Discussion on the District's Five-Year Capital Improvement Program Funding Projections and Fund Programming for Possible Direction	<b>Discussion and Direction</b>	<b>49</b>
D. Presentation, Discussion, Direction, and Approval of the Tahoe Transportation District's Nevada Legislative Program for the Next Biennium Session	<b>Approval</b>	<b>52</b>
E. Approval of Task Orders and Contract Amendments for Smith & Jones and Exploration Services, Inc. for TTD's Capital Improvement Program Public Outreach and Funding Strategy	<b>Approval</b>	<b>54</b>

**XI. DISTRICT MANAGER REPORT**

**XII. BOARD, COMMISSION MEMBER AND STAFF COMMENTS**

**XIII. 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.

**XIV. 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](http://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**

Notice of this meeting was posted at least 72 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 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.

**TAHOE TRANSPORTATION DISTRICT / COMMISSION  
BOARD MEETING MINUTES  
December 14, 2012**

**TTD/C Board Members in Attendance:**

Steve Teshara, SS-TMA, Chair  
Andrew Strain, Member at Large  
Will Garner, Placer County  
John Breternitz, Washoe County  
Jan Colyer, TNT-TMA  
Brendan Ferry, El Dorado County  
Jim Mallery, Carson City  
Graham Dollarhide, NDOT

**TTD/C Board Members Absent:**

Angela Swanson, City of South Lake Tahoe, Vice Chair  
Nancy McDermid, Douglas County  
Marlo Tinney, Caltrans  
Mike Gabor, U.S. Forest Service  
Wanda Batchelor, Washoe Tribe

**Others in Attendance:**

Carl Hasty, Tahoe Transportation District  
Joanie Schmitt, Tahoe Transportation District  
Derek Kirkland, Tahoe Transportation District  
Curtis Garner, Tahoe Transportation District  
Judi White, Tahoe Transportation District  
Paul Taggart, 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 Teshara at 9:30 a.m., at the Tahoe Center for Environmental Sciences. Roll call was taken and it was determined a quorum was in attendance for the TTD/TTC.

**B. Approval of TTD/TTC Agenda of December 14, 2012**

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

**C. Approval of TTD/TTC Meeting Minutes for October 12, 2012**

Motion/Second by Mr. Breternitz/Mr. Ferry to approve the TTD and TTC minutes, as amended by Mr. Teshara. The motion passed

- D. Approval of TTD/TTC Meeting Minutes for December 7, 2012  
Motion/Second by Mr. Garner/Mr. Mallery to approve the TTD and TTC minutes, as amended by Mr. Teshara. The motion passed.

**II. PUBLIC INTEREST COMMENTS**

Margaret Skillicorn, TTD's Public Outreach Specialist for the Fanny Bridge/SR 89 project, introduced herself.

**III. FINANCE COMMITTEE REPORT**

Mr. Garner reported the Finance Committee reviewed the items and noted that in regard to Item VIII.B., the consultants would be developing a presentation of the work they have been doing to present to the Board.

**IV. TRANSIT OPERATIONS COMMITTEE REPORT**

Mr. Curtis Garner reported the Transit Operations Committee reviewed and recommended acceptance/approval/authorization of the items.

**V. TAHOE REGIONAL PLANNING AGENCY ADVISORY PLANNING COMMISSION APPOINTEE REPORT**

Mr. Teshara reported the Regional Plan and Regional Transportation Plan were approved by the Advisory Planning Commission and the Governing Board.

Mr. Strain arrived at 9:39 a.m.

**VI. TAHOE TRANSPORTATION COMMISSION (TTC) CONSENT ITEMS**

- A. Ratify Recommendation to the Tahoe Regional Planning Agency Governing Board for Approval of the Regional Plan Update

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

**VII. ADJOURN AS TTC AND RECONVENE AS TTD**

**VIII. TAHOE TRANSPORTATION DISTRICT (TTD) CONSENT ITEMS**

- A. Review and Acceptance of South Shore and Commuter Transit September and October 2012 Operations Report  
B. Approval of Task Orders and Contract Amendments for Karen Mullen-Ehly, Inc., Smith & Jones, and Exploration Services, Inc. for TTD's Capital Improvement Program and a Purchase Order for SCS Dynamics NAV for Training and Support of the New Financial Software  
C. Ratify Recommendation to Tahoe Regional Planning Agency Governing Board for Approval of the Regional Plan Update and Regional Transportation Plan Update  
D. Approval of a Blanket Contract and Task Order for TransitPlus for Mobility Management Training and Program Development; and Approval of Purchase Orders to GFI Genfare for Purchase of Electronic Fareboxes

**E. Authorize the District Manager to Execute a Facility Use Agreement with the Tahoe Truckee Unified School District and Ratify Potential Revisions to Service and Funding Agreements for the North Tahoe-Truckee Coordinated Skier Shuttle Program**

Mr. Teshara requested to pull Item D. Mr. Strain requested to pull Item B. Mr. Breternitz motioned to approve Item A, C, and E. Mr. Garner seconded the motion. The motion passed unanimously.

Regarding Item B, Mr. Strain asked for confirmation of the value the District is receiving from the Outreach consultants. Mr. Hasty reported the Outreach consultants would be developing a presentation for the Board of the survey results and the outreach materials they have developed.

Mr. Strain made the motion to approve the contract amendment and task order for Karen Mullen-Ehly, Inc.; the purchase order for SCS; and one-sixth of the total costs requested for Smith & Jones and ESI. Mr. Breternitz seconded the motion. The motion passed unanimously.

Mr. Teshara asked for additional information regarding Item D. Mr. Curtis Garner reviewed the item.

Mr. Garner made the motion to approve the contract and task order for TransitPlus for mobility management and training program development; including suggestions to changes in scope of work, in regards to review of existing conditions and training; and have TransitPlus do an initial presentation to the Board. Mr. Breternitz seconded the motion. The motion passed unanimously.

Mr. Garner made the motion to approve the purchase orders for GFI Genfare to purchase electronic fareboxes. Mr. Breternitz seconded the motion. The motion passed unanimously.

**IX. TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS**

**A. Review and Acceptance of the District's Financial Statement of Operations for the First Quarter of Fiscal Year 2013-July 1, 2012 through September 30, 2012**

Ms. Schmitt reviewed this item. Mr. Strain requested to begin to see a forecast for fiscal year-end.

Action Requested: Acceptance

Mr. Strain made the motion to accept the District's Financial Statement of Operations. Mr. Breternitz seconded the motion. The motion passed unanimously.

- B. Authorize the Renewal of the District's Line of Credit with Nevada State Bank at a Minimum Amount of \$500,000 and a Maximum Not to Exceed Amount of \$1,000,000 for Purposes of Cash Flow Management for District Operations**

Mr. Hasty reviewed this item.

Action Requested: Authorize

Mr. Strain made the motion to authorize the District Manager and Chairman to pursue renewal and execution of the \$500,000 Line of Credit with Nevada State Bank. Mr. Breternitz seconded the motion. The motion passed unanimously.

- C. Authorize the District Manager to Execute Funding and Service Related Agreements with the Snow Globe Music Festival; Agreements to be Executed in Substantial Form as Presented to the Board With Such Further Revisions as are Required by the District Manager and Approved by District Legal Counsel**

Mr. Curtis Garner reviewed this item and distributed the draft agreement.

Action Requested: Authorize

Mr. Strain made the motion to authorize the District Manager to execute funding and service related agreements with the Snow Globe Music Festival to fund increased service frequency on Route 53 between December 29 and 31, 2012. Mr. Garner seconded the motion. The motion passed unanimously.

- D. Review the Current Finance and Transit Operations Committee Members and Advisory Planning Committee Member and Make New Appointments as Necessary**

Mr. Hasty reviewed this item.

Action Requested: Review and Elect Members

Mr. Garner made the motion to nominate Mr. Treabess to the Finance Budget Committee. Mr. Strain seconded the motion. The motion passed unanimously.

Mr. Breternitz made the motion to nominate Mr. Teshara to continue as the APC representative for 2013. Ms. Colyer seconded the motion. The motion passed unanimously. Mr. Strain made the motion to nominate Mr. Mallery as the APC alternate. Mr. Breternitz seconded the motion. The motion passed unanimously.

Mr. Breternitz made the motion to add a representative from the Washoe County Regional Transportation Committee as a member of the District's Transit Operations Committee. Ms. Colyer seconded the motion. The motion passed unanimously.



**X. DISTRICT MANAGER REPORT**

Mr. Hasty thanked Mr. Breternitz for being a Board member. He noted he gave a presentation to the Nevada State Transportation Board and will be doing the same for California. He also gave a presentation of the District's program to the South Lake Tahoe City Council. Mr. Mallery requested Mr. Hasty to give a presentation to the Carson Regional Transportation Commission. He updated the Board on Tahoe's MPO designation, noting there should be a positive outcome before the end of the calendar year.

**XI. BOARD, COMMISSION MEMBER AND STAFF COMMENTS**

Mr. Mallery noted he is starting his third term on the Carson City Regional Transportation Commission.

Mr. Garner reported the Tahoe City Transit Center opened October 29.

Ms. Colyer thanked Mr. Breternitz for his time.

Mr. Teshara also thanked Mr. Breternitz's for his efforts.

Mr. Strain acknowledged and congratulated the District's Board members who serve on the APC, Mr. Teshara; the TRPA Governing Board, Ms. Santiago, Mr. Breternitz, and Ms. McDermid; and Mr. Hasty, for helping to get the Regional Plan and Regional Transportation Plan adopted. He also thanked Mr. Breternitz for his work with the District.

**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**

The meeting adjourned at 11:56 a.m.

Respectfully Submitted:

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

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



**TAHOE TRANSPORTATION COMMISSION  
SPECIAL BOARD MEETING MINUTES  
January 18, 2013**

**TTC Board Members in Attendance:**

Steve Teshara, SS-TMA, Chair  
Will Garner, Placer County (via phone)  
Marsha Berkgigler, Washoe County  
Nancy McDermid, Douglas County  
Jim Mallery, Carson City  
Graham Dollarhide, NDOT  
Mike Gabor, U.S. Forest Service

**TTC Board Members Absent:**

Angela Swanson, City of South Lake Tahoe, Vice Chair  
Andrew Strain, Member at Large  
Ron Treabess, TNT-TMA  
Norma Santiago, El Dorado County  
Marlo Tinney, Caltrans  
Wanda Batchelor, Washoe Tribe

**Others in Attendance:**

Nick Haven, Tahoe Regional Planning Agency  
Judy Weber, Tahoe Regional Planning Agency  
Judi White, Tahoe Transportation District  
Adam Spear, Esq., Legal Counsel (via phone)

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

**A. Roll Call and Determination of Quorum**

The meeting of the Tahoe Transportation Commission was called to order by Chairman Teshara at 10:00 a.m., at the Tahoe Regional Planning Agency. Roll call was taken and it was determined a quorum was in attendance for the TTC.

**B. Approval of TTC Agenda of January 18, 2013**

Motion/second by Mr. Garner/Ms. McDermid to approve the TTC agenda for today's meeting. The motion passed unanimously.

**II. PUBLIC INTEREST COMMENTS**

No public interest comments were made.

**III. TAHOE TRANSPORTATION COMMISSION (TTC) BUSINESS ITEMS**

**A. Recommend Adoption of the Supporting Resolution for the Fiscal Year 2013 Federal Transit Administration Section 5311 Program of Projects for Transit Operating Assistance in the California Portion of the Tahoe Region**

Mr. Haven reviewed this item.

Ms. Berkbigler arrived at 10:03 a.m.

Public Comment:

David Jenkins, South Lake Tahoe, agreed with the formula used to allocate transit funds.

Action Requested: Recommend Adoption

Ms. McDermid made the motion to recommend adoption of the supporting resolution for fiscal year 2013 Federal Transit Administration Section 5311 Program of Projects for the California portion of the Tahoe Region to the Tahoe Regional Planning Agency, sitting as the Regional Transportation Planning Agency. Mr. Gabor seconded the motion. The motion passed unanimously.

Ms. Berkbigler was introduced to the Board.

**B. Recommend Approval of the Revised 2013 Federal Transportation Improvement Program to the Tahoe Metropolitan Planning Organization Governing Board**

Ms. Weber reviewed this item.

Public Comment:

David Jenkins, South Lake Tahoe, made a statement regarding his opposition to the proposed action before the TTC to recommend the expenditure plan to the TRPA for the Loop Road in its present preferred alignment and requested the TTC to not approve the proposed expenditure plan. He submitted a copy of the written statement to the Board.

Mr. Teshara noted the document does not indicate a preferred alternative for the US50 South Shore Community Revitalization Project.

Action Requested: Recommend Approval

Ms. McDermid made the motion to recommend approval of the revised 2013 Federal Transportation Improvement Program to the Tahoe Metropolitan Planning Organization Governing Board, including the change to Section 9.0 Air Quality Conformity Analysis, page 19. Ms. Berkbigler seconded the motion. The motion passed unanimously.

**IV. BOARD, COMMISSION MEMBER AND STAFF COMMENTS**

Mr. Mallery noted that Mr. Hasty would be giving a presentation to the Carson Area MPO on February 1 or March 1.

Ms. Berkbigler thanked for Board for inviting her to join the meeting.

Ms. McDermid noted that Wednesday, January 30 Douglas County Regional Transportation Commission will be meeting at Kahle Community Center at 5:30.

Mr. Spear reported there was a MV versus STATA hearing on January 17, with some positive developments which will be reported in more detail at the next meeting.

**V. ADJOURNMENT**

The meeting adjourned at 10:36 a.m.

Respectfully Submitted:

*Judi White  
Executive Assistant  
Clerk to the Board  
Tahoe Transportation Commission*

*(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.)*





# Tahoe Metropolitan Planning Organization

P.O. Box 5310  
128 Market Street  
Stateline, Nevada 89449  
(775) 588-4547 ♦ Fax (775) 588-4527

Date: February 4, 2013

To: Tahoe Transportation Commission (TTC)

From: TMPO Staff

Subject: Recommend Approval of Amendment No. 1 to the 2013 Federal Transportation Improvement Program to the Tahoe Metropolitan Planning Organization

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### **Requested Action:**

The TTC Board is requested to review and recommend approval of the 2013 Federal Transportation Improvement Program (FTIP) Amendment No. 1 to the Tahoe Metropolitan Planning Organization (TMPO) Governing Board.

### **Background:**

The TMPO 2013 FTIP is a financially constrained list of surface transportation projects that are reasonably expected to be funded between 2013 and 2016. Any transportation project funded with federal monies, is considered regionally significant or requires a federal action must be included in the FTIP, as required by the federal transportation bill referred to as Moving Ahead for Progress in the 21st Century (MAP-21). An amendment to the FTIP is necessary when a project has a revision that involves a significant change to a project. Amendment No. 1 has three modifications proposed for the 2013 FTIP: incorporation of two new projects and programming of funds to an existing project in the FTIP.

### **Discussion:**

Through the Southern Nevada Public Land Management Act (SNPLMA) Round 12, California and Nevada Departments of Transportation received a federal grant, in the amount of \$532,000, for the purchase of two high efficiency sweepers -- one for each state DOT. The use of high efficiency (vacuum or regenerative air) street sweepers is being strongly encouraged by regulating agencies as a highly cost-effective source control to remove fine particles from roadways before they are carried by stormwater runoff into Lake Tahoe. Below are the two new projects proposed to be added to the 2013 FTIP.

- CALTRANS High Efficiency Sweeper for use on the California side of the Tahoe Region - add SNPLMA funds of \$266,000 FY 12/13
- NDOT High Efficiency Sweeper for use on the Nevada side of the Tahoe Region - add SNPLMA funds of \$266,000 FY 12/13

The Kings Beach Commercial Core Improvement Project (KBCCIP) is listed in the 2013 FTIP and has been ongoing for the past several years. This project is located in Kings Beach, along Route 28 from Route 267 to Chipmunk Avenue. The project enhances pedestrian and bicycle mobility and provides

JAW/jdw

AGENDA ITEM: VII.A.

stormwater runoff improvements. There are two funding sources that need to be programmed to the project. SNPLMA funds of \$7,200,000 were originally programmed to the KBCCIP in FY 10/11, but were not authorized for expenditure that year. In order for the funds to be authorized for expenditure this year, the funds need to be reprogrammed to FY 12/13 in the 2013 FTIP. Also, KBCCIP was recently awarded \$1,000,000 through the Proposition 1B State-Local Partnership Program (SLPP) 2012-13 Competitive Program. Below are the proposed funds to be added to the project.

- Add SNPLMA funds of \$7,200,000 to Construction for FY12/13
- Add SLPP funds of \$1,000,000 to Construction for FY 12/13

A seven-day public comment period was publicly released on February 1, 2013 for Amendment No. 1, as required in the TMPO Public Participation Plan. To date, no significant comments have been received.

**Additional Information:**

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

**Attachment:**

- A. 2013 FTIP Amendment No. 1





**Tahoe  
Metropolitan  
Planning  
Organization**

P.O. Box 5310  
128 Market Street  
Stateline, Nevada 89449  
(775) 588-4547 ♦ Fax (775) 588-4527

## **NOTICE OF SEVEN DAY PUBLIC COMMENT PERIOD**

### **Tahoe Metropolitan Planning Organization's (TMPO) 2013 Federal Transportation Improvement Program (FTIP) Amendment No.1**

This announcement is being initiated as required by TMPO's Public Participation Plan to provide public notification of changes that have been requested to be made to the 2013 FTIP. This notice commences on February 01, 2013 and concludes on February 08, 2013. Public comments will be accepted until 11:00 a.m. on February 08, 2013.

