

TAHOE TRANSPORTATION DISTRICT (TTD)

BUDGET FINANCE COMMITTEE
Meeting Agenda

Embassy Suites
Stanford Room
4130 Lake Tahoe Boulevard
South Lake Tahoe, CA 96150

May 11, 2012
8:30 a.m.

<u>Item</u>	<u>Action Requested</u>	<u>Page</u>
A. Review and Acceptance of the District's Financial Statement of Operations for July 1, 2011 Through March 31, 2012 (Item X.A.)	Recommend Acceptance	77
B. Approval of Task Order, Task Order Amendment, and Contract Amendment Related to Nevada Stateline to Stateline Bikeway Project Construction and State Route 89/Fanny Bridge Community Revitalization Project Planning (Item X.C.)	Recommend Approval	95
C. Authorize an Amendment to the Tahoe Transportation District Transit Sustainable Service Plan to Include the East Shore Express; Authorize District Manager to Execute East Shore Express Agreements with Washoe County and the Washoe County School District; and Approval of a Task Order and Purchase Orders related to the East Shore Express (Item XI.B.)	Recommend Approval	107
D. Approval of the Creation of a Mobility Manager Contractual Staff Position Subject to Successful Award of 5317 Grant Funds Beginning of Federal Fiscal Year October 1, 2012 (Item XI.F.)	Recommend Approval	161

TRANSIT OPERATIONS COMMITTEE
Meeting Agenda

Embassy Suites
4130 Lake Tahoe Boulevard
South Lake Tahoe, CA 96150

May 11, 2012
8:30 a.m.

<u>Item</u>	<u>Action Requested</u>	<u>Page</u>
A. Review and Acceptance of BlueGO's Monthly March 2012 Operations Report (Item X.B.)	Recommend Acceptance	91
B. Authorize an Amendment to the Tahoe Transportation District Transit Sustainable Service Plan to Include the East Shore Express; Authorize District Manager to Execute East Shore Express Agreements with Washoe County and the Washoe County School District; and Approval of a Task Order and Purchase Orders related to the East Shore Express (Item XI.B.)	Recommend Approval	107
C. Approval of the Creation of a Mobility Manager Contractual Staff Position Subject to Successful Award of 5317 Grant Funds Beginning of Federal Fiscal Year October 1, 2012 (Item XI.F.)	Recommend Approval	161

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

**Embassy Suites
Stanford Room
4130 Lake Tahoe Boulevard
South Lake Tahoe, CA 96150**

**May 11, 2012
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.

I. CALL TO ORDER AND GENERAL MATTERS

- A. Roll Call and Determination of Quorum of TTD/TTC
- B. Approval of Agenda for May 11, 2012
- C. Approval of Minutes of April 13, 2012

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. BLUGO EMPLOYEE RECOGNITION

March and April

IV. BUDGET FINANCE COMMITTEE REPORT

V. TRANSIT OPERATIONS COMMITTEE REPORT

VI. TAHOE REGIONAL PLANNING AGENCY ADVISORY PLANNING COMMITTEE APPOINTEE REPORT

VII. TAHOE TRANSPORTATION COMMISSION (TTC) PUBLIC HEARING

<u>Items for Possible Action</u>	<u>Action Requested</u>	<u>Page</u>
A. Conduct Public Hearing on the Draft Regional Transportation Plan and Sustainable Communities Strategy and Associated Environmental Impact Report/Environmental Impact Statement	Conduct Public Hearing	1

VIII. TAHOE TRANSPORTATION COMMISSION (TTC) CONSENT ITEMS

<u>Items for Possible Action</u>	<u>Action Requested</u>	<u>Page</u>
A. Recommend Approval of the Lake Tahoe Transportation Overall Work Program for Fiscal Year 2012/2013 to the Tahoe Metropolitan Planning Organization Governing Board	Recommend Approval	3

IX. ADJOURN AS TTC AND RECONVENE AS TTD

X. 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 July 1, 2011 Through March 31, 2012	Acceptance	77
B. Review and Acceptance of BlueGO's Monthly March 2012 Operations Report	Acceptance	91
C. Approval of Task Order, Task Order Amendment, and Contract Amendment Related to Nevada Stateline to Stateline Bikeway Project Construction and State Route 89/Fanny Bridge Community Revitalization Project Planning	Approval	95
D. Authorize District Manager to Execute an Agreement to Extend the Existing North Lake Tahoe Express Operating Contract Through June 30, 2012	Authorize	99

XI. TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS

<u>Items for Possible Action</u>	<u>Action Requested</u>	<u>Page</u>
A. Approval to Initiate Public Comment Period for Draft US 50 South Shore Community Revitalization Project Relocation Plan and Recommendation on Solicitation and Establishment of Citizens Review Committee	Approval and Recommendation	103
B. Authorize an Amendment to the Tahoe Transportation District Transit Sustainable Service Plan to Include the East Shore Express; Authorize District Manager to Execute East Shore Express Agreements with Washoe County and the Washoe County School District; and Approval of a Task Order and Purchase Orders related to the East Shore Express	Approval	107
C. Update Regarding North Lake Tahoe Water Shuttle Pilot Project, Including Progress Towards a Contract for Services Between Tahoe Transportation District and Fineline Industries, Inc. and License Agreements with Individual Property Owners	Approval	139
D. Fiscal Year 2012 Work Program Mid-Year Performance Review and Discussion	Discussion and Acceptance	141
E. Discussion and Direction on District's Proposed Work Program and Preliminary Budget for Fiscal Year 2013	Discussion and Direction	143
F. Approval of the Creation of a Mobility Manager Contractual Staff Position Subject to Successful Award of 5317 Grant Funds Beginning of Federal Fiscal Year October 1, 2012	Approval	161

<u>Items for Possible Action</u>	<u>Action Requested</u>	<u>Page</u>
G. Discussion and Direction Regarding the Future Role of the Metropolitan Planning Organization and Regional Transportation Planning Agency Designation and Implementation of the Regional Transportation Plan	Discussion and Possible Direction	163
H. Discussion of Long-Term Funding Source Development as Part of the Work Program for Fiscal Year 2013 and Approval of California Assembly Constitutional Amendment 23 Support Letter or Preparation of a Support Resolution	Discussion and Possible Direction	165

XII. DISTRICT MANAGER REPORT

XIII. BOARD, COMMISSION MEMBER AND STAFF COMMENTS

XIV. LEGAL BRIEFING - CLOSED SESSION

CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION.

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

XV. ADJOURNMENT

COMPLIANCE WITH PUBLIC NOTICE REQUIREMENTS

This notice and agenda has been posted at the TTD office and the following post offices: Stateline, Nevada and Tahoe Valley, California. The notice and agenda has also been posted at the El Dorado County Recorder-Clerk office in South Lake Tahoe, 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.

The following location will be available for participation by teleconference:

Cal/U.S. EPA Building
Room 7-45
1001 I Street
Sacramento, CA 95812

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
April 13, 2012**

TTD/C Board Members in Attendance:

Andrew Strain, Member at Large, Chair
John Breternitz, Washoe County
Steve Teshara, SS-TMA
Ron Treabess, TNT-TMA
Norma Santiago, El Dorado County
Nancy McDermid, Douglas County
Angela Swanson, City of South Lake Tahoe
Heather Manzo, NDOT

TTD/C Board Members Absent:

Will Garner, Placer County, Vice Chair
Patrick Pittenger, Carson City
Marlo Tinney, Caltrans
Alan Tolhurst, APC Appointed Representative
Anjanette Hoefler, U.S. Forest Service

Others in Attendance:

Carl Hasty, Tahoe Transportation District
Alfred Knotts, Tahoe Transportation District
Joanie Schmitt, Tahoe Transportation District
Derek Kirkland, Tahoe Transportation District
Nick Haven, Tahoe Regional Planning Agency
Judy Weber, Tahoe Regional Planning Agency
Judi White, Tahoe Transportation District and Tahoe Regional Planning Agency
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 Strain at 9:33 a.m., at the Tahoe Biltmore Lodge & Casino. Roll call was taken and it was determined a quorum was in attendance for the TTD/TTC.

B. Approval of TTD/TTC Agenda of April 13, 2012

Chair Strain requested to do the closed session first. Motion/second by Ms. Santiago/Mr. Teshara to approve the TTD/TTC agenda for today's meeting. The motion passed unanimously.