The amendment documents are available upon request or can be accessed online at:

<http://www.tahoempo.org>

Comments should be sent to:

**Tahoe Metropolitan Planning Organization  
Attn: Judy Weber, Transportation Planner  
P.O. Box 5310  
Stateline, NV 89449**

Or via email: [jweber@trpa.org](mailto:jweber@trpa.org)

#### **Proposed new projects for the 2013 FTIP:**

- CALTRANS High Efficiency Sweeper for use on the California side of the Tahoe Region - add Southern Nevada Public Lands Management Act (SNPLMA )funds of \$266,000 FY 12/13
- NDOT High Efficiency Sweeper for use on the Nevada side of the Tahoe Region - add SNPLMA funds of \$266,000 FY 12/13

#### **Proposed funding for Kings Beach Commercial Core Improvement Project:**

- Add SNPLMA funds of \$7,200,000 to Construction for FY12/13
- Add Proposition 1B State-Local Partnership Program (SLPP) funds of \$1,000,000 to Construction for FY 12/13

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

**Summary of Changes**  
**Tahoe Metropolitan Planning Organization**  
**2013 Federal Transportation Improvement Program**  
**Amendment No. 1**

<b>New or Existing</b>	<b>MPO FTIP ID</b>	<b>PROJECT TITLE</b>	<b>FFY Current Programming</b>	<b>FFY to be Programmed</b>	<b>Phase</b>	<b>Fund Source</b>	<b>% Cost Increase / Decrease</b>	<b>DESCRIPTION OF CHANGE</b>
Existing	TMC0203	Kings Beach Commercial Core Improvement Project	FY 10/11	FY 12/13	CON	SNPLMA	16%	Reprogram SNPLMA funds of \$7,200,000 from FY 10/11 to FY 12/13 CON
Existing	TMC0203	Kings Beach Commercial Core Improvement Project	-	FY 12/13	CON	SLPP	1%	Add SLPP funds of \$1,000,000 to CON FY 12/13
New	CAL01	California High Efficiency Sweeper	-	FY 12/13	CON	SNPLMA	100%	New Project: California High Efficiency Sweeper for Tahoe Region. SNPLMA funds \$266,000 CON FY 12/13
New	NV01	Nevada High Efficiency Sweeper	-	FY 12/13	CON	SNPLMA	100%	New Project: Nevada High Efficiency Sweeper for Tahoe Region. SNPLMA funds \$266,000 CON FY 12/13

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

DIST: 03 PPNO: 4679 CT PROJECT ID:	EA: OC9301	CTIPS ID: 120-0000-0021	TITLE (DESCRIPTION): Kings Beach Commercial Core Improvement Project (In King's Beach, along Route 28 from Route 267 to Chipmunk Avenue. Enhance pedestrian/bicycle mobility and provide storm water runoff improvements.)	MPO Aprv: State Aprv: Federal Aprv:
COUNTY: Placer County	ROUTE: 28	PM: 9.2 / 10.3		EPA TABLE II or III EXEMPT CATEGORY: Intersection signalization projects.

IMPLEMENTING AGENCY: Placer County

PROJECT MANAGER: PETER KRAATZ      PHONE: (530) 581-6231      EMAIL: pkraatz@placer.ca.gov

<b>PROJECT VERSION HISTORY</b> <i>(Printed Version is Shaded)</i>					<i>(Dollars in whole)</i>						
Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW				PE
10	Active	01/25/2013	JWEBER	Amendment - Cost/Scope/Sch. Change	1	33,025,000	4,200,000				8,650,000
9	Official	09/26/2012	JWEBER	Adoption - Carry Over		33,025,000	4,200,000				8,650,000
8	Official	10/14/2010	JWEBER	Adoption - Carry Over		33,025,000	4,200,000				8,650,000
7	Official	07/23/2008	SFORSYTH	Adoption - Carry Over		20,015,000	4,200,000				7,300,000
6	Official	03/11/2008	SFORSYTH	Amendment - Cost/Scope/Sch. Change	6		4,220,000				6,676,000
5	Official	11/08/2007	SFORSYTH	Amendment - Cost/Scope/Sch. Change	5		4,220,000				6,676,000
4	Official	05/23/2007	SFORSYTH	Amendment - Cost/Scope/Sch. Change	4	2,775,000	2,870,000				5,251,000
3	Official	07/26/2006	MREYNOLD	Adoption - Carry Over			1,445,000				4,424,000
2	Official	11/17/2004	MREYNOLD	Adoption - Carry Over		19,403,000	3,556,000				5,323,000

		PRIOR	12/13	13/14	14/15	15/16	16/17	17/18	BEYOND	TOTAL
• RIP - Regional Improvement Program	PE	3,754,000								3,754,000
• Fund Source 1 of 11	RW									
• Fund Type: State Cash	CON									
• Funding Agency: Tahoe Regional Planning Agency	TOTAL	3,754,000								3,754,000
• Other State -	PE	600,000								600,000
• Fund Source 2 of 11	RW									
• Fund Type: State Cash	CON									
• Funding Agency: Various Agencies	TOTAL	600,000								600,000
• Local TEA - Local FHWA - TEA	PE	146,000								146,000
• Fund Source 3 of 11	RW									
• Fund Type: STP Enhancement - Local TEA	CON									
• Funding Agency: Placer County	TOTAL	146,000								146,000
• Local Funds - Locally Generated Funds	PE	600,000								600,000
• Fund Source 4 of 11	RW									
• Fund Type: Local Transportation Funds	CON									
• Funding Agency: USDA Forest Service	TOTAL	600,000								600,000
• Local Funds - Locally Generated Funds	PE									
• Fund Source 5 of 11	RW									
• Fund Type: Local Transportation Funds	CON	600,000								600,000
• Funding Agency: Placer County	TOTAL	600,000								600,000
• Nevada State -	PE	1,200,000								1,200,000
• Fund Source 6 of 11	RW	2,775,000								2,775,000
• Fund Type: Southern Nevada Public Lands Management Act	CON		7,200,000							7,200,000
• Funding Agency: Federal Highway Administration (FHWA)	TOTAL	3,975,000	7,200,000							11,175,000
• Local Funds - Locally Generated Funds	PE									
• Fund Source 7 of 11	RW									
• Fund Type: Local Transportation Funds	CON	215,000								215,000
• Funding Agency: Tahoe Regional Planning Agency	TOTAL	215,000								215,000

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

DIST: 03	PPNO: 4679	EA: OC9301	CTIPS ID: 120-0000-0021	TITLE (DESCRIPTION): Kings Beach Commercial Core Improvement Project (In King's Beach, along Route 28 from Route 267 to Chipmunk Avenue. Enhance pedestrian/bicycle mobility and provide storm water runoff improvements.)	MPO Aprv:	
CT PROJECT ID:					MPO ID: TMC0203	State Aprv:
COUNTY: Placer County					ROUTE: 28	Federal Aprv:
					PM: 9.2 / 10.3	EPA TABLE II or III EXEMPT CATEGORY: Intersection signalization projects.

IMPLEMENTING AGENCY: Placer County

PROJECT MANAGER: PETER KRAATZ

PHONE: (530) 581-6231

EMAIL: pkraatz@placer.ca.gov

		PRIOR	12/13	13/14	14/15	15/16	16/17	17/18	BEYOND	TOTAL
• Local Funds - Locally Generated Funds	PE									
• Fund Source 8 of 11	RW	1,425,000								1,425,000
• Fund Type: Local Measure	CON		14,842,000							14,842,000
• Funding Agency: Placer County	TOTAL	1,425,000	14,842,000							16,267,000
• Local Funds - Locally Generated Funds	PE	2,350,000								2,350,000
• Fund Source 9 of 11	RW									
• Fund Type: Private Funds	CON	4,000,000								4,000,000
• Funding Agency:	TOTAL	6,350,000								6,350,000
• RIP -	PE									
• Fund Source 10 of 11	RW									
• Fund Type: STIP Advance Construction	CON				5,168,000					5,168,000
• Funding Agency:	TOTAL				5,168,000					5,168,000
• State Bond -	PE									
• Fund Source 11 of 11	RW									
• Fund Type: State and Local Partnership Program	CON		1,000,000							1,000,000
• Funding Agency:	TOTAL		1,000,000							1,000,000
<b>Project Total</b>	PE	8,650,000								8,650,000
	RW	4,200,000								4,200,000
	CON	4,815,000	23,042,000		5,168,000					33,025,000
	TOTAL	17,665,000	23,042,000		5,168,000					45,875,000

Comments:

\*\*\*\*\* Version 10 - 01/25/2013 \*\*\*\*\*

Moved SNPLMA funds \$7.2M from 10/11 to 12/13 CON

Added SLPP funds \$1M FY12/13 CON

\*\*\*\*\* Version 9 - 03/23/2012 \*\*\*\*\*

Carry over from 2010 STIP

RIP \$5,168 and Local funds \$15,842

Carry Over from 2008 STIP. Will advance project thru AB3090. Additional funds of 14,360

Local Funds (RIP) 2,537 FY10/11 CON

Local Funds 8,473 FY10/11 CON

Private 2,000 FY 10/11 CON, 1,350 FY09/10 PE

EIP #10060

\*\*\*\*\* Version 8 - 06/15/2010 \*\*\*\*\*

\*\*\*\*\* Version 7 - 06/30/08 \*\*\*\*\*

Esilmated total project cost = \$50 million

Project data transferred from 2008 STIP.

RTP#2

\*\*\*\*\* Version 6 - 02/26/2008 \*\*\*\*\*

Admin Amend #6 Move SNPLMA 1.2 mil in 06/07 to 07/08

\*\*\*\*\* Version 5 - 10/25/2007 \*\*\*\*\*

Amend #5:

STIP Adjustment. Moved 1.425 in RIP from ROW to PE.

Moved 2.775 in SNPLMA from CON to ROW.

\*\*\*\*\* Version 4 - 05/21/2007 \*\*\*\*\*

Formal Amend #4

Deprogrammed 1.187 in RIP as funds lapsed in May 07. Funds to return back to KB in 08 RIP.

07/08 programmed 2,014 PSE

07/08 programmed 200k ROW

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

07/08 programmed 1,225 ROW  
1.2 million in round 5SNPLMA moved to 06/07  
SNPLMA round 6 \$2.775 million in 07/08 ROW  
\*\*\*\*\* Version 3 - 07/12/06 \*\*\*\*\*  
Project data transferred from 2006 STIP.  
\*\*\*\*\* Version 2 - 06/23/2004 \*\*\*\*\*  
\*\*\*\*\* Version 1 - 05/10/02 \*\*\*\*\*  
Project data transferred from 2002 STIP 1.  
  
TRPA FTP/RTP number - #89

**Proposition 1B State-Local Partnership Program**  
2012-13 Competitive Program - Staff Recommendations  
(\$,000)  
**SLP1B-P-1213-04**

County	Project Applicant	Project Title	2012-13 \$ Recommended	Construction Date	Score	Cumulative \$ (\$15,266 avail)	SLPP \$ Remaining
Placer	Placer County	<b>Kings Beach Commercial Core Improv.</b>	\$1,000	3/1/2013	111	\$1,000	\$14,266
Placer	Placer County	Auburn/Folsom Rd Widening - North Ph	\$1,000	1/1/2013	106	\$2,000	\$13,266
Placer	Roseville	Blue Oaks Blvd Widening	\$1,000	4/1/2013	96	\$3,000	\$12,266
El Dorado	El Dorado County	Rt 49 Realignment, Ph 1A	\$1,000	12/1/2013	89	\$4,000	\$11,266
San Bernardino	Highland	Greenspot Rd Bridge at Santa Ana Riv	\$1,000	3/1/2013	88	\$5,000	\$10,266
San Bernardino	Highland	5th St Corridor Improvements	\$1,000	5/1/2013	84	\$6,000	\$9,266
San Bernardino	Rancho Cucamonga	I-15/Baseline Rd Interchange Improvements	\$1,000	Mid 2013	82	\$7,000	\$8,266
Orange	Anaheim	Katella Av Widening	\$1,000	5/1/2013	81	\$8,000	\$7,266
Santa Barbara	Santa Barbara County	Rt 101/Clark Av Improvements	\$321	12/1/2013	77	\$8,321	\$6,945
San Bernardino	Rialto	Ayala Av Widening	\$600	Mid 2013	76	\$8,921	\$6,345
Kern	Bakersfield	Mohawk St Extension & Improvements	\$1,000	5/1/2013	74	\$9,921	\$5,345
Placer	Lincoln	Nelson Lane Improvements	\$600	4/12/2013	73	\$10,521	\$4,745
Kings	Hanford	Campus Drive/UPRR Crossing	\$320	8/1/2013	70	\$10,841	\$4,425
Riverside	Murrieta	I-15/Los Alamos Rd, replace/widen overcross	\$1,000	12/1/2012	69	\$11,841	\$3,425
Riverside	Moreno Valley	Cactus Av Widening - E.bound 3rd lane	\$560	4/15/2013	69	\$12,401	\$2,865
San Bernardino	Redlands	Redlands Blvd/Alabama St Intersection Improvements	\$1,000	5/1/2013	69	\$13,401	\$1,865
Santa Barbara	Santa Barbara County	San Jose Creek Bike Path, North	\$414	7/1/2013	64	\$13,815	\$1,451
San Bernardino	Chino	Signal Interconnect - various locations	\$450	2/15/2013	58	\$14,265	\$1,001
San Bernardino	Montclair	Monte Vista Avenue Widening	\$180	9/1/2013	58	\$14,445	\$821
San Bernardino	Apple Valley	Kiowa Rd Widening, Ph II	\$320	1/2/2013	56	\$14,765	\$501
San Luis Obispo	San Luis Obispo Co.	Willow Rd Extension Mitigation	\$375	11/15/2012	55	\$15,140	<b>\$126</b>

**Not Recommended for Programming at this time (projects remain eligible and may be programmed as funds become available)**

Fresno	City of Fresno	Traffic Signal at Audubon/Cole	\$181	2/1/2013	52	\$15,321	
San Bernardino	Highland	Greenspot Rd Improvements	\$1,000	3/1/2013	47	\$16,321	
Fresno	City of Fresno	Traffic Signal at Shields/Temperance	\$215	2/1/2013	45	\$16,536	
Los Angeles	Lancaster	25th Street East, Alignment	\$361	1/15/2013	44	\$16,897	
Fresno	City of Fresno	Friant Rd Widening at Shepherd Av	\$145	2/1/2013	42	\$17,042	

**Not Recommended for Programming**

Kern	Kern County	Rt 58/Calloway Dr improvements <i>construction after December 2013 (not ready for allocation by June 2013)</i>	\$1,000	6/1/2014			
San Bernardino	Town of Yucca Valley	Rt 62 Safety & Utility Improvements <i>no evidence of developer fee funding</i>	\$364	4/1/2013			

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

DIST: PPNO: EA: CTIPS ID: 03 220-0000-0113 CT PROJECT ID: MPO ID: COUNTY: ROUTE: PM: El Dorado County Placer County	TITLE (DESCRIPTION): California High Efficiency Sweeper (Purchase one High Efficiency Sweeper for use on the California side of the Tahoe Region.)	MPO Aprv: State Aprv: Federal Aprv:  EPA TABLE II or III EXEMPT CATEGORY:
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IMPLEMENTING AGENCY: Caltrans

PROJECT MANAGER: LESLIE WATERS

PHONE: (530) 741-4191

EMAIL: leslie.waters@dot.ca.gov

**PROJECT VERSION HISTORY** *(Printed Version is Shaded)*

*(Dollars in whole)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	(Dollars in whole)					PE	
							Prog RW						
1	Active	01/30/2013	JWEBER	Amendment - New Project	1	266,000							
				<u>PRIOR</u>	<u>12/13</u>	<u>13/14</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>BEYOND</u>	<u>TOTAL</u>	
• Nevada State -													
• Fund Source 1 of 1				PE									
• Fund Type: Southern Nevada Public Lands Management				RW									
Act				CON	266,000							266,000	
• Funding Agency:				TOTAL	266,000							266,000	

**Comments:**

\*\*\*\*\* Version 1 - 01/29/2013 \*\*\*\*\*

New project: SNPLMA funds \$266,000 FY 12/13

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

DIST: PPNO: EA: CTIPS ID: NV CT PROJECT ID:  COUNTY: ROUTE: PM: Douglas County, Nev Washoe County, Nev	TITLE (DESCRIPTION): Nevada High Efficiency Sweeper (Purchase one High Efficiency Sweeper for use on the Nevada side of the Tahoe Region.)     	MPO Aprv: State Aprv: Federal Aprv:  EPA TABLE II or III EXEMPT CATEGORY:
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IMPLEMENTING AGENCY: Nevada DOT

PROJECT MANAGER: DENNIS TAYLOR

PHONE: (775) 888-7120

EMAIL: dtaylor@dot.state.nv.us

**PROJECT VERSION HISTORY** *(Printed Version is Shaded)*

*(Dollars in whole)*

<u>Version</u>	<u>Status</u>	<u>Official Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>(Dollars in whole)</u>					<u>PE</u>			
							<u>Prog RW</u>								
1	Active	01/30/2013	JWEBER	Amendment - New Project	1	266,000									
							<u>PRIOR</u>	<u>12/13</u>	<u>13/14</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>BEYOND</u>	<u>TOTAL</u>
							PE								
							RW								
							CON	266,000							266,000
							TOTAL	266,000							266,000

**Comments:**

\*\*\*\*\* Version 1 - 01/29/2013 \*\*\*\*\*  
 New project: SNPLMA funds \$266,000 FY 12/13  
 NV # XS2013001



**ROUND 12 CAPITAL PROJECT NOMINATION FORM**  
**LAKE TAHOE FEDERAL SHARE EIP CAPITAL PROJECTS**  
**APPENDIX K**

<b>Project Name:</b>	Mobile BMP Implementation on Paved Roadways in the Tahoe Basin	<b>EIP Number: (Required)</b>	10174, 10109, 10111
<b>Federal Agency Sponsor: (Required)</b>	Federal Highway Administration	<b>Contact:</b>	Hannah Visser
<b>Threshold:</b>	Air and Water	<b>Phone Number:</b>	775-687-5322
<b>Threshold Standard:</b>	WQ-1, WQ-2, WQ-3, WQ-4, WQ-5, AQ-3, AQ-4, AQ-8	<b>Email:</b>	Hannah.Visser@dot.gov
<b>FUNDING REQUESTED IN THIS ROUND:</b>		\$ 532,000	

**Federal Share EIP Consideration**

Select "yes" or "no" for each question. If you have a "yes" response, briefly describe. **Projects must meet one or more of these 5 items.**

- 1. Does the project involve federal land? If yes, is the federal land involved important to successful implementation of the project?** Yes  No

- 2. Is this project identified in the EIP? If yes, please ensure the EIP number is identified in the above project information box. If no, provide a description of the project's contribution to the EIP program.** Yes  No

High-efficiency street sweepers are included in the EIP Update under the improving air quality action priority although it is recognized that they have multiple threshold benefits. EIP number 10174 is for the purchase and use of high-efficiency street sweepers. EIP number 10109 is for BMP Effectiveness, and EIP number 10111 is for Loading Rates for Stormwater Runoff. The purchase and use of high-efficiency sweepers will result in a reduction of fine sediment particles and nutrient loading from urban roadways and reduce the amount of fine sediment particles that can become airborne. This will result in direct benefits and contribution to the Environmental Improvement Program (EIP) goals of reducing the pollutants that impact air quality and water quality. Additionally the reduction in fine sediment from the roadways will result in reduced Best Management Practices (BMP) maintenance needs over time from less pollutant generation.

- 3. Does the project involve the conservation of a federal or regional threatened, rare, endangered, or special interest species? If yes, identify.** Yes  No

- 4. Does the project involve an identified federal interest such as the detection and eradication of non-native invasive species (aquatic or terrestrial)? If yes, identify.** Yes  No

- 5. Does the project develop knowledge and/or information to develop future capital projects in the EIP? (such projects that fulfill this function would include technical assistance, data management, and/or resource inventories)** Yes  No

Data Management -- this project will gather and report data regarding abrasives and deicers applied to and/or removed from roadways and rights-of-way in the Tahoe Basin. Databases associated with the Lake Clarity Crediting Program (LCCP) will incorporate the collected data.