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

- C. Approval of TTD/TTC Meeting Minutes for March 9, 2012
Motion/Second by Mr. Teshara/Mr. Treabess to approve the TTD and TTC minutes, as amended by Mr. Pittenger and Mr. Teshara. The motion passed unanimously.

II. PUBLIC INTEREST COMMENTS

No public interest comments were made.

III. BUDGET FINANCE COMMITTEE REPORT

Ms. Santiago reported the Committee reviewed the items and recommended acceptance.

IV. TAHOE TRANSPORTATION COMMISSION (TTC) BUSINESS ITEMS

- A. Review and Discussion on Draft Fiscal Year 2012/13 TMPO Overall Work Program (OWP)

Mr. Haven reviewed this item.

Action Requested: Review and Comment

Ms. McDermid arrived at 10:09 a.m.

- B. Review and Acceptance of the Congestion Mitigation and Air Quality Prioritized Project List for Fiscal Years 2014/2015 and 2015/2016

Ms. Weber reviewed this item. Ms. Swanson noted that the City is working to have Caltrans pay for the signal synchronization and asked if that happened, could the Congestion Mitigation and Air Quality funds be applied to another project. Mr. Haven confirmed there is flexibility to re-program the funds to another project. Ms. Swanson requested some time to confer with City staff via phone to get clarification of the City's position on the application for funds. Mr. Teshara made a motion to trailer this item for a later time. Ms. McDermid seconded the motion. The motion passed unanimously.

Ms. Swanson informed the Board that the City respectively requested to be the lead agency on the signal synchronization project.

Action Requested: Acceptance

Mr. Teshara made the motion to accept the Congestion Mitigation and Air Quality prioritized project list with the replacement of the Caltrans Adaptive Traffic Signalization project with the City's US Highway 50 Traffic Signal Synchronization project. Mr. Breternitz seconded the motion. The motion passed unanimously.

V. ADJOURN AS TTC AND RECONVENE AS TTD

VI. TAHOE TRANSPORTATION DISTRICT (TTD) CONSENT ITEMS

- A. Review and Acceptance of the District's Financial Statement of Operations for July 1, 2011 Through February 29, 2012
- B. Review and Acceptance of BlueGO's Monthly February 2012 Operations Report
- C. Approval to Release Revised Request for Proposal for Long-Term Operations Contract of North Lake Tahoe Airport Express Bus Service
- D. Adoption of Resolution Designating the District Transit Manager as the Alternate Representative to Serve on the California Transit Insurance Pool Board of Directors for the District

Mr. Teshara motioned to approve the consent calendar, Ms. Santiago seconded the motion. The motion passed unanimously.

VII. TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS

- A. Acceptance of East Shore Demonstration Transit Shuttle Concept Development/Feasibility Study and Approval of State Route 28 Technical Advisory Committee's Recommended East Shore Transit Shuttle Service Plan

Mr. Kirkland reviewed this item. Mr. Gordon Shaw, LSC Transportation Consultants, gave a presentation. Mr. Kirkland also updated the Board on the public parking locations using the Washoe school/library parking lots.

Public Comment: Jan Colyer noted TART and BlueGO do honor each other's day passes on the West Shore Connection.

Mr. Kirkland noted that concept is being discussed for the East Shore Transit also.

Action Requested: Acceptance and Approval

Ms. Santiago made the motion to approve the State Route 28 Technical Advisory Committee's recommendation of a service plan for the East Shore Express pilot transit program and accept the East Shore Demonstration Transit Shuttle Concept Development/Feasibility Study. Mr. Teshara seconded the motion. The motion passed unanimously.

- B. Approval for District Manager to Sign an Inter-local Agreement with the Nevada Division of State Parks for the Installation of an Automated Gate at the South Entrance of Sand Harbor State Park for Transit Access Related to the East Shore Express Pilot Seasonal Shuttle Service

Action Requested: Approval

Mr. Teshara made the motion to approve the District Manager to sign an Interlocal Agreement with the Nevada Division of State Parks for the installation of an automated gate at the south entrance of Sand Harbor State Park for transit access related to the East Shore Express. Mr. Breternitz seconded the motion. The motion passed unanimously.

C. Authorization of Chairman and District Manager to Sign Plans and Advertise to Bid the Nevada Stateline to Stateline Bikeway Project Phase 1B, Consistent with Tahoe Transportation District Purchasing Procedures, the Code of Federal Regulations, and the Nevada Public Contracting Laws, Pending Final Legal Counsel Review and Approval

Chair Strain asked if there is enough funding to build this phase of the project this summer as planned. Mr. Hasty confirmed that there is enough funding at this time. If the funding amount changes, the project will not proceed.

Action Requested: Approval

Mr. Teshara made the motion to authorize the Chairman and District Manager to sign plans and advertise to bid the Nevada Stateline to Stateline Bikeway Project Phase 1B, consistent with Tahoe Transportation District Purchasing Procedures, the Code of Federal Regulations, and the Nevada Public Contracting Laws, pending final Legal Counsel review and approval. Ms. Swanson seconded the motion. The motion passed unanimously.

D. Review and Approval of a Locally Preferred Alternative for a North Shore to South Shore Transit Connection Pursuant to the Federal Transit Administration Alternatives Analysis Process Report

Mr. Knotts reviewed this item. Ms. Manzo asked if the service would be year-round. Mr. Knotts confirmed that it would be a year-round service as proposed for this funding program. Chair Strain asked for clarification on the Operating and Maintenance costs between Alternative 1 and Alternative 2. Mr. Knotts stated he will review and confirm the numbers with the consultant.

Action Requested: Approval

Ms. Santiago made the motion to approve Alternative 1 as the Locally Preferred Alternative. Mr. Breternitz seconded the motion. The motion passed unanimously.

Mr. Teshara left at 11:56 a.m.

E. Update Regarding North Lake Tahoe Water Shuttle Project, Recommendation Regarding Selection of Bid Proposal for Operator Services, Approval of Recommended Operator and Authorization for Committee to Negotiate with Recommended Operator Regarding a Contract for Services

Mr. Treabess reviewed this item and distributed a supplemental information handout. He thanked Bob Hassett for his participation in the process.

Action Requested: Discussion and Decision

Mr. Breternitz made the motion to approve the committee's recommendation of Fineline Industries, Inc. and authorize negotiations of contract for services with the selected operator by the negotiating team (Ron Treabess, Carl Hasty, Paul Taggart). Ms. McDermid seconded the motion. The motion passed unanimously.

Bob Hassett thanked the Board for the opportunity to make a proposal. He stated Staff has been a pleasure to work with.

F. District Manager Mid-Year Performance Discussion

This item was tabled to the May meeting.

Action Requested: Acceptance

G. Discussion Regarding SB 271 and Other Related Transportation Legislative Issues

This item was tabled to the May meeting.

Action Requested: Discussion and Possible Direction

VIII. DISTRICT MANAGER REPORT

Mr. Hasty had nothing further to report.

IX. BOARD, COMMISSION MEMBER AND STAFF COMMENTS

No Board, Commission or Staff comments.

X. 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.

XI. ADJOURNMENT

The meeting adjourned at 12:30 p.m.

Respectfully Submitted:

*Judi White
Executive Assistant
Tahoe Transportation District*

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



MEMORANDUM

Date: May 7, 2012

To: Tahoe Transportation Commission (TTC) Board of Directors

From: TMPO Staff

Subject: Conduct Public Hearing on the Draft Regional Transportation Plan and Sustainable Communities Strategy and Associated Environmental Impact Report/Environmental Impact Statement

Action Requested:

No action is required. It is requested the TTC Board accept public comment on the draft Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS), and associated Environmental Impact Report/Environmental Impact Statement (EIR/EIS).

Background:

On April 25, 2012, the TRPA and the TMPO released the public draft of the Lake Tahoe RTP (*Mobility 2035*) for public comment, in conjunction with the release of the TRPA's draft Regional Plan Update (RPU). The TMPO also released the draft EIR/EIS for the RTP. Both the RTP and the EIR/EIS are available for public comment until June 28, 2012.

Discussion:

TMPO staff and the staff of Ascent Environmental, Inc. will provide brief overviews of the draft RTP and the draft EIR/EIS, respectively.