**Check all Capital Focus Area(s) that apply (as defined in the Federal Vision):**

- 1. **Watershed and Habitat Improvement**
- 2. **Forest Health**
- 3. **Air Quality and Transportation**
- 4. **Recreation and Scenic**

**Check all that apply (must meet a minimum of one category):**

- 1. **Continued emphasis on forest ecosystem health/fuels reduction projects considering the LTBMU Stewardship Fireshed Assessment and Lake Tahoe Basin Multi-Jurisdictional Fuels Reduction and Wildfire Prevention Strategy.**
- 2. **Continued implementation and/or completion of projects approved in Rounds 5 through 11 which implement the EIP. Project proposal should clearly describe the phase/product being produced along with the consequence of not completing the project phase proposed for Round 12.**

*List Previously Approved Rounds and funding(provide project titles):*

--

- 3. **Project is consistent with and contributes toward TMDL pollutant reductions within the four source categories (atmospheric, urban & groundwater, forested uplands, and stream channel). *NOTE: If “yes”, then please respond to questions in the Accomplishments section of the nomination proposal.***
- 4. **Control of aquatic invasive species and prevention and/or detection of new aquatic invasive species.**

## Project Nomination Proposal Outline

### **Project Summary (a brief summary which clearly describes the proposed project –maximum 200 words)**

- Summarize ONLY the Round 12 project (also summarize scaling of funding to be described in more detail in the “Project Description” section below).

This project will result in mobile BMP implementation on paved roadways to reduce fine sediment particle and nutrient concentrations from becoming airborne or impacting water quality. The implementation of this project will require the purchase of 2 high-efficiency sweepers [for California Department of Transportation (Caltrans) and Nevada Department of Transportation (NDOT)]. The use of this equipment will assist the state departments of transportation in the Lake Tahoe Hydrologic Unit (Basin) to significantly increase abrasive recovery effectiveness and pollutant removal from the roadways. The funding requested is \$532,000 and there will be an estimated in-kind contribution of \$2,450,000 during the life of the project.

### **Project Description**

#### **Introduction**

- Provide project background which explains the situation and state the problem and how it will be addressed.

*Note: Focus needs to be the project in Round 12 not a history of an ongoing project or program.*

Advanced methods are needed to meet the Lake Tahoe Total Maximum Daily Load (TMDL), which is expected to have a direct impact on the clarity of Lake Tahoe. Fine sediment particles < 16 microns in diameter transported to Lake Tahoe by stormwater runoff have been identified as a major factor in the loss of clarity in Lake Tahoe. Much of the fine sediment particles are generated from roadways in urban areas. Recent TMDL cost-effectiveness analysis completed for Placer County through a grant from the US Army Corp of Engineers indicates that increased street sweeping is highly cost-effective for removing fine sediment. The Pollutant Load Reduction Model (PLRM) initial estimates of pollutant loading have indicated that modifications to existing programs including winter abrasives applications and sediment recovery from roads via enhanced sweeping may constitute a large portion of potential credits for implementation of the TMDL.

Public entities in the Lake Tahoe Basin are currently hindered by a lack of street sweepers and the use of old/outdated street sweepers and traction application equipment (spreaders). Utilizing the BAT (best available technology) for spreaders would reduce the amount of abrasive applied. Utilizing the BAT for sweepers (above the current PM<sub>10</sub> compliant standard), as well as increasing sweeping frequency, would increase the amount of fine sediment particles and nutrients recovered. The increased costs associated with sediment and nutrient removal as a result of the EIP and TMDL could be offset by helping the local jurisdictions and associated responsible agencies acquire equipment that will lead to cost effective solutions for meeting load reductions as required by the TMDL and TRPA Thresholds. The new sweepers purchased with funding from this capital proposal will include high-efficiency vacuum sweepers, dedicated solely to Caltrans and NDOT routes in the Lake Tahoe Basin.

The Pollutant Reduction Opportunity Report (2008) estimates that paved roads contribute 44.1% of the total annual fugitive dust emissions, further heightening the importance of controlling this source of atmospheric pollutants. Increasing the number of sweepers operated in the Basin will allow for increased sweeping frequency and will increase removal of fine sediment and nutrient amounts. By increasing the sweeping capacity of each jurisdiction,

meeting the TMDL goal reduction of fine sediment can be more achievable. Existing sweepers are up to 7+ years old. The new high-efficiency sweepers can remove finer (smaller) sediment particles than the current fleet. The Pollutant Reduction Opportunity Report (2008) estimates a range from 8.5 % (bi-weekly sweeping) to 16.7 % (weekly sweeping) reduction of fine sediment from primary roads from the total basin wide atmospheric deposition budget.

To address the current water quality and air quality threshold and pending Lake Tahoe TMDL load reductions for fine sediment particles, phosphorus and nitrogen, the CA and NV stakeholders need to explore alternative products and methods to reduce, minimize, and/or eliminate the use of traction abrasives and enhance recovery effectiveness in the Tahoe Basin.

- Describe what Round 12 is specifically funding; list the number of years the requested funding will cover; briefly describe how this project links into previous projects/rounds (identify and describe other round projects and funding received). Show scaling of project (reduced funding request and associated reduction in accomplishments).

***NOTE:** Focus should be on finishing current/phased projects. If project is new in Round 12, clearly identify if the project is for planning or implementation and how it will be completed with Round 12 funds. Identify if other funds will be needed to complete the project. Please identify total non-SNPLMA funds that are being contributed/dedicated to the proposed Round 12 project and the source of those funds.*

The funding requested in this proposal is for sediment reduction/removal and will require the purchasing of two high-efficiency sweepers [for Caltrans (CA) and NDOT (NV)]. This equipment will assist the State departments of transportation in the Tahoe Basin to effectively pick up abrasives from paved roadways. This project is for a 7 year period of mobile BMP implementation on paved surfaces resulting from a one-time purchase of equipment, and will be completed with the Round 12 funds. The Round 12 funding will facilitate expedited implementation of an advanced sweeper program, which will have additional benefits to all EIP Erosion Control Projects on paved roadways from a reduction in pollutant loading. The grant funded sweepers will be used to meet TMDL goals and TRPA Thresholds for fine sediment and nutrient load reductions from atmospheric deposition and stormwater runoff.

All operational and maintenance costs including fuel and material disposal will be paid for by the departments of transportation. It is estimated that the operational and maintenance, fuel and material disposal fees will be approximately \$175,000/year for the life expectancy of the sweeper. This project is for a period of 7 years, making the estimated total individual in-kind contribution \$1,225,000 and collective in-kind contributions of \$2,450,000.

The funding requested in this proposal includes the purchase of the 2 high-efficiency sweepers at a cost of \$266,000 each, totaling \$532,000. The estimated total in-kind contribution to this Round 12 project is estimated at \$2,450,000.

- Describe the “readiness” of this project to move forward (urgency, capacity, capability, environmental documentation, interagency agreements, etc).

This project is ready to proceed upon authorization of funds. With the Lake Tahoe TMDL nearing adoption by both states, there is urgency in securing funding to reduce the fine sediment and nutrients generated from urban roadways. Caltrans and NDOT have fully qualified staff available to carry out the program as anticipated or are prepared to offer training as necessary.

Caltrans District 3 Local Assistance will authorize funds and coordinate interagency

agreements after grant approval.

This project would be categorically exempt from CEQA and NEPA.

- Describe partnerships for this project. (if applicable, project should identify and describe committed/secured partner funding and/or other partner contributions and how it is integrated into the project).

Caltrans will coordinate procurement and will review equipment specifications and work collaboratively with NDOT. Caltrans will contribute all associated operations and maintenance costs for its sweeper.

NDOT presently has experienced staff and facilities to install, operate and maintain the equipment that will be purchased if this project is approved and allowed to move forward. Funding to support personnel cost for the additional equipment would be from the Nevada Highway Fund.

*Note: The form requests information about project goals, objectives, accomplishments, and questions the program is designed to answer across several different sections. These issues are closely linked and your individual responses should provide a cohesive description.*

**Goal – Purpose and Need (“larger” statement of future expected outcome – usually not measurable)**

This project will result in mobile BMP implementation on paved roadways to reduce fine sediment particle and nutrient concentrations from becoming airborne or impacting water quality. This project will greatly assist the state departments of transportation who are responsible for compliance with the Lake Tahoe TMDL in reducing fine sediment and nutrient loads from the road surface during a variety of seasonal conditions, thereby eliminating a large source of the particles of concern (<16 micron sediment particles) from becoming airborne or entering Lake Tahoe and its tributaries. Implementation of this project is expected to reduce the amount of fine sediment in the air and stormwater that originates from the urban roadways linked to TRPA air and water thresholds.

Caltrans and NDOT can achieve this goal by increasing the sweeping fleet capacity, thereby increasing the operating time of sweeping and increased removal with efficient equipment.

There is a need for capital money, and for funds to assist the state departments of transportation to take actions that will benefit air and water quality. The majority of governmental grant programs are focused on site improvements and implementation (design and construction), and there is a need to fund the capital expense of equipment targeted at air and water quality improvement.

**Objectives (specific measurable statements of action – Round 12 only - which when completed will move towards achieving the goal)**

*Note: Objectives will form the basis for the milestones/deliverables to be identified in Appendix B-8*

- Describe how fulfilling objectives will contribute to the achievement of one or more environmental thresholds (air quality, water quality, soil conservation, vegetation, fisheries, wildlife, scenic, noise, recreation). Provide measures if applicable. For example: acres treated, miles of stream restored for each objective.

Air and Water Quality thresholds will be addressed through monitoring application/recovery of abrasives and deicing agents along stakeholder centerline miles as follows:

Caltrans – 68 miles

NDOT – 39 miles

Air quality will be improved by the reduction of fine sediment particulates (beyond PM<sub>10</sub> compliant) and nutrients. The Pollutant Reduction Opportunity Report (2008) estimates a range from 8.5 % (bi-weekly sweeping) to 16.7 % (weekly sweeping) reduction of fine sediment from primary roads from the total basin wide atmospheric deposition budget for the Lake Tahoe Basin. Water quality will be improved by the reduction of fine sediment particles (<16 micron) and nutrients. It is likely, based on current Pollutant Load Reduction Modeling estimates, that increased sweeping capacity from one high-efficiency sweeper may reduce Placer County's jurisdictional sediment load by 10 – 20 % over a five year period. Having more sweeper units available will increase the frequency and number of miles swept. Using the best available technology will increase amount of abrasive/fine sediment particles and nutrients collected thus increasing the efficiency of street sweeping efforts.

It is estimated that implementation of the high-efficiency sweeper in the Tahoe Basin will result in the collection of 5819 tons of sand and sediment per year (based on a 9 year average of sand and sediment collected by Caltrans in the Tahoe Basin) with approximately 15-20% of the sediment collected being fine sediment particles. As part of the Lake Tahoe TMDL implementation, the jurisdictional baseline average annual load of fine sediment particles will be estimated using the Pollutant Load Reduction Model (or equivalent). Once this baseline estimate is conducted, a plan will be created to demonstrate how actions will achieve pollutant load reduction requirements. As part of this plan, annual average estimates will be generated to quantify the amount of fine sediment reduced from actions taken, which include the implementation of mobile BMPs. This information will be reported annually as part of the Lake Clarity Crediting Program, the Environmental Improvement Program, and as part of this project. This information will help to refine the estimate provided from Caltrans as the high-efficiency sweepers are used in the Tahoe Basin and the associated benefits are tracked and reported.

- Describe the estimated environmental risks from unintended consequences of the proposed project (if applicable).

This project would be categorically exempt from CEQA. Without this grant, budget limitations and shortfalls will continue to prevent local entities from using the best available technology for road abrasive recovery. More fine sediment particles and nutrients will have the potential to become airborne and will reach Lake Tahoe further degrading the air quality, water quality, and lake clarity.

By increasing the sweeper fleets in the Basin, more tailpipe emissions would be produced, however, the environmental benefits outweigh this unintentional consequence. If the sweepers are replacing old equipment, then there is no unintentional consequence.

## Accomplishments

- Describe the anticipated project accomplishments (i.e. products or identifiable environmental benefits being produced or implemented under this project), and how the project results/accomplishments will be communicated and made available to the public.

*Note: Differentiate between direct and/or primary project effects and secondary and/or overall watershed effects.*

This proposal will aid in the reduction of fine sediment and nutrients and will contribute to significant load reductions needed with regard to the Lake Tahoe TMDL and TRPA Thresholds for atmospheric deposition and stormwater runoff. Products will include a detailed measured tracking system reporting the tonnage and material type being picked up by the sweeper. These measured results will be summarized with annual accomplishments and be made available to the public through the Lake Clarity Crediting Program and the TMDL Management System. Measured results will then be compared to modeled predictions to ensure anticipated targets are met and its effects on Lake Tahoe clarity realized through improvement in Secchi depth.

It is likely, based on current estimates, that increased sweeping capacity from one high-efficiency sweeper may reduce a jurisdictional sediment load by 10 – 20 % over a five year period. Project accomplishments can be easily quantified for this project, based on the research results for sweeping (hours and recovery percentage) and abrasives studies. It is estimated that implementation of the high-efficiency sweeper in the Tahoe Basin will result in the collection of 5819 tons of sand and sediment per year (based on a 9 year average of sand and sediment collected by Caltrans in the Tahoe Basin) with approximately 15-20% of the sediment collected being fine sediment particles. The reduction in fine sediment particles will be documented through the Lake Clarity Crediting Program, the Environmental Improvement Program, and this project.

According to Duncan et al. (1985) implementation of a thorough sweeping program can reduce emissions from paved roads by approximately one-third. Cowherd (1988) estimated that a range of 33-37% emission reduction rate for particulate matter less than 10 microns from paved roadways was possible with a vigorous sweeping program. Street sweeping is a cost-effective pollutant control practice when compared to structural BMPs (e.g. detention ponds, settling or filtering devices) and prolongs their operational efficiency and reduces the required maintenance needs (Schilling 2005). Additionally, when utilizing street sweeping as a pollutant source control measure, and when combined with other structural and non-structural BMPs, water quality is improved and habitat deterioration is reduced (Schilling 2005).

This project will allow the stakeholders to utilize modern technological products and methods to enhance the effectiveness of traction abrasive recovery in the Tahoe Basin. Abrasive recovery is a measurable activity and will be quantified and reported on an annual basis. Using the best available technology will further aid the collection and documentation of abrasive application and recovery effort and will demonstrate a reduction of fine sediment particles and nutrients reaching Lake Tahoe.

- If you checked “yes” for the project being consistent with and contributing to TMDL pollutant reductions, please consider and integrate the following in the project description:

a) Describe whether, and how, the project demonstrates advanced, alternative, or innovative practices.

The project will be demonstrating innovative practices. The new high-efficiency vacuum sweepers are approved by TRPA as an acceptable technology for water quality and air quality improvement. Some high-efficiency sweepers do not have mechanical brooms and do not agitate or pulverize abrasives. It will be an innovative practice for stakeholders from two states to consistently use the best available technology to remove abrasives and deicers applied to the paved roadways in the Tahoe Basin as a coordinated effort.

b) If project includes project level monitoring, describe ability of proposed monitoring strategy to contribute to the state of TMDL knowledge. Also describe if purpose of the capital project is to conduct data collection and/or analysis related to Lake Tahoe clarity.

Monitoring for the sweepers will mainly consist of maintenance record keeping, i.e. hours of operation, types/location of streets, and amount of abrasives applied and recovered.

TMDL monitoring will be jurisdictional-based and not project-based. The TMDL will be monitored through the use of tools available; i.e. PLRM and Road RAM (Rapid Assessment Methodology). TMDL Management System annual reporting and the Lake Clarity Crediting Program will reflect results of the project implementation.

Urban stormwater monitoring will be addressed through stakeholder coordination upon full implementation of the Lake Tahoe TMDL. Data collection and analysis will provide more accurate information which can be utilized in programming specialized equipment for recovery of abrasives and programming/monitoring routes of application/recovery.

c) Describe treatment approach for reducing pollutants and/or measures to address connectivity between pollutant sources and Lake Tahoe or its tributaries. Identify target pollutants, and, to the degree feasible, provide quantitative estimates of project effectiveness at reducing pollutant loads (and/or a commitment to provide post-project estimates).

Fine sediment particles (<16 microns) and nutrients are the target pollutants. It is likely, based on current estimates, that increased sweeping capacity from one high-efficiency sweeper may reduce a jurisdictional sediment load by 10 – 20 % over a five year period. This project will have a very straightforward objective and measurable impact. The treatment approach of more effective sweeping through high-efficiency sweepers and increased frequency has been shown to be a highly cost-effective method for reducing fine sediment particles. The quantitative estimates of overall urban jurisdiction effectiveness at reducing pollutant loads will be documented through the Lake Clarity Crediting Program, the Environmental Improvement Program, and this project.

As data analysis is combined with geographic information systems (GIS) information



and PLRM information, specific knowledge may be obtained to target reduction or elimination of abrasives in some areas of the Tahoe Basin. However, accurate reductions cannot be assessed until more accurate application and recovery data is collected during this project.

The benefit of the best available technology may document an increase in the amount of material recovered - increased efficiency. It is a prime example of source control and will show an immediate water quality, clarity and air quality benefit.

d) If appropriate, describe whether, and how, the project can be combined or coordinated with other TMDL implementation projects.

Overall, this proposal will coordinate with other able jurisdictions for the same equipment. The basin-wide TMDL effort will reduce, by a significant amount, a large percent of fine sediment particles and nutrients discharged to the Lake via atmospheric deposition and stormwater runoff.

The purchase of high-efficiency sweepers will provide more accurate data than historic methods and will be critical in annual reporting and crediting. The purchase of this equipment, which is GPS-capable, and data tracking will aid in annual reporting and credit tracking requirements.

## Monitoring

- Describe the project monitoring that will be implemented as part of this project including:
  - List the questions the monitoring program is designed to answer.

There is not a monitoring program that will be implemented as part of this project, however monitoring of urban stormwater is on-going and is expected to help answer the questions related to fine sediment and nutrient load reductions from advanced roadway operations and maintenance.

- Describe any coordination with, or input from, the science community on monitoring and adaptive management that has occurred on the development of this nomination and what changes (if any) to the project were made as a result of this input.

- Describe the methods and strategies (i.e. monitoring, research, or both) that will be used to verify whether the project goals and objectives have been met? (*Note: A detailed monitoring plan and/or research plan is not required, however, enough detail must be provided to allow someone that is unfamiliar with the project to understand and evaluate the proposed methods and strategies.*)

Through the use of stormwater tools developed for implementation of the Lake Tahoe TMDL, including the Road Rapid Assessment Methodology (RAM), BMP RAM, Pollutant Load Reduction Model and the Lake Clarity Crediting Program, load reduction estimates of fine sediment particles and nutrients will be estimated and reported on an average annual basis.