The RTP provides direction for improving the environment and communities through transportation investments for the next 23 years. The RTP fulfills requirements for a long-range transportation plan for federal, state, and TRPA requirements. The RTP contains the region's first SCS, in accordance with California's SB 375, the Climate Protection Act. The SCS demonstrates how the region will meet greenhouse gas reduction targets for cars and light trucks for the 2020 and 2035 target years.

The purpose of the EIR/EIS is to provide an analysis of beneficial and potential adverse environmental impacts of the RTP/SCS to meet California Environmental Quality Act (CEQA) and TRPA requirements for environmental review. This EIR/EIS is a program-level evaluation, and the cumulative analysis of the program of projects in the RTP will provide streamlining benefits for future project-level reviews.

Due to the large size of the documents, they have not been included as attachments. Both the draft RTP and draft EIR/EIS are available for review at <http://www.tahoempo.org>. Hard copies

KF/jw

AGENDA ITEM: VII.A.

are available at local public libraries and at the Tahoe Regional Planning Agency front counter. The documents are also available on USB Flash Drives, which can be purchased for \$15.00.

Next Steps:

Additional meetings are planned to provide information to the public on the content of the draft RTP, as well as the draft RPU; and to accept formal public comment on the draft RTP, draft EIR/EIS, draft RPU, and associated draft EIR. The meeting dates are:

May 21, 2012 from 5:00 p.m. to 8:00 p.m.

RPU/RTP Workshop

The Chateau, 955 Fairway Boulevard, Incline Village, Nevada

May 22, 2012 from 5:00 p.m. to 8:00 p.m.

RPU/RTP Workshop

TRPA Board Rooms, 128 Market Street, Stateline, Nevada

May 23, 2012 at 9:30 a.m.

TRPA Governing Board Meeting

The Chateau, 955 Fairway Boulevard, Incline Village, Nevada

May 24, 2012 at 9:30 a.m.

TRPA Governing Board Meeting

TRPA Board Rooms, 128 Market Street, Stateline, Nevada

June 27, 2012 at 9:30 a.m.

TRPA Governing Board Meeting

North Tahoe Events Center, 8318 North Lake Boulevard, Kings Beach, California

June 28, 2012 at 9:30 a.m.

TRPA Governing Board Meeting

TRPA Board Rooms, 128 Market Street, Stateline, Nevada

Additional Information:

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



Tahoe Metropolitan Planning Organization

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

Date: May 7, 2012
To: Tahoe Transportation Commission
From: Transportation Staff
Subject: Recommend Approval of the Lake Tahoe Transportation Overall Work Program for Fiscal Year 2012/2013 to the Tahoe Metropolitan Planning Organization Governing Board

Requested Action:

Staff is requesting the Tahoe Transportation Commission (TTC) recommend approval of the Lake Tahoe Transportation Overall Work Program (OWP) for Fiscal Year 2012/2013 (Attachment B) to the Tahoe Metropolitan Planning Organization (TMPO) Governing Board.

Staff Recommendation:

Staff recommends the TTC provide a recommendation of approval of the 2013 OWP to the TMPO Governing Board at their May 23, 2012 meeting.

Background:

Federal regulations (Title 23, Sec. 450.314) require each Metropolitan Planning Organization (MPO) to prepare an annual program of work in cooperation with the States and operators of publicly owned transit services. The regulations specify that the OWP shall discuss planning priorities for the region and all transportation and transportation-related air quality planning activities anticipated in the area during the next one or two year period. The detailed description of the transportation planning activities in the OWP serves as the direction for the expenditure of various transportation planning funds received by TMPO. For TRPA, the transportation OWP then forms the basis for inclusion of the transportation planning functions of TMPO into the TRPA annual work program and budget. An Executive Summary of the 2013 OWP briefly summarizes each Work Element and provides a budget overview (Attachment A). Major endeavors in the 2013 OWP include the update to the Regional Transportation Plan: *Mobility 2035*, environmental analysis of RTP update, and development of the 2013 Federal Transportation Improvement Program (FTIP).

Discussion:

Comments were requested during a noticed 30-day public comment period which concluded on April 20, 2012. Staff worked closely with all commenting individuals and entities to incorporate their comments and all comments received have been considered in the Final Draft 2013 OWP.