- Describe whether the monitoring or research associated with this project fits into or is part of a larger monitoring or research program.

The monitoring that is on-going is part of established monitoring programs and some research funding for testing specific hypothesis (i.e. effectiveness of street sweeping). Over time monitoring information generated from urban roadways is expected to be part of a larger Regional Stormwater Monitoring Program (RSWMP).

- Describe how information from the monitoring and/or research will be used to improve the continued performance of the proposed project or future similar projects.

The enhanced ability to recover the amount of abrasives applied through the use high-efficiency sweepers will allow for improved and more efficient paved roadway operations. The information gained through this funding from enhanced roadway abrasive removal will be shared with all urban jurisdictions in the Lake Tahoe Basin through presentations and discussions at the Storm Water Quality Improvement Committee among other venues including the Lake Clarity Crediting Program.

**Attachments**

- If applicable, include 8 ½ X 11 map depicting the project

The map below shows the State Highways in the Lake Tahoe Basin that the mobile BMPs will be used on. Note the roads on the California portion of the Basin belong to Caltrans, and the Nevada portions belong to NDOT.



**Appendix B-8**  
**LAKE TAHOE RESTORATION PROJECTS**  
**ESTIMATED NECESSARY EXPENSES & KEY MILESTONE DATES**

Project Name:	Moblie BMP Implementation on Paved Roadways in the Tahoe Basin	Agency:	Federal Highway Administration
Prepared by:	Hannah Visser	Phone:	(775) 687-5322
SNPLMA Project #:		EIP #:	10174, 10109, 10111

**Identify estimated costs of eligible reimbursement expenses:**

<b>1. Planning, Environmental Assessment and Research Costs</b> (specialist surveys, reports, monitoring, data collection, analysis, NEPA, etc.)	\$ _____	_____ %
<b>2. FWS Consultation – Endangered Species Act</b>	\$ _____	_____ %
<b>3. Direct Labor (Payroll) to Perform the Project</b>	\$ _____	_____ %
<b>4. Project Equipment</b> (tools, software, specialized equipment, etc.)	\$ 532,000	100 %
<b>5. Travel</b> (including per diem where official travel status required to carry out project, such as serve as COR, experts to review reports, etc.)	\$ _____	_____ %
<b>6. Official Vehicle Use</b> (pro rata cost for use of Official Vehicles when required to carry out project)	\$ _____	_____ %
<b>7. Cost of Contracts, Grants and/or Agreements to Perform the Project</b>	\$ _____	_____ %
<b>8. Other Direct and Contracted Labor:</b> Agency payroll for the Contracting Officer to do project procurement, COR, Project Inspector, Sec. 106 Consultation if required, NEPA Lead, Project Manager, Project Supervisor, and subject experts to review contracted surveys, designs/drawings, plans, reports, etc.; Also covered is the cost to contract for a Project Manager and/or Project Supervisor if contracted separately from other project contract(s)	\$ _____	_____ %
<b>9. Other Necessary Expenses</b> (see Appendix B-11): Indirect costs associated with implementing a project, such as support services, budget tracking etc.	\$ _____	_____ %
<b>TOTAL:</b>	\$ 532,000	100 %

**Estimated Key Milestone Dates:**

Milestones/Deliverables:	Date:
Kickoff Meeting -- within 4 weeks of award	11/2011
Interagency Coordination/Agreements - ongoing	11/2011
Authorize Funds - upon completion of Interagency Agreements	2/2012
Purchase and Distribute Equipment	6/2012
Annual Sweeper Use on Identified Roads	7/2012 to 6/30/2019
<b>Final Completion Date:</b> 6/30/2019	

**COMMENTS:** Milestones/Deliverables were scheduled with an assumed Rd12 approval date of 10/2011.

**TABLE 1: REVENUE**

**Tahoe Metropolitan Planning Organization  
2012/13-2015/16 Federal Transportation Improvement Program  
Amendment #1 (\$'s in 1,000)**

Funding Source		NOTES	4 YEARS (FSTIP Cycle)				
			2012/13	2013/14	2014/15	2015/16	TOTAL
LOCAL	Sales Tax						
	-- City						
	-- County						
	Gas Tax						
	-- Gas Tax (Subventions to Cities)						
	-- Gas Tax (Subventions to Counties)						
	<b>Other Local Funds</b>		\$15,995	\$348	\$778		\$17,121
	-- County General Funds		\$15,842				\$15,842
	-- City General Funds				\$778		\$778
	-- Street Taxes and Developer Fees						
	-- RSTP Exchange funds		\$153	\$348			\$501
	Transit						
-- Transit Fares							
Tolls (e.g. non-state owned bridges)							
Other (See Appendix 1)		\$3,500	\$8,963	\$10,074	\$3,160	\$25,697	
<b>Local Total</b>		\$19,495	\$9,311	\$10,852	\$3,160	\$42,818	
REGIONAL	Tolls						
	-- Bridge						
	-- Corridor						
	Regional Transit Fares/Measures						
	Regional Sales Tax						
	Regional Bond Revenue						
	Regional Gas Tax						
	Vehicle Registration Fees (CARB Fees, SAFE)						
	Other (See Appendix 2)						
<b>Regional Total</b>							
STATE	<b>State Highway Operations and Protection Program</b>		\$69,668	\$111,560			\$181,228
	SHOPP (Including Augmentation)		\$69,668	\$111,560			\$181,228
	SHOPP Prior						
	State Minor Program						
	<b>State Transportation Improvement Program</b>				\$5,168		\$5,168
	STIP (Including Augmentation)				\$5,168		\$5,168
	<i>Transportation Enhancement</i>						
	STIP Prior						
	<i>Transportation Enhancement</i>						
	Proposition 1 A						
	Proposition 1 B	SLPP	\$1,000				\$1,000
	GARVEE Bonds (Includes Debt Service Payments)						
	Highway Maintenance (HM)						
	Traffic Congestion Relief Program (TCRP)						
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)						
Safe Routes to School (SR2S)							
State Emergency Repair Program							
Other (See Appendix 3)		\$685		\$17,800		\$18,485	
<b>State Total</b>		\$71,353	\$111,560	\$22,968		\$205,881	
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program						
	5308 - Clean Fuel Formula Program		\$1,000	\$1,200	\$800	\$800	\$3,800
	5309a - Fixed Guideway Modernization		\$4,000	\$16,000			\$20,000
	5309b - New and Small Starts (Capital Investment Grants)						
	5309c - Bus and Bus Related Grants			\$5,000			\$5,000
	5310 - Elderly & Persons with Disabilities Formula Program						
	5311 - Nonurbanized Area Formula Program	CA & NV	\$1,964	\$1,964	\$1,964	\$1,964	\$7,856
	5311c - Public Transportation on Indian Reservation						
	5311f - Intercity Bus						
	5316 - Job Access and Reverse Commute Program						
	5317 - New Freedom	CA & NV	\$87	\$90	\$93	\$96	\$366
	5320 - Transit in the Parks						
	FTA Transfer from Prior FTIP						
	Other (See Appendix 4)						
<b>Federal Transit Total</b>		\$7,051	\$24,254	\$2,857	\$2,860	\$37,022	

**TABLE 1: REVENUE**

**Tahoe Metropolitan Planning Organization  
2012/13-2015/16 Federal Transportation Improvement Program  
Amendment #1 (\$'s in 1,000)**

Funding Source		NOTES	4 YEARS (FSTIP Cycle)				
			2012/13	2013/14	2014/15	2015/16	TOTAL
FEDERAL HIGHWAY	Bridge Discretionary Program						\$0
	Congestion Mitigation and Air Quality (CMAQ)		\$710	\$710	\$710	\$710	\$2,840
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)						\$0
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)						\$0
	Federal Lands Highway		\$2,500				\$2,500
	Ferry Boat Discretionary						\$0
	High Priority Projects (HPP) and Demo		\$1,655				\$1,655
	High Risk Rural Road (HRRR)						\$0
	Highway Bridge Program (HBP)						\$0
	Highway Safety Improvement Program (HSIP)						\$0
	National Scenic Byways Program		\$2,000				\$2,000
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)						\$0
	Public Lands Highway			\$1,500	\$63,200		\$64,700
	Railway (Section 130)						\$0
	Recreational Trails						\$0
	Safe Routes to School (SRTS) (SAFETEA-LU)						\$0
	Surface Transportation Program (Regional)						\$0
	Transportation and Community and System Preservation Program						\$0
Transportation Improvements (TI)						\$0	
Other (see Appendix 5)		\$7,732	\$150	\$0	\$0	\$7,882	
<b>Federal Highway Total</b>		<b>\$14,597</b>	<b>\$2,360</b>	<b>\$63,910</b>	<b>\$710</b>	<b>\$81,577</b>	
FEDERAL RAILROAD ADMINISTRATION	American Recovery and Reinvestment Act of 2009						\$0
	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)						\$0
	Other (see Appendix 6)		\$0	\$0	\$0	\$0	\$0
<b>Federal Railroad Administration Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
<b>Federal Total</b>		<b>\$21,648</b>	<b>\$26,614</b>	<b>\$66,767</b>	<b>\$3,570</b>	<b>\$118,599</b>	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						\$0
	State Infrastructure Bank						\$0
	Section 129 Loans						\$0
	Rail Rehab & Improvement Financing						\$0
	Railroad Innovative Finance						\$0
	Private Activity Bonds						\$0
	Private Concession Fees						\$0
	Private Donations						\$0
	Program Income (from a federal project)						\$0
	Other (See Appendix 7)		\$0	\$0	\$0	\$0	\$0
<b>Innovative Financing Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
<b>REVENUE TOTAL</b>		<b>\$112,496</b>	<b>\$147,485</b>	<b>\$100,587</b>	<b>\$6,730</b>	<b>\$367,298</b>	

MPO Financial Summary Notes:

**TABLE 1: REVENUE - APPENDICES**

**Tahoe Metropolitan Planning Organization  
2012/13-2015/16 Federal Transportation Improvement Program  
(\$'s in 1,000)**

**Appendix 1 - Local Other**

Local Other	2012/13	2013/14	2014/15	2015/16	TOTAL
TRPA Mitigation Funds		\$651			\$651
Local Transportation Funds	\$3,500	\$8,312	\$3,074	\$3,160	\$18,046
Private Funds			\$7,000		\$7,000
<b>Local Other Total</b>	<b>\$3,500</b>	<b>\$8,963</b>	<b>\$10,074</b>	<b>\$3,160</b>	<b>\$25,697</b>

**Appendix 2 - Regional Other**

Regional Other	2012/13	2013/14	2014/15	2015/16	TOTAL
<b>Regional Other Total</b>					

**Appendix 3 - State Other**

State Other	2012/13	2013/14	2014/15	2015/16	TOTAL
California Tahoe Conservancy	\$85				\$85
CA State Funds			\$14,200		\$14,200
NDOT			\$3,600		\$3,600
NV Gas Tax	\$600				\$600
<b>State Other Total</b>	<b>\$685</b>		<b>\$17,800</b>		<b>\$18,485</b>

**Appendix 4 - Federal Transit Other**

Federal Transit Other	2012/13	2013/14	2014/15	2015/16	TOTAL
<b>Federal Transit Other Total</b>					

**Appendix 5 - Federal Highway Other**

Federal Highway Other	2012/13	2013/14	2014/15	2015/16	TOTAL
USFS		\$150			\$150
SNPLMA	\$7,732				\$7,732
<b>Federal Highway Other Total</b>	<b>\$7,732</b>	<b>\$150</b>			<b>\$7,882</b>

**Appendix 6 - Federal Railroad Administration Other**

Federal Railroad Administration Other	2012/13	2013/14	2014/15	2015/16	TOTAL
<b>Federal Railroad Administration Other Total</b>					

**Appendix 7 - Innovative Other**

Innovative Other	2012/13	2013/14	2014/15	2015/16	TOTAL
<b>Innovative Other Total</b>					

**TABLE 2: PROGRAMMED**

**Tahoe Metropolitan Planning Organization  
2012/13-2015/16 Federal Transportation Improvement Program  
Amendment #1 (\$'s in 1,000)**

ATTACHMENT A

FUNDING SOURCE	NOTES	4 YEARS (FSTIP Cycle)				
		2012/13	2013/14	2014/15	2015/16	TOTAL
<b>LOCAL</b>	Local Total	\$19,495	\$9,311	\$10,852	\$3,160	\$42,818
<b>REGIONAL</b>	Tolls					
	-- Bridge					
	-- Corridor					
	Regional Transit Fares/Measures					
	Regional Sales Tax					
	Regional Bond Revenue					
	Regional Gas Tax					
	Vehicle Registration Fees (CARB Fees, SAFE)					
	Other (See Appendix A)					
	<b>Regional Total</b>					
<b>STATE</b>	<b>State Highway Operations and Protection Program</b>	\$69,668	\$111,560			\$181,228
	SHOPP (Including Augmentation)	\$69,668	\$111,560			\$181,228
	SHOPP Prior					
	State Minor Program					
	<b>State Transportation Improvement Program</b>			\$5,168		\$5,168
	STIP (Including Augmentation)			\$5,168		\$5,168
	Transportation Enhancement					
	STIP Prior					
	Transportation Enhancement					
	Proposition 1 A					
	Proposition 1 B					
	SLPP	\$1,000				\$1,000
	GARVEE Bonds (Includes Debt Service Payments)					
	Highway Maintenance (HM)					
	Traffic Congestion Relief Program (TCRP)					
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)					
	Safe Routes to School (SR2S)					
	State Emergency Repair Program					
	Other (See Appendix B)	\$685		\$17,800		\$18,485
	<b>State Total</b>	\$71,353	\$111,560	\$22,968		\$205,881
<b>FEDERAL TRANSIT</b>	5307 - Urbanized Area Formula Program					
	5308 - Clean Fuel Formula Program	\$1,000	\$1,200	\$800	\$800	\$3,800
	5309a - Fixed Guideway Modernization	\$4,000	\$16,000			\$20,000
	5309b - New and Small Starts (Capital Investment Grants)					
	5309c - Bus and Bus Related Grants		\$5,000			\$5,000
	5310 - Elderly & Persons with Disabilities Formula Program					
	5311 - Nonurbanized Area Formula Program	\$1,964	\$1,964	\$1,964	\$1,964	\$7,856
	5311c - Public Transportation on Indian Reservation					
	5311f - Intercity Bus					
	5316 - Job Access and Reverse Commute Program					
	5317 - New Freedom	\$87	\$90	\$93	\$96	\$366
	5320 - Transit in the Parks					
	FTA Transfer from Prior FTIP					
	Other (See Appendix C)					
	<b>Federal Transit Total</b>	\$7,051	\$24,254	\$2,857	\$2,860	\$37,022
<b>FEDERAL HIGHWAY</b>	Bridge Discretionary Program					
	Congestion Mitigation and Air Quality (CMAQ)	\$710	\$710	\$710	\$710	\$2,840
	Coordinated Border Infrastructure (SAFETEA-LU Sec. 1303)					
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)					
	Federal Lands Highway	\$2,500				\$2,500
	Ferry Boat Discretionary					
	High Priority Projects (HPP) and Demo	\$1,655				\$1,655
	High Risk Rural Road (HRRR)					
	Highway Bridge Program (HBP)					
	Highway Safety Improvement Program (HSIP)					
	National Scenic Byways Program	\$2,000				\$2,000
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)					
	Public Lands Highway		\$1,500	\$63,200		\$64,700
	Railway (Section 130)					
	Recreational Trails					
	Safe Routes to School (SRTS) (SAFETEA-LU)					
	Surface Transportation Program (Regional)					
	Transportation and Community and System Preservation Program					
	Transportation Improvements (TI)					
	Other (see Appendix D)	\$7,732	\$150			\$7,882
	<b>Federal Highway Total</b>	\$14,597	\$2,360	\$63,910	\$710	\$81,577
<b>FEDERAL RAILROAD ADMINISTRATION</b>	American Recovery and Reinvestment Act of 2009 (ARRA)					
	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)					
	Other (see Appendix E)					
	<b>Federal Railroad Administration Total</b>					
	<b>Federal Total</b>	\$21,648	\$26,614	\$66,767	\$3,570	\$118,599
<b>INNOVATIVE FINANCE</b>	TIFIA (Transportation Infrastructure Finance and Innovation Act)					
	State Infrastructure Bank					
	Section 129 Loans					
	Rail Rehab & Improvement Financing					
	Railroad Innovative Finance					
	Private Activity Bonds					
	Private Concession Fees					
	Private Donations					
	Program Income (from a federal project)					
	Other (See Appendix F)					
	<b>Innovative Financing Total</b>					
<b>PROGRAMMED TOTAL</b>		\$112,496	\$147,485	\$100,587	\$6,730	\$367,298





**TABLE 3: REVENUE-PROGRAMMED**

**Tahoe Metropolitan Planning Organization  
2012/13-2015/16 Federal Transportation Improvement Program  
(\$'s in 1,000)**

Funding Source		4 YEARS (FSTIP Cycle)				
		2012/13	2013/14	2014/15	2015/16	TOTAL
LOCAL	Local Total					
	<b>Tolls</b>					
REGIONAL	-- Bridge					
	-- Corridor					
	Regional Transit Fares/Measures					
	Regional Sales Tax					
	Regional Bond Revenue					
	Regional Gas Tax					
	Vehicle Registration Fees (CARB Fees, SAFE)					
	Other					
	<b>Regional Total</b>					
STATE	<b>State Highway Operations and Protection Program</b>					
	SHOPP (Including Augmentation)					
	SHOPP Prior					
	State Minor Program					
	<b>State Transportation Improvement Program</b>					
	STIP (Including Augmentation)					
	<i>Transportation Enhancement</i>					
	STIP Prior					
	<i>Transportation Enhancement</i>					
	Proposition 1 A					
	Proposition 1 B					
	GARVEE Bonds (Includes Debt Service Payments)					
	Highway Maintenance (HM)					
	Traffic Congestion Relief Program (TCRP)					
	State Transit Assistance (STA)(e.q., population/revenue based, Prop 42)					
	Safe Routes to School (SR2S)					
	State Emergency Repair Program					
Other						
	<b>State Total</b>					
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program					
	5308 - Clean Fuel Formula Program					
	5309a - Fixed Guideway Modernization					
	5309b - New and Small Starts (Capital Investment Grants)					
	5309c - Bus and Bus Related Grants					
	5310 - Elderly & Persons with Disabilities Formula Program					
	5311 - Nonurbanized Area Formula Program					
	5311c - Public Transportation on Indian Reservation					
	5311f - Intercity Bus					
	5316 - Job Access and Reverse Commute Program					
	5317 - New Freedom					
	5320 - Transit in the Parks					
	FTA Transfer from Prior FTIP					
	Other					
	<b>Federal Transit Total</b>					
FEDERAL HIGHWAY	Bridge Discretionary Program					
	Congestion Mitigation and Air Quality (CMAQ)					
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)					
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)					
	Federal Lands Highway					
	Ferry Boat Discretionary					
	High Priority Projects (HPP) and Demo					
	High Risk Rural Road (HRRR)					
	Highway Bridge Program (HBP)					
	Highway Safety Improvement Program (HSIP)					
	National Scenic Byways Program					
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)					
	Public Lands Highway					
	Railway (Section 130)					
	Recreational Trails					
	Safe Routes to School (SRTS) (SAFETEA-LU)					
	Surface Transportation Program (Regional)					
	Transportation and Community and System Preservation Program					
	Transportation Improvements (TI)					
Other						
	<b>Federal Highway Total</b>					
FEDERAL RAILROAD ADMINISTRATION	American Recovery and Reinvestment Act of 2009					
	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)					
	Other					
	<b>Federal Railroad Administration Total</b>					
	<b>Federal Total</b>					
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)					
	State Infrastructure Bank					
	Section 129 Loans					
	Rail Rehab & Improvement Financing					
	Railroad Innovative Finance					
	Private Activity Bonds					
	Private Concession Fees					
	Private Donations					
	Program Income (from a federal project)					
	Other					
	<b>Innovative Financing Total</b>					
<b>REVENUE - PROGRAM TOTAL</b>						

TAHOE METROPOLITAN PLANNING ORGANIZATION  
TMPO RESOLUTION NO. 2013 - \_\_\_\_

ADOPTION OF AMENDMENT No. 1 TO THE 2013-2016 FEDERAL TRANSPORTATION IMPROVEMENT  
PROGRAM FOR THE LAKE TAHOE REGION

WHEREAS, the Tahoe Metropolitan Planning Organization (TMPO) is the designated planning organization for the Lake Tahoe Region as defined by the Transportation Equity Act for the 21st Century; and

WHEREAS, the 2013 TMPO Federal Transportation Improvement Program (FTIP) has been developed and maintained in accordance with the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21); and

WHEREAS, the Federal Clean Air Act amendments require that no department, agency, or instrumentality of the Federal Government shall engage in, support in any way or provide financial assistance for, license or permit, or approve an activity which does not conform to an implementation plan approved or promulgated under Section 110; and

WHEREAS, no metropolitan planning organization designated under Title 23 of the U.S. Code shall give its approval to any project, program or plan which does not conform to an implementation plan approved or promulgated under Section 110; and

WHEREAS, the assurance of conformity to an implementation plan is the affirmative responsibility of the TMPO; and

WHEREAS, the 2012 Regional Transportation Plan for the Lake Tahoe Basin describes a transportation system envisioned for the horizon years and was adopted as a financially constrained plan by the TMPO Board on December 12, 2012; and

WHEREAS, the 2013 FTIP is consistent with the transportation system and financial plan described in the 2012 Regional Transportation Plan; and

WHEREAS, the 2013 FTIP is financially constrained by year and includes a financial plan that demonstrates which projects can be implemented using committed funds; and

WHEREAS, the 2013 FTIP includes all regionally significant transportation projects to be funded from local, state or federal resources; and

WHEREAS, the 2013 FTIP has been developed under TMPO policies for community input and interagency consultation procedures; and

WHEREAS, during the life of the program, it is sometimes necessary to amend the program to reflect changes in project costs, scopes or schedules, or to add new projects; and

WHEREAS, the 2013 FTIP is now in need of amendment; and

WHEREAS, the 2013 FTIP Amendment No. 1 does not interfere with the timely implementation of any approved Transportation Control Measure; and

TMPO CONSENT CALENDAR ITEM NO.

WHEREAS, the 2013 FTIP Amendment No. 1 was found to conform to the applicable State Implementation Plan; and

WHEREAS, the 2013 FTIP Amendment No. 1 conformity determination was based on the 2012 Regional Transportation Plan for the Lake Tahoe Basin; and

WHEREAS, the 2013 FTIP Amendment No. 1 is air quality exempt and no further conformity determination is required; and

WHEREAS, the 2013 FTIP Amendment No. 1 meets all applicable transportation planning requirements per 23 Code of Federal Regulations Part 450; and

WHEREAS, on February 08, 2013 the Tahoe Transportation Commission recommended the TMPO adopt the proposed 2013 FTIP Amendment No. 1.

NOW, THEREFORE, BE IT RESOLVED, that the Governing Board of the Tahoe Metropolitan Planning Organization adopts this resolution approving the 2013 FTIP Amendment No. 1.

BE IT FURTHER RESOLVED, that TMPO staff is hereby directed and authorized to work with Caltrans, the Nevada Department of Transportation, the Federal Highway Administration, the Federal Transit Administration and the Environmental Protection Agency to make whatever technical changes or corrections are needed to the format and organization of the document to obtain its approval by these agencies.

PASSED AND ADOPTED by the Governing Board of the Tahoe Metropolitan Planning Organization at its regular meeting held on February 27, 2013 by the following vote:

Ayes:

Nays:

Abstain:

Absent:

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Shelly Aldean, Chair  
TMPO Governing Board

TMPO CONSENT CALENDAR ITEM NO.



MEMORANDUM

Date: February 4, 2013  
To: Tahoe Transportation District (TTD) Board of Directors  
From: TTD Staff  
Subject: Review and Acceptance of the District's Financial Statement of Operations for the Period July 1, 2012 Through November 30, 2012

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**Action Requested:**

It is requested the Board accept the Financial Statement of Operations for July 1, 2012 through November 30, 2012.

**Background:**

Staff has completed analyzing financial information for the five months of fiscal year 2013 (FY13). The presentation of the financial information continues to detail the District's funds: General, Capital Improvement Program (CIP), and Transit Operations.

As you recall, the General and the CIP funds are combined and categorized as Governmental Funds in the audited financial statements and Transit Operations is categorized as an Enterprise Fund.

Governmental Fund financial statements use the modified accrual accounting method, which measures cash and all other financial assets that can readily be converted to cash. The Governmental Fund statements provide a detailed short-term view of the District's general government operations and are useful in evaluating the government's financial resources that can be spent in the near future to finance the District's programs.

The Governmental Accounting Standards Board (GASB) advises governments to present financial information in this manner. However, audited financials also include reporting on a government-wide basis. Certain activity is added to the governmental fund and designed to provide an overview of the District's finances on a full accrual basis in a manner similar to a private-sector business. The Enterprise Fund is always treated on a full accrual basis.

Staff therefore has included an additional column (GFA) to the financial statements (Attachment A) that shows the governmental-wide fund activity. These activities are for informational purposes only and are not included in the totals found to the left of the row.

Staff has also revised the detailed fund reports showing prior quarterly activity as a total and current quarterly activity by month, with year-to-date totals compared to the budget, the variance displayed as a percentage, and the programs year-to-date totaled by line item.

JS/jw

AGENDA ITEM: IX.A.

**Discussion:**

**General –**

Overall, the District ended with a decrease of \$11,699 for the months of October and November 2012. The decrease was expected as the District incurred \$11,131 in legal fees for the start-up of the North Shore Ski Shuttle Program.

The District's General Fund Balance at November 30, 2012 is \$83,500, which is approximately \$212 more than at the start of the fiscal year.

**General Forecast –**

The District expects to receive \$35,159 in April from The Ridge Resorts as a contribution to the overall District's transportation program.

The District anticipates transferring approximately \$30,000 from the balance of mitigation fees that were originally targeted for covering the interest incurred on the line of credit for the South Demo Construction Project. This will decrease CIP's deferred revenue, while increasing contributions to the District's overall transportation program.

Payroll costs incurred by the general fund for the first six months of the year are \$7,638 lower than anticipated and resulted from a combination of reduced staff and a delay on the decision on whether to allow for increases.

The District will be reimbursed \$5,000 for legal fees incurred for the North Shore Ski Shuttle Program, as budgeted for the program. However, Staff suggests should there be a balance of the funds at the end of the winter season, any refunds to the private entities would be net of the program's balance of legal fees.

**CIP –**

Overall, the District ended October and November with an increase of \$79. The increase can be directly attributed to the interest that was earned from the District's savings account with Nevada State Bank.

**Federal Lands and Highways Half Percent Project – Round 3**

FLH Half Percent expenditures incurred during October and November totaled \$456,160. The District invoiced Tahoe Regional Planning Agency (TRPA), leaving a remaining balance of \$3,106,793 for Round 3.

**South Demo Bikeway Project –**

Total costs for the project incurred during October and November totaled \$783,860. The District recognized \$232,852 from Washoe County's advancement of Nevada State Question 1 funding. Nevada Department of Transportation (NDOT) was invoiced \$500,994. The Tahoe License Plate Fund and Nevada State Lands contributed to the project in the amounts of \$12,850 and \$37,150 respectively. Mitigation fees of \$14 were recognized to cover the interest charged for use of the line of credit.

**North Demo Bikeway Project –**

Total costs for the project incurred during October and November totaled \$6,865. The Scenic Byways and Washoe County (Q1) grants were invoiced \$4,874 and \$1,991 respectively.

US 50 Community Revitalization Project - SNPLMA

Total costs for the project incurred during October and November totaled \$107,386. The District invoiced TRPA, leaving a remaining balance on the grant of \$334,930.

California Bus Shelter Project – Federal Transit Administration (FTA) 5309

Total costs for the project incurred during October and November totaled \$2,438. The District invoiced FTA \$1,951. Prop 1B PTMISEA provided the match of \$487.

Nevada Bus Shelter Project – ARRA

The District invoiced NDOT \$1,388 for the total costs incurred during October and November.

CIP Forecast -

The status of the following projects are still pending Authorization to Proceed notifications from TRPA. TRPA will issue the notices upon receipt of Prop 1B funding and resolutions from the City of South Lake Tahoe and El Dorado County, which will allow the District to use the City and/or County's small allotments on the programs. Staff is estimating that most of these programs will be pushed to FY 14.

- FTA 5308 Bus Purchases (including Placer Co.) \$1,250,000
- Facility Improvements \$250,000
- Fueling Facility Improvements \$750,000
- Electronic Fareboxes \$150,000
- Bus Purchase \$125,433

Payroll costs incurred by the CIP fund for the first six months of the year are \$41,041 lower than anticipated and resulted from a combination of reduced staff and a delay on the decision on whether to allow for increases.

Transit Fund-

Overall, the District ended with an increase of \$82,241 for the period October through November 2012. The increase to the fund balance was expected, as the District invoiced the US Forest Service for the summer expenses of \$134,910 incurred for Route 30. Operations net gain, excluding depreciation, totaled \$203,428.

The net result increased Transit's overall fund balance for the year to \$5,480,323, which is approximately \$368,847 more than at the start of the fiscal year.

Transit Forecast –

Legal fees for the MV versus STATA lawsuit for FY 13 through December totaled \$52,052, bringing the total lawsuit costs for inception to \$138,867. These costs are not allowable for grant reimbursement. Staff budgeted \$68,000 for the entire lawsuit legal budget in the transit fund for FY 13. We will continue to monitor the costs.

The District has exhausted the FY 13 grant with Caltrans and began relying solely on TDA funding to cover the California share of expenses in October.

With the State of California receiving less funding for the FTA 5311 program, along with the decrease in population in the Tahoe Region based on the 2010 census, the District's 5311 grant with Caltrans will decrease by \$17,021 from \$92,992 to \$75,971 in FY 14.

Payroll costs incurred by the Transit Operations fund for the first six months of the year are \$19,728 lower than anticipated and resulted from a combination of reduced staff and a delay on the decision on whether to allow for increases.

**Balance Sheet**

The detailed balance sheet as of November 30, 2012 is attached (Attachment A).

The fixed asset balances, net of depreciation, include \$3,924,828 in transit funds and \$672,093 in general fund of federalized obligations. Should the District choose to liquidate a federalized asset, permission from the governmental agency is required and their obligation takes priority.

**Fiscal Analysis:**

The District is in good standing after the first five months of FY13.

The auditors began field work on the fiscal year 2012 audit on December 10, 2012. Final audit presentation is scheduled for the March Board meeting.

**Additional Information:**

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

**Attachment:**

A. November Financials



Tahoe Transportation District  
Balance Sheet  
November 30, 2012

<b>Assets</b>	<b>Total</b>	<b>General</b>	<b>CIP</b>	<b>Transit</b>	<b>FYI GFA</b>
Cash & Equivalents	555,646	10,722	101,469	443,456	0
Accounts Receivable	2,673,841	102,333	1,253,359	1,318,149	0
Prepays	32,220	5,427	300	26,493	0
*Capital Assets, Net Depreciation	4,708,756	0	0	4,708,756	902,714
<b>TOTAL ASSETS</b>	<b>7,970,463</b>	<b>118,482</b>	<b>1,355,128</b>	<b>6,496,853</b>	<b>902,714</b>
<b>Liabilities</b>					
Accounts Payable	855,456	34,983	520,898	299,575	0
Deferred Revenues	1,535,222	0	834,081	701,141	0
Nevada State Bank - LOC	0	0	0	0	0
EE Compensated Absences	15,814	0	0	15,814	47,343
<b>TOTAL LIABILITIES</b>	<b>2,406,491</b>	<b>34,983</b>	<b>1,354,979</b>	<b>1,016,530</b>	<b>47,343</b>
<b>Fund Balances</b>					
Invested in Capital	4,200,467	0	0	4,200,467	1,199,366
Unrestricted Fund	97,274	69,287	0	27,986	-26,050
Contingency Fund	0	0	0	0	0
Reserved for Encumbrances	0	0	0	0	0
	0	0	0	0	0
Estimated FY 12	897,024	14,000	0	883,023	-222,690
<b>SUB TOTAL FUND BALANCES</b>	<b>5,194,764</b>	<b>83,288</b>	<b>0</b>	<b>5,111,476</b>	<b>950,626</b>
<b>Increase / (Decrease) to Fund Balance (July 1 - Nov 30)</b>	<b>369,208</b>	<b>212</b>	<b>149</b>	<b>368,847</b>	<b>-95,255</b>
<b>TOTAL FUND BALANCE AT NOV 30, 2012</b>	<b>5,563,972</b>	<b>83,500</b>	<b>149</b>	<b>5,480,323</b>	<b>855,371</b>
<b>Total Liabilities &amp; Fund Balances</b>	<b>7,970,463</b>	<b>118,482</b>	<b>1,355,128</b>	<b>6,496,853</b>	<b>902,714</b>

\* The fixed asset balances, net of depreciation, include \$3,924,828.34 in transit funds and \$672,092.62 in the governmental-wide fund account of federalized obligations. Should the District choose to liquidate a federalized asset, permission from the governmental agency is required and their obligation takes priority.

Government Wide Fund Account amounts are provided for informational purposes only. They are not included in the Total amounts.

Tahoe Transportation District  
**Statement of Operations**  
**July 1, 2012 through November 30, 2012**

<b>Revenues</b>	<b>Total</b>	<b>General</b>	<b>CIP</b>	<b>Transit</b>	<b>FYI GFA</b>
Federal Grants	2,175,688	0	1,366,754	808,934	0
State Funding	1,857,056	0	1,418,898	438,158	0
Contributions	465,346	0	8,789	456,557	0
General Revenues	37,229	37,229	0	0	0
Charges for Services	366,973	68,314	0	298,659	0
Special Items	1,429	4	149	1,276	0
Pass Through Revenues	96,802	0	0	96,802	0
<b>TOTAL REVENUES</b>	<b>5,000,523</b>	<b>105,547</b>	<b>2,794,590</b>	<b>2,100,386</b>	<b>0</b>
<b>Expenses</b>					
Personnel	247,270	6,394	166,329	74,547	4,015
Admin Support	37,029	0	25,266	11,763	0
Contracts	3,256,457	0	2,242,931	1,013,526	0
Fuel	192,840	0	0	192,840	0
Depreciation	293,563	0	0	293,563	91,239
Other Operating	482,957	98,941	41,687	342,329	0
Capital Outlay	24,383	0	16,402	7,981	0
Interest	14	0	14	0	0
Other Funding Sources	0	0	301,812	-301,812	0
Pass Through Expenses	96,802	0	0	96,802	0
<b>TOTAL EXPENSES</b>	<b>4,631,315</b>	<b>105,335</b>	<b>2,794,441</b>	<b>1,731,539</b>	<b>95,255</b>
<b>Increase / (Decrease) to Fund Balance</b>	<b>369,208</b>	<b>212</b>	<b>149</b>	<b>368,847</b>	<b>-95,255</b>

Government Wide Fund Account amounts are provided for informational purposes only. They are not included in the Total amounts.