The TMPO hosted an annual meeting on April 20 of Federal and State partners to provide input on the TMPO OWP and report on new initiatives and efforts at the Federal and State levels. Comments received at the meeting were supportive of the OWP itself and the transportation program in general. Upon a recommendation by TTC, the final draft document will be presented to the TMPO Governing Board for approval at the May 23, 2012 TMPO Governing Board meeting.

Additional Information:

If you have any questions, please contact Nick Haven, nhaven@trpa.org or 775-589-5256.

Attachments:

- A. FY 2013 Overall Work Program Executive Summary
- B. Final Draft FY 2013 Lake Tahoe Transportation Overall Work Program

Tahoe Basin Transportation Program Overall Work Program – FY 2013

May 2012

Executive Summary

Introduction

The Overall Work Program (OWP) defines the continuing, comprehensive, and coordinated regional transportation planning process for the Lake Tahoe Basin. It establishes transportation, air quality, and other regional planning objectives and associated funding for Fiscal Year 2012/13. The OWP also serves as a management tool for the Tahoe Regional Planning Agency (TRPA) and Tahoe Metropolitan Planning Organization (TMPO) through the identification of work elements containing tasks and products to be provided during the year, including mandated metropolitan planning requirements and other regional transportation planning activities.

Work Elements

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

Outreach and Administration

WE 101 – Transportation Development Act

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

WE 102 – Overall Work Program

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

WE 103 – Boards, Stakeholders, and Tribal Coordination

This work element includes tasks to support the TRPA and TMPO Governing Boards, the TTC and TTD Board of Directors, and other public agency committees. Tasks also include integrating transportation planning, programming and projects activities of the TRPA, TMPO, and TTD with those of other Basin transportation stakeholders, as well as neighboring jurisdictions, state agencies, and tribal governments.

WE 104 – Public Outreach

This work element includes tasks to support the planning, project implementation, air quality, land use, and other regional collaborative programs by providing information to the public and soliciting input from interested parties.

Regional Intermodal Planning

WE 105 – Regional Intermodal Planning

This work element contains a variety of transportation planning activities that include transportation planning support of the TRPA Regional Plan Update, the update of the Regional Transportation Plan: *Mobility 2030*, environmental analysis, multimodal planning, and other statutorily required MPO planning activities.

WE 106 – Intelligent Transportation Systems Planning

This work element addresses Intelligent Transportation Systems (ITS) Planning activities specifically within the overall transportation planning program, and the development of a Lake Tahoe Traveler Information Portal to help travelers make better travel decisions.

WE 107 – Air Quality Planning and Analysis

This work element includes activities for the development of air quality conformity determinations for transportation plans and programming documents (including amendments), and coordination in the development of the State Implementation Plan (SIP) for the Region.

WE 108 – Transit Planning and Coordination

This work element provides planning support and regional and intra-regional coordination opportunities for Lake Tahoe transit operators through direct staff support and other planning activities to foster regional coordination. Activities include the update the North Shore Transit (TART) Systems Plan.

WE 109 – Transportation Data Collection and Forecasting

This work element includes regional transportation data collection and modeling efforts to provide support for transportation data needs of Pathway 2007 and the Regional Transportation Plan update and various data requests from staff, other partners, and the general public. This element also includes the administration and maintenance of the TMPO traffic model, including providing various data sets via www.TahoeMPO.org.

Programming & Tracking**WE 110 – Regional Programming and Project Tracking**

This work element supports the selection and documentation of federal and state funded transportation projects via the Federal Transportation Improvement Program (FTIP) and Regional Transportation Improvement Program (RTIP). The adoption of the 2013 FTIP is a highlight of this work element this year.

WE 111 – Transportation Impact Analysis and Mitigation Coordination

This work element supports activities to assure that projects support local and regional transportation planning policies and objectives developed through the TMPO Regional Transportation Plan, Bicycle and Pedestrian Plan, and supported by the TRPA Regional Plan package (Code of Ordinances, Goals and Policies, Plan Area Statements, and Community Plans and Regional Transportation Plan). Other activities include the review for consistency with the Regional Transportation Plan, and the identification of potential mitigation opportunities.