Tahoe Transportation District  
Statement of Operations  
General Fund  
For the period July 1, 2012 through November 30, 2012

	General Fund Activity				Actual vs Budget			Program YTD				
	1st Qtr General	Total October General	Total November General	2nd Qtr General	YEAR TO DATE	Board Approved Budget	Var %	District Operations	RCMF	CNG	No Shore Ski Shuttles	Program Totals
<b>Revenues</b>												
<b>General Revenues</b>												
Admin Support	22,588	7,253	7,188	14,441	37,029	105,498	35.10%	37,029	0	0	0	37,029
Miscellaneous	100	100	0	100	200	0	-100.00%	200	0	0	0	200
Contributions	0	0	0	0	0	44,159	0.00%	0	0	0	0	0
<b>Total General Revenues</b>	<b>22,688</b>	<b>7,353</b>	<b>7,188</b>	<b>14,541</b>	<b>37,229</b>	<b>149,657</b>	<b>24.88%</b>	<b>37,229</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37,229</b>
<b>Charges for Services</b>												
Rental Car Mitigation Fees	31,087	2,145	1,213	3,358	34,445	75,000	45.93%	0	34,445	0	0	34,445
CNG Station Revenues	19,143	6,086	8,641	14,727	33,870	134,098	25.26%	0	0	33,870	0	33,870
<b>Total Charges for Services</b>	<b>50,230</b>	<b>8,231</b>	<b>9,853</b>	<b>18,084</b>	<b>68,314</b>	<b>209,098</b>	<b>32.67%</b>	<b>0</b>	<b>34,445</b>	<b>33,870</b>	<b>0</b>	<b>68,314</b>
<b>Special Items</b>												
Interest Revenue	1	1	3	3	4	0	-100.00%	4	0	0	0	4
<b>Total Special Revenues</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>-100.00%</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>TOTAL REVENUES</b>	<b>72,918</b>	<b>15,585</b>	<b>17,043</b>	<b>32,628</b>	<b>105,547</b>	<b>358,755</b>	<b>29.42%</b>	<b>37,233</b>	<b>34,445</b>	<b>33,870</b>	<b>0</b>	<b>105,547</b>
<b>Expenses</b>												
<b>Operating</b>												
Personnel	3,312	1,039	2,042	3,082	6,394	29,763	21.48%	6,394	0	0	0	6,394
Insurance	4,436	312	312	624	5,060	4,900	103.27%	0	3,500	1,560	0	5,060
Facility Rent	8,568	2,719	2,462	5,181	13,749	37,700	36.47%	12,308	0	1,440	0	13,749
Facility Utilities	18,882	5,296	6,249	11,544	30,426	107,148	28.40%	979	0	29,447	0	30,426
Telephone	61	7	11	18	78	0	-100.00%	78	0	0	0	78
Supplies	1,579	541	541	1,082	2,661	6,000	44.35%	2,661	0	0	0	2,661
Advertising & Public Relations	0	0	0	0	0	1,000	0.00%	0	0	0	0	0
Postage	155	0	0	0	155	250	61.88%	155	0	0	0	155
Dues, Subscriptions & Publications	724	42	125	167	891	1,600	55.67%	891	0	0	0	891
License & Permits	0	0	0	0	0	350	0.00%	0	0	0	0	0
Professional Services	16,294	5,276	5,255	10,532	26,826	96,500	27.80%	21,097	0	5,729	0	26,826
Legal Services	3,935	3,920	7,211	11,131	15,066	15,000	100.44%	0	3,935	0	11,131	15,066
Auditing Services	2,085	480	0	480	2,565	5,100	50.29%	0	2,565	0	0	2,565
Transit Management - No Shore	0	0	0	0	0	20,000	0.00%	0	0	0	0	0
Training	0	0	0	0	0	8,000	0.00%	0	0	0	0	0
Travel	585	109	372	481	1,066	3,138	33.96%	1,066	0	0	0	1,066
Modified Business Tax	276	0	0	0	276	0	-100.00%	276	0	0	0	276
Miscellaneous Expenses	117	8	0	8	125	0	-100.00%	125	0	0	0	125
<b>Total Operating</b>	<b>61,008</b>	<b>19,748</b>	<b>24,579</b>	<b>44,327</b>	<b>105,335</b>	<b>336,449</b>	<b>31.31%</b>	<b>46,028</b>	<b>10,000</b>	<b>38,176</b>	<b>11,131</b>	<b>105,335</b>
<b>Capital Outlay</b>												
Office & Equipment over \$5000	0	0	0	0	0	906,250	0.00%	0	0	0	0	0
Office & Equipment under \$5000	0	0	0	0	0	0	0.00%	0	0	0	0	0
CIP Over \$5000	0	0	0	0	0	0	0.00%	0	0	0	0	0
Reimbursed Capital Expenses	0	0	0	0	0	0	0.00%	0	0	0	0	0
<b>Total Capital Outlay</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>906,250</b>	<b>0.00%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Other Financing Sources</b>												
Preventive Maint (In)	0	0	0	0	0	0	0.00%	0	0	0	0	0
Capital Outlay (In) Out	0	0	0	0	0	-906,250	0.00%	0	0	0	0	0
Transfer (In) Out	0	0	0	0	0	20,000	0.00%	0	0	0	0	0
<b>Total Other Financing Sources</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-886,250</b>	<b>0.00%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EXPENSES</b>	<b>61,008</b>	<b>19,748</b>	<b>24,579</b>	<b>44,327</b>	<b>105,335</b>	<b>356,449</b>	<b>29.55%</b>	<b>46,028</b>	<b>10,000</b>	<b>38,176</b>	<b>11,131</b>	<b>105,335</b>
<b>Increase / (Decrease) to Fund Balance</b>	<b>11,911</b>	<b>-4,163</b>	<b>-7,536</b>	<b>-11,699</b>	<b>212</b>	<b>2,306</b>	<b>9.18%</b>	<b>-8,795</b>	<b>24,445</b>	<b>-4,307</b>	<b>-11,131</b>	<b>211</b>

**Tahoe Transportation District  
Statement of Operations  
CIP Programs  
For Period July 1, 2012 through November 30, 2012**

	CIP Fund Activity				Actual vs Budget			Program YTD											
	1st Qtr CIP	Total	Total	2nd Qtr CIP	YEAR TO DATE	Board	Var %	FLH Rd 2	FLH Rd 3	So. Demo Construction	No. Demo Bikeway	Trolley Purchase	FTA 5309	US 50 SNPLMA	Prop 1B Electronic		AVL / Electronic Fareboxes	Program Totals	
		October CIP	November CIP			Approved Budget									Fare-boxes	NV Shelters			
<b>Revenues</b>																			
<b>Capital Grant &amp; Contributions</b>																			
FTA 5309	222,451	1,080	871	1,951	224,402	291,999	76.85%	0	0	0	0	183,620	40,782	0	0	0	0	0	224,402
FTA 5308	0			0	0	1,000,000	0.00%	0	0	0	0	0	0	0	0	0	0	0	0
ARRA	38,963	1,388	0	1,388	40,351	80,358	50.21%	0	0	0	0	0	0	0	0	10,351	30,000	40,351	
FLH 1/2 Percent Funding	489,801	260,250	195,911	456,160	945,962	5,174,590	18.28%	464,966	480,996	0	0	0	0	0	0	0	0	0	945,962
Contributions/Grant Match	8,775	14	0	14	8,789	96,882	9.07%	0	0	14	0	0	8,418	0	0	357	0	0	8,789
Prop 1B	50,112	270	217	487	50,599	1,762,848	2.87%	0	0	0	0	45,730	3,644	0	1,225	0	0	50,599	
Scenic Byways	10,047	4,874		4,874	14,922	93,000	16.04%	0	0	0	14,922	0	0	0	0	0	0	0	14,922
SNPLMA - US 50	33,732	12,003	95,383	107,386	141,117	452,120	31.21%	0	0	0	0	0	141,117	0	0	0	0	0	141,117
Question 1	264,227	109,786	125,057	234,843	499,070	1,010,040	49.41%	0	0	492,976	6,095	0	0	0	0	0	0	0	499,070
FHWA - Rec Trails	0	0	0	0	0	179,405	0.00%	0	0	0	0	0	0	0	0	0	0	0	0
NV State Lands	0	50,000	0	50,000	50,000	50,000	100.00%	0	0	50,000	0	0	0	0	0	0	0	0	50,000
NDOT - Gas Tax	318,236	465,280	35,714	500,994	819,229	985,200	83.15%	0	0	819,229	0	0	0	0	0	0	0	0	819,229
<b>Total Capital Grants &amp;</b>	<b>1,436,344</b>	<b>904,944</b>	<b>453,153</b>	<b>1,358,097</b>	<b>2,794,441</b>	<b>11,176,442</b>	<b>25.00%</b>	<b>464,966</b>	<b>480,996</b>	<b>1,362,219</b>	<b>21,016</b>	<b>229,350</b>	<b>52,844</b>	<b>141,117</b>	<b>1,225</b>	<b>10,708</b>	<b>30,000</b>	<b>2,794,441</b>	
<b>Special Items</b>																			
Interest Revenue	69	55	24	79	149	0	-100.00%	2	0	63	0	5	56	0	23	0	0	0	149
<b>Total Special Items</b>	<b>69</b>	<b>55</b>	<b>24</b>	<b>79</b>	<b>149</b>	<b>0</b>	<b>-100.00%</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>5</b>	<b>56</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>149</b>
<b>TOTAL REVENUES</b>	<b>1,436,413</b>	<b>904,999</b>	<b>453,177</b>	<b>1,358,176</b>	<b>2,794,590</b>	<b>11,176,442</b>	<b>-75.00%</b>	<b>464,968</b>	<b>480,996</b>	<b>1,362,281</b>	<b>21,016</b>	<b>229,355</b>	<b>52,900</b>	<b>141,117</b>	<b>1,248</b>	<b>10,708</b>	<b>30,000</b>	<b>2,794,590</b>	
<b>Expenses</b>																			
Personnel	90,811	31,852	43,667	75,519	166,329	476,732	34.89%	82,010	69,992	13,957	0	0	129	0	0	242	0	0	166,329
Contract Services	983,460	861,599	397,872	1,259,470	2,242,931	7,055,461	31.79%	345,569	388,111	1,344,716	21,016	0	2,588	139,392	0	1,538	0	2,242,931	
Repair and Maintenance	8,252	0	0	0	8,252	30,000	27.51%	0	0	0	0	0	8,252	0	0	0	0	0	8,252
Reproduction & Printing	0	0	80	80	80	5,880	1.36%	0	0	80	0	0	0	0	0	0	0	0	80
Rent Meeting Room	459	345	426	771	1,230	3,000	41.01%	459	771	0	0	0	0	0	0	0	0	0	1,230
Facility Utilities/Telephone	312	133	317	450	762	0	-100.00%	307	242	213	0	0	0	0	0	0	0	0	762
Supplies	153	0	0	0	153	500	30.51%	0	0	153	0	0	0	0	0	0	0	0	153
Advertising / Outreach	0	1,184	702	1,886	1,886	18,500	10.19%	0	1,886	0	0	0	0	0	0	0	0	0	1,886
Legal Notices	0	0	0	0	0	6,850	0.00%	0	0	0	0	0	0	0	0	0	0	0	0
Admin Support	15,054	5,215	4,996	10,211	25,266	72,119	35.03%	13,608	9,459	2,149	0	0	9	0	0	40	0	25,266	
Postage	0	0	0	0	0	4,750	0.00%	0	0	0	0	0	0	0	0	0	0	0	0
Subscriptions	13,931	315	0	315	14,246	17,000	83.80%	13,931	315	0	0	0	0	0	0	0	0	0	14,246
License & Permits	11	0	0	0	11	900	1.22%	0	0	11	0	0	0	0	0	0	0	0	11
Professional Services	519	256	180	436	955	18,289	5.22%	386	350	219	0	0	0	0	0	0	0	955	
Legal Services	6,918	1,496	963	2,459	9,376	30,370	30.87%	2,450	3,384	450	0	0	1,293	1,725	0	75	0	9,376	
Auditing Services	2,085	480	0	480	2,565	5,100	50.29%	2,085	480	0	0	0	0	0	0	0	0	0	2,565
Training	3,409	0	3,190	3,190	6,599	7,450	88.58%	3,190	3,190	219	0	0	0	0	0	0	0	0	6,599
Travel - Per Diem	0	996	441	1,437	1,437	5,100	28.19%	0	1,437	0	0	0	0	0	0	0	0	0	1,437
Travel - Commercial Air	787	913	0	913	1,700	3,500	48.58%	787	913	0	0	0	0	0	0	0	0	0	1,700
Travel - Auto	222	146	320	466	688	1,060	64.86%	183	466	39	0	0	0	0	0	0	0	0	688
Misc / Contingency	0	0	0	0	0	300,000	0.00%	0	0	0	0	0	0	0	0	0	0	0	0

**Tahoe Transportation District  
Statement of Operations  
CIP Programs  
For Period July 1, 2012 through November 30, 2012**

	CIP Fund Activity				Actual vs Budget			Program YTD											
	1st Qtr CIP	Total October CIP	Total November CIP	2nd Qtr CIP	YEAR TO DATE	Board Approved Budget	Var %	FLH Rd 2	FLH Rd 3	So. Demo Construction	No. Demo Bikeway	Trolley Purchase	FTA 5309	US 50 SNPLMA	Prop 1B Electronic Fare-boxes	NV Shelters	AVL / Electronic Fareboxes	Program Totals	
<b>Expenses Continued</b>																			
Reimb Operating	-8,252	0	0	0	-8,252	-30,000	27.51%	0	0	0	0	0	-8,252	0	0	0	0	0	-8,252
<b>Total Operating</b>	<b>1,118,131</b>	<b>904,930</b>	<b>453,153</b>	<b>1,358,083</b>	<b>2,476,214</b>	<b>8,032,561</b>	<b>30.83%</b>	<b>464,966</b>	<b>480,996</b>	<b>1,362,205</b>	<b>21,016</b>	<b>0</b>	<b>4,019</b>	<b>141,117</b>	<b>0</b>	<b>1,895</b>	<b>0</b>	<b>0</b>	<b>2,476,214</b>
<b>Capital Outlay</b>																			
Equipment over \$5000	294,392	0	0	0	294,392	2,864,099	10.28%	0	0	0	0	229,350	26,229	0	0	8,813	30,000	294,392	
Equipment under \$5000	7,981	0	0	0	7,981	0	-100.00%	0	0	0	0	0	6,756	0	1,225	0	0	7,981	
CIP Over \$5,000	7,589	0	0	0	7,589	219,782	3.45%	0	0	0	0	0	7,589	0	0	0	0	7,589	
Reimb Capital Expenses	-293,560	0	0	0	-293,560	-3,083,881	9.52%	0	0	0	0	-229,350	-32,985	0	-1,225	0	-30,000	-293,560	
<b>Total Capital Outlay</b>	<b>16,402</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16,402</b>	<b>0</b>	<b>-100.00%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,589</b>	<b>0</b>	<b>0</b>	<b>8,813</b>	<b>0</b>	<b>16,402</b>	
<b>Interest</b>																			
Interest	0	14	0	14	14	30,000	0.05%	0	0	14	0	0	0	0	0	0	0	0	14
<b>Total Interest</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>30,000</b>	<b>0.05%</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
<b>Other Financing Sources</b>																			
Preventive Maint (In)	8,252	0	0	0	8,252	30,000	27.51%	0	0	0	0	0	8,252	0	0	0	0	8,252	
Capital Outlay (In) Out	293,560	0	0	0	293,560	3,083,881	9.52%	0	0	0	0	229,350	32,985	0	1,225	0	30,000	293,560	
Transfer (In) Out	0	0	0	0	0	0	0.00%	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Other Financing Sources</b>	<b>301,812</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>301,812</b>	<b>3,113,881</b>	<b>9.69%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>229,350</b>	<b>41,237</b>	<b>0</b>	<b>1,225</b>	<b>0</b>	<b>30,000</b>	<b>301,812</b>	
<b>TOTAL EXPENSES</b>	<b>1,436,344</b>	<b>904,944</b>	<b>453,153</b>	<b>1,358,097</b>	<b>2,794,441</b>	<b>11,176,442</b>	<b>25.00%</b>	<b>464,966</b>	<b>480,996</b>	<b>1,362,219</b>	<b>21,016</b>	<b>229,350</b>	<b>52,844</b>	<b>141,117</b>	<b>1,225</b>	<b>10,708</b>	<b>30,000</b>	<b>2,794,441</b>	
<b>Increase / (Decrease) to Fund Balance</b>	<b>69</b>	<b>55</b>	<b>24</b>	<b>79</b>	<b>149</b>	<b>0</b>	<b>-100.00%</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>5</b>	<b>56</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>149</b>	

Tahoe Transportation District  
Statement of Operations  
Transit Fund  
For Period July 1, 2012 through November 30, 2012

	Transit Fund Activity				Actual vs Budget			Program YTD				
	1st Qtr Transit	Total	Total	2nd Qtr Transit	YEAR TO DATE	Board		Transit Ops	SR 28	CMAQ	Mobility Mgr	Program Totals
		October Transit	November Transit			Approved Budget	Var %					
<b>Revenues</b>												
<b>Grants &amp; Contributions</b>												
FTA 5311 - NDOT	353,674	78,919	93,672	172,592	526,266	1,825,017	28.84%	445,528	80,738	0	0	526,266
FTA 5311 - CalTrans	81,829	11,163	0	11,163	92,992	92,992	100.00%	92,992	0	0	0	92,992
CMAQ - CalTrans	0	0	0	0	0	100,000	0.00%	0	0	0	0	0
USFS - SNPLMA	53,826	134,910	0	134,910	188,736	205,432	91.87%	134,910	53,826	0	0	188,736
RTAP - CalTrans	940	0	0	0	940	1,500	62.69%	940	0	0	0	940
RTAP - NDOT	0	0	0	0	0	2,000	0.00%	0	0	0	0	0
Operating Contributions	276,589	92,249	87,720	179,968	456,557	1,230,376	37.11%	456,557	0	0	0	456,557
TDA - LTF	168,233	56,078	56,078	112,155	280,388	672,929	41.67%	280,388	0	0	0	280,388
TDA - STA	94,662	31,554	31,554	63,108	157,770	378,648	41.67%	157,770	0	0	0	157,770
<b>Total Grants &amp; Contributions</b>	<b>1,029,752</b>	<b>404,873</b>	<b>269,024</b>	<b>673,896</b>	<b>1,703,649</b>	<b>4,508,894</b>	<b>37.78%</b>	<b>1,569,085</b>	<b>134,564</b>	<b>0</b>	<b>0</b>	<b>1,703,649</b>
<b>Charges for Services</b>												
FareBox Revenue	161,561	49,794	37,834	87,627	249,189	620,000	48.17%	233,689	15,500	0	0	249,189
Pass Sales	30,785	7,460	11,225	18,685	49,470			49,470	0	0	0	49,470
<b>Total Charges for Services</b>	<b>192,346</b>	<b>57,254</b>	<b>49,059</b>	<b>106,312</b>	<b>298,659</b>	<b>620,000</b>	<b>48.17%</b>	<b>283,159</b>	<b>15,500</b>	<b>0</b>	<b>0</b>	<b>298,659</b>
<b>Special Items</b>												
Insurance Claims	1,200	0	0	0	1,200	0	-100.00%	1,200	0	0	0	1,200
Interest Revenue	48	0	28	28	76	0	-100.00%	76	0	0	0	76
<b>Total Special Revenues</b>	<b>1,248</b>	<b>0</b>	<b>28</b>	<b>28</b>	<b>1,276</b>	<b>0</b>	<b>-100.00%</b>	<b>1,276</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,276</b>
<b>Pass Through Revenue</b>	<b>96,802</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>96,802</b>	<b>0</b>	<b>-100.00%</b>	<b>96,802</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>96,802</b>
<b>TOTAL REVENUES</b>	<b>1,320,149</b>	<b>462,127</b>	<b>318,110</b>	<b>780,236</b>	<b>2,100,386</b>	<b>5,128,894</b>	<b>40.95%</b>	<b>1,950,322</b>	<b>150,064</b>	<b>0</b>	<b>0</b>	<b>2,100,386</b>
<b>Expenses</b>												
<b>Operating</b>												
Personnel	41,564	13,974	19,009	32,984	74,547	277,010	26.91%	74,480	67	0	0	74,547
Contract Services	637,636	177,351	198,540	375,891	1,013,526	3,370,908	30.07%	951,759	61,768	0	0	1,013,526
Vehicle Fuel	121,341	34,698	36,801	71,499	192,840	749,983	25.71%	184,457	8,383	0	0	192,840
Sales Tax on Fuel	147	0	0	0	147	3,700	3.96%	147	0	0	0	147
Repair and Maintenance	13,529	4,244	614	4,858	18,387	90,001	20.43%	18,387	0	0	0	18,387
Insurance	39,847	13,246	13,246	26,493	66,340	160,000	41.46%	63,249	3,091	0	0	66,340
Reproduction & Printing	1,190	360	2,287	2,648	3,838	36,000	10.66%	3,838	0	0	0	3,838
Facility Rent	36,658	3,200	4,160	7,360	44,018	172,260	25.55%	35,486	8,532	0	0	44,018
Facility Utilities	22,625	2,574	4,146	6,720	29,345	62,000	47.33%	27,068	2,276	0	0	29,345
Telephone	4,413	1,410	1,492	2,902	7,315	30,500	23.98%	7,153	162	0	0	7,315
Supplies	0	0	0	0	0	250	0.00%	0	0	0	0	0
Advertising & Public Relations	46,885	593	0	593	47,478	121,166	39.18%	6,393	39,549	1,537	0	47,478
Legal Notices	0	0	0	0	0	1,500	0.00%	0	0	0	0	0
Admin & Overhead Expense	7,534	2,038	2,191	4,229	11,763	42,245	27.85%	11,754	10	0	0	11,763
License & Permits	0	0	0	0	0	2,500	0.00%	0	0	0	0	0
Dues, Subscriptions & Publication	927	0	0	0	927	2,000	46.35%	927	0	0	0	927
Professional Services	48,447	1,192	2,090	3,282	51,729	160,752	32.18%	38,992	12,737	0	0	51,729
Legal Services	25,352	23,669	2,623	26,292	51,644	68,000	75.95%	51,644	0	0	0	51,644
Auditing Services	4,930	1,540	0	1,540	6,470	12,000	53.92%	6,470	0	0	0	6,470
Bank Fees	804	225	233	458	1,263	10,206	12.37%	1,263	0	0	0	1,263
Training	445	1,595	0	1,595	2,040	10,500	19.43%	2,040	0	0	0	2,040
Travel	1,338	241	0	241	1,580	5,000	31.59%	1,580	0	0	0	1,580
Miscellaneous Expenses	90	3	20	23	113	0	-100.00%	113	0	0	0	113
FareBox Replacement	0	7,202	0	7,202	7,202	40,339	17.85%	0	0	7,202	0	7,202
Grant Match Required	2,493	0	0	0	2,493	6,000	41.56%	2,493	0	0	0	2,493
Depreciation Expense	172,377	62,266	58,921	121,187	293,563	530,000	55.39%	293,563	0	0	0	293,563
<b>Total Operating</b>	<b>1,230,572</b>	<b>351,622</b>	<b>346,374</b>	<b>697,996</b>	<b>1,928,567</b>	<b>5,964,820</b>	<b>32.33%</b>	<b>1,783,254</b>	<b>136,574</b>	<b>8,739</b>	<b>0</b>	<b>1,928,567</b>

Tahoe Transportation District  
Statement of Operations  
Transit Fund  
For Period July 1, 2012 through November 30, 2012

	Transit Fund Activity				Actual vs Budget			Program YTD				
	1st Qtr Transit	Total	Total	2nd Qtr Transit	YEAR TO DATE	Board		Transit Ops	SR 28	CMAQ	Mobility Mgr	Program Totals
		October Transit	November Transit			Approved Budget	Var %					
<b>Capital Outlay</b>												
Equipment over \$5000	0			0	0	0	0.00%	0	0	0	0	0
Equipment under \$5000	7,981			0	7,981	0	-100.00%	7,981	0	0	0	7,981
CIP Over \$5000	0			0	0	0	0.00%	0	0	0	0	0
Reimbursed Capital Expenses	0			0	0	0	0.00%	0	0	0	0	0
<b>Total Capital Outlay</b>	<b>7,981</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,981</b>	<b>0</b>	<b>-100.00%</b>	<b>7,981</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,981</b>
<b>Other Financing Sources</b>												
Preventive Maint (In)	-8,252			0	-8,252	-30,000	27.51%	-8,252	0	0	0	-8,252
Capital Outlay (In) Out	-293,560			0	-293,560	-2,240,161	13.10%	-293,560	0	0	0	-293,560
Transfer (In) Out	0			0	0	-20,000	0.00%	0	0	0	0	0
<b>Total Other Financing Sources</b>	<b>-301,812</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-301,812</b>	<b>-2,290,161</b>	<b>13.18%</b>	<b>-301,812</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-301,812</b>
<b>Pass Through Revenue</b>	<b>96,802</b>			<b>0</b>	<b>96,802</b>	<b>0</b>	<b>-100.00%</b>	<b>96,802</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>96,802</b>
<b>TOTAL EXPENSES</b>	<b>1,033,543</b>	<b>351,622</b>	<b>346,374</b>	<b>697,996</b>	<b>1,731,539</b>	<b>3,674,659</b>	<b>47.12%</b>	<b>1,586,226</b>	<b>136,574</b>	<b>8,739</b>	<b>0</b>	<b>1,731,539</b>
<b>Increase / (Decrease) to Fund Bal</b>	<b>286,606</b>	<b>110,505</b>	<b>-28,264</b>	<b>82,241</b>	<b>368,847</b>	<b>1,454,235</b>	<b>25.36%</b>	<b>364,096</b>	<b>13,489</b>	<b>-8,739</b>	<b>0</b>	<b>368,847</b>







MEMORANDUM

Date: February 4, 2013  
To: Tahoe Transportation District (TTD) Board of Directors  
From: TTD Staff  
Subject: Review and Acceptance of South Shore and Commuter Transit November and December 2012 Operations Report

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**Action Requested:**

It is requested the Board review and accept the monthly transit operations report for November and December 2012.

**Background:**

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

**Mobility Management Discussion:**

Staff has offered the position of Mobility Manager to Tara Styer who accepted the position and will join the organization on February 19. Tara has a B.A. in Sociology from the University of Montana and a Masters of Public Health degree from San Diego State University. Most recently, Tara was the Training Coordinator for the TREDs (Training, Research and Education for Public Safety) program at UC San Diego, a grant-funded position to promote public safety.

Suzanne O'Neill of Transit Plus will discuss the concept of mobility management with the Board.

**Transit Operations Discussion:**

Keolis reports that new winter uniforms consisting of new hats, beanies, polo button-up shirts and Safety Vests were issued in November. Safety meetings in November covered the topics of radio etiquette, incident reporting, and the use of shoe chains during icy conditions and the proper disposal of used parts.

On November 12, RLS & Associates, Inc. reviewed the drug and alcohol testing programs and policies of Keolis and the TTD. The audit was completed within four hours, with an on-site visit to review records and other program information and documentation, as well as visits with the various service agents (i.e. Urine Collection Facilities, Breath Alcohol Technicians, and Consortium/ Third Party Administrators). The findings following the audit were minor and most only required that forms employed by Keolis be updated to reflect the most recent version of the FTA policy governing drug and alcohol programs.

December was an extremely busy month with many extra hours worked to accommodate both the ski shuttle service and additional Route 53 service during the Snow Globe Music Festival. Maintenance staff achieved a 98% vehicle in-service rate. An MOU with the Teamsters was

CG/jw

AGENDA ITEM: IX.B.

signed to give all union employees incentive pay for working on New Year's Eve. The season was capped off with a holiday party on December 26.

Steve Niccum received the Safety Award for November. Steve is a Road Supervisor and always out and about with the drivers, making sure they are driving safely, on-time, and wearing their safety vests while in the yard. He is a great example to all employees. John Treviso received the November Customer Service award for going above and beyond to make sure all customers are happy and have a safe trip. He always has a smile on his face and truly enjoys working with people.

Lowell Wilson, a driver, received the Customer Service award for December after being nominated by management, peers, and riders. He takes pride in his job and goes above and beyond the call of duty to be helpful and friendly to provide a great service. Bob Burns, a bus fueler, was chosen for the Safety Award by his peers; he is always on the lookout for people in the yard and is always able and willing to help dispatch in our numerous "rescue missions" when needed.

There was one accident in November and three in December, two of which were preventable. Only one of the accidents may involve some liability to the TTD. The question of responsibility is in dispute and York Risk Services is working on TTD's behalf to minimize exposure. The initial claim filed by the other party is for \$7,000.

There were seven service-related complaints in November and nine in December. Twelve of the complaints were customer service issues, such as driver rudeness, missing passengers and lack of service to Meyers. Four of the complaints related to reckless driving. Four of the complaints required that drivers receive retraining and/or discipline.

There were eleven road calls in November, none of which resulted in more than a ten-minute delay in service. There were twelve road calls in December, two of which resulted in more than a ten-minute service delay.

In November, 44,105 one-way passenger trips were provided, a 16% increase compared with 2011. December ridership of 131,545 in 2012 represents an increase of 39% when compared with 2011.

**North Tahoe - Truckee Coordinated Ski Shuttle Service:**

Truckee North Tahoe—Transportation Management Association reports that as of January 21, 2013, with 19 days of service, 1,563 passenger trips have been provided.

**Spare the Air / Free Ride Campaign:**

Excellent snow conditions in December was a factor in increased ridership as ski shuttle use alone increased 42%. Fixed-route ridership was also strong, up 37%. Much of the increase can be attributed to the "Spare the Air" program, as shown in the table below. As more service was provided on December 29 and 30, 2012 than in 2011, a passenger per revenue-hour table has been provided to show a more equitable comparison. The entire span of the free service, December 22, 2012 through Jan 6, 2013, has been included to demonstrate the complete program. December 25, 29, 30 and 31 have been excluded from the average daily calculations, as Christmas is always unusual and the Snow Globe Festival skews comparisons between years.

**Spare the Air Ridership**

**Route 50**

	2011 / 2012		2012 / 2013		<u>% Increase</u>
	<u>Total</u>	<u>PAX / Hr.</u>	<u>Total</u>	<u>PAX / Hr.</u>	
Avg. Weekday	568	32	916	51	61.3%
Avg. Saturday	397	22	665	37	67.5%
Avg. Sunday	426	24	708	39	66.2%
Christmas	318	18	465	26	46.2%
29-Dec	503	28	965	54	91.9%
30-Dec	628	35	837	47	33.3%
New Year's Eve	1,170	39	2,084	74	90.9%

**Route 53**

	2011 / 2012		2012 / 2013		<u>% Increase</u>
	<u>Total</u>	<u>PAX / Hr.</u>	<u>Total</u>	<u>PAX / Hr.</u>	
Avg. Weekday	466	25	701	38.92	53.4%
Avg. Saturday	342	19	642	35.64	87.6%
Avg. Sunday	330	17	549	30.47	75.4%
Christmas	225	13	292	16.22	29.8%
29-Dec	549	31	1,842	55.82	83.0%
30-Dec	518	29	1,814	46.51	61.6%
New Year's Eve	814	31	1,978	46.00	46.9%

**Additional Information:**

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

**Attachments:**

- A. TTD Transit statistical data for November and December 2012 (to be presented at meeting)
- B. North Tahoe - Truckee Coordinated Ski Shuttle Service ridership data (to be presented at meeting)





MEMORANDUM

Date: February 4, 2013  
To: Tahoe Transportation District (TTD) Board of Directors  
From: TTD Staff  
Subject: Approval of US 50 South Shore Community Revitalization Project Business Review Committee Appointments

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**Action Requested:**

It is requested the Board approve the appointment of members to the US 50 South Shore Community Revitalization Project Business Review Committee (BRC).

**Background:**

At the June 8, 2012 meeting of the TTD Board of Directors, Staff provided an update on the US 50 South Shore Community Revitalization Project, including the outcome of the May 29, 2012 City of South Lake Tahoe (CSLT) City Council workshop and approaches to project management support as it relates to public process and engagement. As part of this update, Staff presented an approach for additional project management support that would be specific to assisting in public engagement, including the management and oversight of a community committee. It was agreed upon by the Board that these efforts would be delayed until the solicitation and procurement of additional project management support. Shortly thereafter, the CSLT City Council held meetings on June 19, 2012 and July 3, 2012, at which the US 50 South Shore Community Revitalization Project was also discussed. As an outcome of these meetings, the City Council prepared and submitted a comment letter dated July 5, 2012 to the TTD Board requesting the implementation of the specific measures, "without delay."

In an effort to address the request of the CSLT and comments received from the public, Staff requested authorization to solicit and receive Requests for Approach (RFA) related to project management support for public planning process assistance. While it was agreed that additional public outreach efforts were warranted, the Board directed Staff to postpone the solicitation of RFA and meet with a south shore ad-hoc group of the Board and project partners to consult with them on an approach that honors the request of the CSLT, while taking into consideration project schedule and work completed to date. Consistent with the direction of the Board, Staff met with ad hoc members and project partners on several occasions, which resulted in concurrence on an approach that would address the CSLT request and best serve the project development process.

AK/jw

AGENDA ITEM: X.A.

To initiate these efforts, Staff presented a revised approach that included the following project development activities:

- Item 1: Organized facilitated community outreach to solicit input on existing and potential additional alternatives via workshops with the general public, and work sessions with the community review committee and project delivery team (PDT).
- Item 2: Additional technical and environmental studies to provide for environmental analysis and preliminary engineering of up to two additional alternatives, in addition to the two currently under consideration.
- Item 3: Analysis developed by a qualified consultant to objectively study the short- and long-term economic analysis of the project, and consult with representative businesses.

This approach and associated budget and scope amendment were approved by the Board at the September 2012 meeting of the TTD Board of Directors. Following this approval, Staff and the consultant team scheduled three public workshops/open houses to provide an overview of the planning context for the project; inform the public of the previous planning efforts and associated alternatives developed throughout the life of the project; input on existing, past, and new potential alternatives; as well as the distribution of additional outreach materials, including a complete project briefing package. In addition to the public workshops included in the revised scope approved by the Board, more robust public and business outreach efforts were also approved. These efforts included the establishment and facilitation of a BRC, as well as business owner surveys and personal interviews to inform the development of the economic analysis.

**Discussion:**

As discussed above, numerous additional public outreach efforts have been undertaken in advance of the establishment of a BRC, for which staff is seeking approval. To assist in the solicitation and establishment of the BRC, Staff and the consultant team enlisted the Tahoe Prosperity Center (TPC) which issued an invitation in January 2013 to a variety of business owners, commercial landlords, recreation providers, and hotel owners, within and adjacent to the project area, to participate in the BRC. An orientation for potential BRC members was held on January 31, 2013, which served to provide a brief overview of the project, project status, the role of the BRC, and required commitments should they be willing to participate. As a result of this solicitation and orientation meeting, staff is recommending the appointment of the following members and associated representatives:

<b>Business/Property</b>	<b>Representative</b>
986 Park Hotel	Chris Minnes
Heavenly Mountain Resort	Pete Sonntag
Lake Tahoe Chamber of Commerce	B Gorman
Tahoe Prosperity Center- Carson City Representative	Lee Plemel
Sidestreet Boutique	Barbara Parina/Tara Parina
Edgewood Companies	Mitchell Mize
Tahoe Beach Club	Bob Mecay
Naked Fish Landlord (property)	Michael McKeen*
Crescent V Center Landlord (property)	Terry Hackett*
Dog Dog Cat	George Richter*
Duck Tours	Shawn Kerney*

Holiday Inn Express	John House/Pete McRoberts*
Raley's	TBD*
Stateline Brewery	Debbie Brown*
Pacific Crest Gallery	Rosemary Wood
Basecamp Pizza	Ted Kennedy/Ray Villaman*
Harrah's/Harvey's	John Packer *
7/11 – Subway Landlord (property)	Glyn Burge

*\*Denotes those that have not signed commitment form. Participation will be predicated on execution of the form.*

Following approval of the BRC appointments, Staff and the TPC will schedule committee meetings over the next three to four months to seek input on the overall project, the Economic Analysis, and other non-technical design elements of the project alternatives. Other efforts scheduled over the next few weeks include:

1. Completion of the Draft Economic Analysis
2. Participation in the South Shore Community Economic Forum
3. A public workshop at the CSLT City Council for additional input on project alternatives prior to the District's March meeting
4. A project status presentation to the Douglas County Commissioners, and
5. Refinement of additional alternatives for consideration by the TTD Board for action at the March 2013 Board meeting.

Following approval of alternatives to be evaluated, public outreach efforts will continue, including the scheduling of community design charettes to seek design input on all the alternatives under consideration. Staff and the Wood Rodgers consultant team are looking to make adjustments in the public outreach and facilitation efforts, which may require budget adjustments within the existing approved amount authorized by the Board in September 2012. Staff is making the Board aware given recent input from project partners, as well as the public, and acknowledging that adaptive management strategies may be required to best meet the needs of the public and the project.

**Fiscal Analysis:**

All expenditures associated with this effort have been approved in previous 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](mailto:aknotts@tahoetransportation.org) or (775) 589-5503.







MEMORANDUM

Date: February 4, 2013  
To: Tahoe Transportation District (TTD) Board of Directors  
From: TTD Staff  
Subject: Mobility Management Presentation by TransitPlus

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**Action Requested:**

No action requested; informational only.

**Background:**

On December 14, 2012, the Board approved a contract and task order for TransitPlus to assist in the development of a Mobility Management Plan and requested that Suzanne O'Neill of Transit Plus make a presentation to the Board on the mobility management concept.

**Discussion:**

Suzanne O'Neill will make a brief presentation and answer any questions relevant to the plan concept and proposed work.

**Additional Information:**

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





MEMORANDUM

Date: February 4, 2013  
To: Tahoe Transportation District (TTD) Board of Directors  
From: TTD Staff  
Subject: Presentation and Discussion on the District's Five-Year Capital Improvement Program Funding Projections and Fund Programming for Possible Direction

---

**Action Requested:**

After hearing a presentation, it is requested the Board discuss the District's funding projections and programming of available funds with Staff, and provide possible direction to Staff.

**Background:**

Four years ago in January of 2009, the District Board gave direction to its new Director and Staff to undertake a slate of projects that were part of the Regional Transportation Plan (RTP) for Lake Tahoe. They were the Nevada Stateline bike trail; the passenger ferry project; the roundabout project at the junction of SR28 and 431; the possible realignment of SR 89 at Fanny Bridge in Tahoe City; and the possible realignment of US 50 at south shore. The direction was to get these projects planned and through the environmental clearance process to approval and final permitting, as well as to seek to get the roundabout constructed in Incline and the bus shelters at south shore. Implementation emphasis was also placed on the north and south bike trail demonstration projects. Three years ago, the Meeks bike trail segment was added to the project list at the request of TCPUD. Two and a half years ago, the administration and operation of the south shore transit system was added to the District's responsibility. The District also added the SR 28 Corridor Management Plan to its list.

The capital project and program development work has been primarily possible due to five Tahoe specific allocations of federal funds from the Federal Lands Highway Program, the last being allocated in federal fiscal year 2012. The grant timeframe for use of each allocation is three years, although extensions of time are possible. For the Tahoe Region and the District, that means the allocations can provide funds through September 2015, which is consistent with the CIP and programmatic expenditure plans. From the beginning, Staff has been managing the funds to be used within each grant's three-year life.

It is important to note that the use of the funds is restricted to getting the projects construction ready, but cannot be used for the construction of them. However, the funds can be used to procure funding for projects, as the ultimate intent of the highway program is to construct improvements. Staff has programmed the allocations of funds for planning the District's slate of projects, for the operations needed for a Capital Improvement Program (CIP), and for the CIP's public outreach and funding strategy.

CH/jw

AGENDA ITEM: X.C.

**Discussion:**

The passenger ferry or water borne transit project, is the final capital project to proceed into the environmental review process and will be initiated this calendar year. All of the District's projects will complete the environmental analysis, approval, and permitting process before September 2015, the end of the last allocation's grant life. Staff is not proposing or expecting extensions of time at this point related to any of the funding agreements. Federal Highways staff has also reinforced the importance of utilizing the funds within this timeframe as well.

That means the District will have its projects ready to construct when construction funds become available. Given Tahoe's limited dedicated funding sources for transportation projects and the historical timeframe for consequential project delivery at the Lake, the District will not be able to implement them as planned without improving Tahoe's funding stream. This lack of dedicated and predictable funding has, and will continue to, plague other implementing partners in their effort to complete much needed Environmental Improvement Program (EIP) projects. This also limits the ability to provide ongoing operations and maintenance of successfully implemented projects.

The attached table (Attachment A) is a summary of the programming of planning funds for projects, District operations, and for CIP public outreach and funding strategy. The table shows what is and is not funded, and is organized by the elements in the District's work program, as noted in the left hand column labeled "Project."

**Financing the Regional Transportation Plan (RTP) and the District's Projects –**

The RTP Mobility 2035, which includes the District's program of projects, is a \$1.6 billion dollar "constrained" plan, meaning it is what the Tahoe Metropolitan Planning Organization (TMPO) projects is reasonably certain can be funded by 2035. The plan has an additional \$700 million in needs as "unconstrained" or uncertain they can be funded within the plan timeframe. Included in the constrained amount is the District's program of projects, currently estimated at \$240 million. Staff has determined approximately \$215.5 million of that amount will be needed within the next two to three years to have its proposed projects under construction, with completion targeted within five years of the beginning of construction.

In Staff's experience, this amount of funding can only be assured if a significant effort is made to fundamentally change the transportation revenue stream for Lake Tahoe and the RTP. All local, state, and federal entities involved in Lake Tahoe transportation programs will benefit, as well the environment, economy, overall quality of life for residents, and visitor experience. The District has been mindful of where its program of projects has been heading these four years and has been proactive in developing a knowledge base and public education on Tahoe's program. The District has been anticipating the time when pursuit of funding would have to move from the competitive grant pursuit to more fundamental dedicated funding sources. That time has arrived.

Staff has budgeted the expenditures for the establishment of public awareness for projects and program, for understanding Tahoe's constituencies, for coalition building and for legislative efforts at the state level to secure funding under its work element entitled Informed Decision Program Development & Management (see the second item on Attachment A). Staff has programmed planning funds for this purpose through FY 2014/2015. This is the strategy to achieve additional long-term revenue for project implementation and should be considered the best and highest use given the constraints on project use up to permitting only; the fact that District projects will have reached that point by 2014; the grant timeframe constraints for the

District's allocations; and most importantly because the projects will not move into construction without secured funding through additional revenue sources.

**Funding Strategy -**

This fiscal year, the District has been preparing for legislative work in California and Nevada. District Staff accurately anticipated that the federal transportation bill would shift the access of federal funds through the states. The work approved through the program of projects campaign tasks and legislative consultant services in California have laid the groundwork for the District's legislative agendas. The Nevada effort will be presented for approval in the next agenda item. The California agenda will be presented at the March meeting.

Over approximately the last twenty years, the historical structure for financing transportation improvements is inadequate given that gas taxes have not been adjusted to meet current and future demand for both improvements and ongoing maintenance, which has been compounded by the improvement in fuel economy and less driving, as a result of the recession. The trend in many states is to address the needs at the state and local levels. At the local level, that has meant moving to establishing local taxes to leverage existing state and federal funds. In California and other parts of the country, this is called "Self-Help". If Tahoe is to have adequate funding, it will have to follow suit with this "Self-Help" approach and strategy. Many of Tahoe's neighboring communities are in the same position and facing the same inability to successfully implement their existing program or projects. Given our related economies, our connectivity, situation, and relatively small size, it makes sense that we should work together collaboratively as a coalition to improve our respective communities' prospects at improvement and prosperity.

For the District, it means working at the state level to secure funding by 2015 and to work to address leveraging self-help measures by 2016. Success at improving Tahoe's RTP funding sources will help all entities bring the desired improvements forward for the benefit of Tahoe's environment, community, and economy.

**Fiscal Analysis:**

The projections and amounts cited in the attached table are subject to change because cost estimates, project progress, and additional funding sources are the types of variables that can affect capital programming. In summary, the District is expecting the balance of the total five years of allocations to total approximately \$17.1 million. Of this, approximately \$3.2 million will be used for developing and operating managing the CIP, and approximately \$13.97 million will be used for projects. Included in this amount \$3.2 million are funds for the public outreach and funding strategy through the end of the 2014/2015 fiscal year.

**Work Program Analysis:**

This capital programming covers the District's workload, with the exception of transit, through September 2015.

**Additional Information:**

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

**Attachment:**

- A. FY 2012/13 to FY 2016/2017 Capital Improvement Program





MEMORANDUM

Date: February 4, 2013  
To: Tahoe Transportation District (TTD) Board of Directors  
From: TTD Staff  
Subject: Presentation, Discussion, Direction, and Approval of the Tahoe Transportation District's Nevada Legislative Program for the Next Biennium Session

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**Action Requested:**

After the presentation, it is requested that the Board discuss the Nevada Legislative Program with Staff and the consultant team and provide direction and approval.

**Background:**

Staff has been working for some time in preparing for the next session of the Nevada Legislature, which began February 4, 2013. The Nevada Legislature meets once every two years for 120 days to address legislative and budgetary needs and will conclude on June 3, 2013.

This is the first opportunity to address the Legislature on Tahoe's transportation needs and the status of the District's projects, since the adoption of the Regional Transportation Plan – Mobility 2035 by the Tahoe Metropolitan Planning Organization (TMPO).

**Discussion:**

The District Manager, and William "Buzz" Harris, the District's consultant, will make a presentation to the Board on the proposed legislative agenda. A discussion on the objectives and roles of the Board, Staff, and consultant's for the Board's consideration and approval will follow.

Among the objective concepts for consideration for the Nevada Action Plan are the following.

**Nevada Action Plan**

77th (2013) Nevada Legislature and Trans-Sierra Transportation Coalition

Tactics:

1. Highlight transportation needs and projects in and around the Lake Tahoe Basin
2. Highlight coordinated efforts and partnerships
3. Educate and lay groundwork for self-help funding plan
4. Advance the development of the Trans-Sierra Transportation Coalition
5. Coordinate collaboration of local and regional governments for transportation and economic development
6. Connect partners and entities for more clarity to reach goals and objectives

CH/jw

AGENDA ITEM: X.D.

7. Clearly inform each legislator of TTD projects and potential impacts
8. Coordinate collaboration of local and regional governments for transportation and economic development

Policy Objectives:

1. Support the Governor's Strategic Priorities of:
  - Sustainable and Growing Economy
  - Safe and Livable Communities
  - Educated and Healthy Citizenry
  - Efficient and Responsive Government
2. Support redirecting of NDOT highway funds from the General Fund back to transportation uses
3. Encourage increasing highway funding for multi-modal projects
4. Support indexing gas (Federal, State and Local) taxes statewide
5. Support Infrastructure Investment Fund
6. Pursue establishing a state revenue stream to leverage federal and local/private sources for Tahoe's transportation projects, including \$40 million of state funds for Nevada Tahoe transportation projects

**Fiscal Analysis:**

The revenues for this outreach and advocacy work are programmed over the current and next two fiscal years.

**Work Program Analysis:**

The work associated with this effort is captured in the current and future work programs.

**Additional Information:**

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





MEMORANDUM

Date: February 4, 2013  
To: Tahoe Transportation District (TTD) Board of Directors  
From: TTD Staff  
Subject: Approval of Task Orders and Contract Amendments for Smith & Jones and Exploration Services, Inc. for TTD's Capital Improvement Program Public Outreach and Funding Strategy

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**Action Requested:**

It is requested the Board approve Contract Amendments and Task Orders for Smith & Jones and Exploration Services, Inc. as recommended by Staff in the table below for the balance of the fiscal year.

**Background:**

At the December 14, 2012 Board meeting, Staff requested the Board approve contract amendments and task orders for Smith & Jones and Exploration Services, Inc. (ESI). The Board approved one-sixth of the requested amount and requested staff to return with additional information on the public outreach being performed by the consultants. Since that meeting, briefings have been provided to most of the Board by Staff and consultant team principals to review the public outreach and funding strategy, including highlights of the results of the Nevada statewide survey on transportation.

At the August 10, 2012 Board meeting, the Board approved the funding strategy for the District, including the approval of ESI to continue to provide the public outreach and state legislative support for the District's CIP. The approval extended ESI's task orders through December 31, 2012. At the September 14, 2012 Board meeting, the Board approved a task order for Smith & Jones to provide public outreach for the District's CIP as part of the approved funding strategy, keeping the outreach team together as the District moves forward with implementation of the CIP. As the District's CIP Projects are moving through the environmental process and into construction, public outreach is becoming more important than ever to gain project approvals and support necessary through implementation. As the projects receive approval and the design phase is complete, as will be the case with the several of the CIP projects over the next six months, funding for construction will need to be secured. With the funding strategy for the District now in progress, it will be critical to continue those efforts through these upcoming state legislative sessions to help secure the funding necessary for construction over the next several years. ESI and Smith & Jones have been working together as a team under contract with the District for the past several years and have provided tremendous value in moving the District's CIP towards implementation. This was evident this summer with construction of the first segment of the NV Bikeway, as well as successful implementation of the East Shore Express.

## **Discussion:**

With the changes coming forward with the new Federal Transportation Bill, MAP-21, it will be very important for the District to work at the state legislative level in both Nevada and California to gain project support and develop new funding sources for the District's CIP. Staff anticipates that federal dollars for the CIP projects will be more competitive and require much more of a match from the states. The Task Order proposed below for ESI, covering a six month period from January 2013 through June 2013, will provide the District with the support needed for the upcoming state legislative sessions, including a budget for Buzz Harris, WBH NV, to continue his efforts in further developing the Trans Sierra Transportation Coalition and Nevada legislative support for the District's projects. The California legislative side will be covered by Mark Watts with Smith, Watts & Co. through the task order the Board approved September 14, 2012, specific to Smith, Watts, & Co. ESI's task order also includes community outreach specialists covering the Stateline/South Lake Tahoe area and the Tahoe City/West Shore area to provide on-the-ground public outreach support for the District's projects. ESI's task order will provide support for the overall CIP, including monitoring public perception and developing key messaging for projects.

The District is planning the construction of the second segment of the NV Bikeway from Elk's Point Road to Roundhill Pines Beach to start in May 2013, which will require prior coordination with adjacent home owners, the Roundhill Pines Beach Resort Concessionaire, the contractor Q&D, and the public. The second year of the East Shore Express is set to start in June 2013, which will also require development of a media campaign that will hopefully entice even more ridership than last summer. Smith & Jones' proposed Task Order below, covering the six month period January 2013 through June 2013, provides the District with the essential public outreach support for the implementation projects mentioned above, as well as public outreach support for all of the projects identified in the District's CIP. Smith & Jones is tasked with educating the public about the benefits and importance the projects have for the Basin, ultimately helping to gain support needed for project approvals, and helping staff keep the public informed and updated as the projects move forward. Public outreach efforts provided by Smith & Jones include website support to update project pages, press releases, project information flyers, coordinating with the public prior to and during construction of the Bikeway, preparation of materials for the East Shore Express, as needed public coordination, facilitating project meetings, and developing successful ways to create a positive public perception of the District's CIP. Smith & Jones also provides team support, along with ESI, developing key project materials related to the funding strategy.

Staff recommends approval of the Contract Amendments and Task Orders for ESI and Smith & Jones for the upcoming six month period, January 2013 through June 2013, to continue working as a team helping the District continue to successfully implement projects, seek project approvals, and continue to implement the District's funding strategy.

Below are the descriptions and budgets for the proposed contract amendments and task orders.

<b>CONTRACT AMENDMENTS</b>				
<b>Firm</b>	<b>Work Element</b>	<b>Phase</b>	<b>Work to be Performed/Deliverable</b>	<b>Cost</b>
Smith & Jones	Varies	Varies	Add additional capacity for the new Task Order below, and a \$12,000 extra capacity to serve as a contingency for future purchase orders under \$10,000 for unforeseen tasks, such as extra print costs and other outreach that may be necessary. Increases contract from \$715,694 to \$907,284, which includes all Task Orders since 2010. The amount shown under cost to be approved is less the 16.7% (1/6 or \$38,410) approved at the December 14, 2012 Board meeting to cover January expenses only for the Task Order below.	\$191,590
ESI	Varies	Varies	Add additional capacity for the new Task Order below. Increases contract from \$1,108,044 to \$1,276,310, which includes all Task Orders since 2009. The amount shown under cost to be approved is less the 16.7% (1/6 or \$33,734) approved at the December 14, 2012 Board meeting to cover January expenses only for the Task Order below.	\$168,266

<b>TASK / PURCHASE ORDERS</b>					
<b>Firm</b>	<b>Work Element</b>	<b>Type of Agreement</b>	<b>Phase</b>	<b>Work to be Performed/Deliverable</b>	<b>Cost</b>
Smith & Jones	2.4	Task Order	Public Outreach/ Planning	Provide Public Outreach support for TTD's CIP Jan. 2013 to June 2013. Task Order includes Weidinger for press releases, media buy costs, the cost to print materials, and a translator. The amount shown under cost to be approved is less the 16.7% (1/6 or \$36,406) approved at the December 14, 2012 Board meeting to cover January expenses only for the Task Order. Total Task Order Jan.-June = \$218,000 (\$36,406+\$181,594)	\$181,594
ESI	2.4	Task Order	Public Outreach/ Planning	Provide Public Outreach support for TTD's CIP Jan. 2013 to June 2013, including assisting TTD with the project funding strategy. Cost includes two on the ground Outreach Specialists, and Buzz Harris for the NV legislative outreach and funding strategy. The amount shown under cost to be approved is less the 16.7% (1/6 or \$33,734) approved at the December 14, 2012 Board meeting to cover January expenses only for the Task Order. Total Task Order Jan.-June = \$202,000 (\$33,734+\$168,266)	\$168,266

**Fiscal Analysis:**

All expenditures associated with this item are accounted for in the 2012/13 Work Program and associated budget.

<b>Program</b>	<b>Description</b>	<b>Total</b>	<b>Grantor</b>	<b>Grant Amount</b>	<b>Match</b>	<b>Match Amount</b>
CIP	Smith & Jones Task Order	\$181,594	FLH ½%	\$181,594	NA	NA
CIP	ESI Task Order	\$168,266	FLH ½%	\$168,266	NA	NA

**Work Program Analysis:**

All work associated with this effort is captured under respective elements of the approved FY 2013 Work Program, and corresponding allotted staff time.

**Additional Information:**

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

**Attachments:**

- A. Outreach Team Overview
- B. Task Order Breakdown

## Outreach Team MEMBERS AND THEIR ROLES

- **E.S.I., led by Kathy Jordan**  
researching project/program history, community support/resistance
- **smith + jones, led by Kelly Houston**  
media planning, materials and methods development to disseminate up-to-date information
- **Weidinger Public Relations, led by Phil Weidinger**  
media relations, social media interaction, press contacts to publicize progress, foster support and build consensus
- **WBH Enterprises, led by Buzz Harris**  
government relations to promote legislative support, funding



# Outreach OVERVIEW

**research**

*understand the audiences*

**projects**

*community & regional*

- America's Most Beautiful Bikeway
- Incline Gateway
- Lake Tahoe Aquabus
- SR 28 National Scenic Byway
- SR 89/Fanny Bridge
- Community Revitalization
- US 50/South Shore
- Community Revitalization

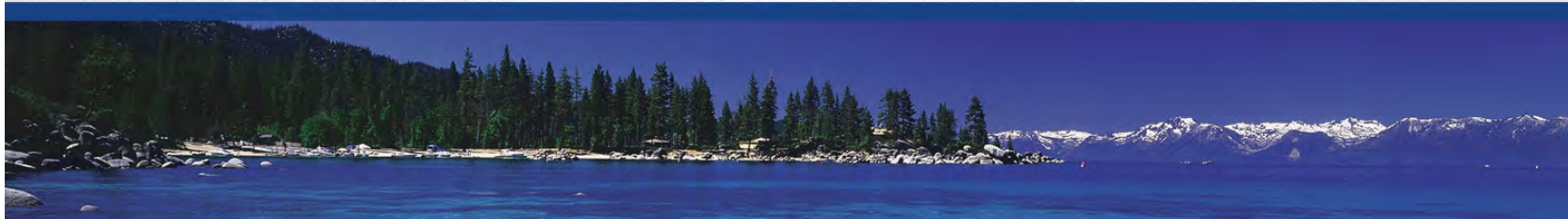
*gain support & consensus, achieve project builds*

*regional & outside region*

**programs**

- Federal Highways
- California Legislature
- Nevada Legislature
- Trans Sierra Coalition

*gain support, identify funding resources, cultivate commitments*



Tasks	WE	S&J Subtask Budget Amount	ESI Subtask Budget Amount
A – Overall CIP	2.4	36,000.00	21,020.00
B – TTD Project# 300-0001	2.4	48,250.00	21,740.00
C – TTD Project# 300-0002.1	2.4	12,000.00	4,060.00
D – TTD Project# 300-0003.1	2.4	5,450.00	5,920.00
E – TTD Project# 300-0003.2	2.4	3,500.00	2,200.00
F – TTD Project# 300-0004	2.4	16,000.00	15,800.00
G – TTD Project# 300-0009	2.4	2,250.00	2,280.00
H – TTD Project# 300-0010	2.4	25,500.00	14,660.00
I – TTD WE 5.3	2.4	1,000.00	16,140.00
<b>S&amp;J Subconsultants</b>			
Weidinger	2.4	30,000.00	NA
Translator	2.4	1,250.00	NA
Production Co.	2.4	5,000.00	NA
Subconsultant 5% mark up	2.4	2,062.50	NA
Direct Costs	2.4	29,250.00	NA
<b>ESI Subconsultants</b>			
Weidinger (#300-0001)	2.4	NA	22,500.00
Paragon PR (#300-0004)	2.4	NA	18,000.00
WBH NV Enterprises (WE 5.3)	2.4	NA	57,600.00
Subconsultant 5% mark up	2.4	NA	0.00
Direct Costs	2.4	NA	0.00
<b>Total</b>		<b>217,512.50</b>	<b>201,920.00</b>