Regional Partnerships**WE 112 – Tahoe Basin Partnership for Sustainable Communities**

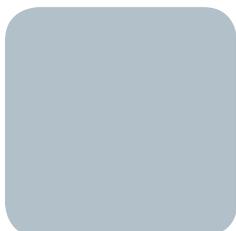
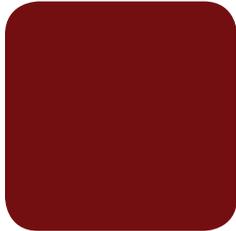
This work element supports the activities to develop regional sustainability indicators, Strategic Growth Council grant activities, and participate in the Lake Tahoe Sustainability Collaborative.

TMPO Transportation Program Revenue

FHWA PL - CA *	\$ 900,000
FHWA PL - NV *	140,000
FHWA FLH*	\$ 825,000
Federal Subtotal:	\$1,865,000
TRPA	50,000
TDA - Planning	35,000
TDA - Administration	40,000
RSTP	20,000
Proposition 84-SGC Planning (CA only)	427,500
Non-Federal Subtotal:	\$ 572,250
GRAND TOTAL:	\$2,437,250

* Note: funding level reflects estimated allocation plus carryover balance

Lake Tahoe Transportation Planning Overall Work Program



Fiscal Year 2012/2013
July 1, 2012 - June 30, 2013

Prepared by:



The Lake Tahoe Transportation Overall Work Program for FY 2012/2013 has been prepared to present a comprehensive plan of work for the Tahoe Metropolitan Planning Organization that is funded through state and federal transportation planning grants administered by the following agencies:

California Department of Transportation (Caltrans)



Nevada Department of Transportation (NDOT)



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



U.S. DOT Credit/Disclaimer:

This report was funded in part through grants from the Federal Highway Administration, U.S. Department of Transportation. The views and opinions of TMPO expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

TABLE OF CONTENTS

	<u>Page</u>
INTRODUCTION	3
Lake Tahoe Transportation Planning Overview	3
Setting.....	4
Tahoe Basin Transportation Planning Institutional Structure	6
TRPA Strategic Plan and the Transportation Program	8
Results of the FY 2012 Program	12
2012/2013 Planning Emphasis Areas	14
SAFETEA-LU Planning Considerations	15
WORK ELEMENTS.....	17
<i>Outreach and Administration</i>	
WE 101 – Transportation Development Act Fund Administration	18
WE 102 – Overall Work Program.....	21
WE 103 – Boards, Stakeholders, and Tribal Coordination	23
WE 104 – Public Outreach.....	26
<i>Regional Intermodal Planning</i>	
WE 105 – Regional Intermodal Planning.....	29
WE 106 – Intelligent Transportation Systems Planning	32
WE 107 – Air Quality Analysis	34
WE 108 – Transit Planning and Coordination.....	36
WE 109 – Transportation Data Collection and Forecasting	39
<i>Programming & Tracking</i>	
WE 110 – Regional Programming and Project Tracking.....	42
WE 111 – Environmental Considerations and Mitigation Coordination	45
<i>Regional Coordination</i>	
WE 112 – Tahoe Basin Partnership for Sustainable Communities.....	47
Caltrans Regional Planning Activities for Fiscal Year 2012/2013	50
FINANCIAL PROGRAM	51
Table 1 – FY 2013 Programmed Revenues.....	51
Table 2 – FY 2013 Salaries	52
Table 3 – FY 2013 Staff Costs and Revenues	52
Table 4 – FY 2013 Direct Costs and Revenues.....	52
Table 5 – FY 2013 Staff and Direct Costs by Work Element	53
Table 6 – FY 2013 Staff and Direct Costs by Revenue Source	53
Table 7 – FY 2013 Toll Credit Tracking by County	54
ADOPTING RESOLUTION & CERTIFICATIONS	55
TMPO Adopting Resolution	56
FHWA – FTA FY 2013 Planning Certification.....	57
FTA FY 2012 Certifications and Assurances.....	58
FTA Debarment and Suspension Certification for FY 2013	61

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

GLOSSARY OF ACRONYMS AND ABBREVIATIONS

Caltrans	California Department of Transportation
CARB	California Air Resources Board
CFPG	California Federal Programming Group
CMAQ	Congestion Mitigation and Air Quality
CSLT	City of South Lake Tahoe
CTIP	Coordinated Federal Lands Highway Technology Implementation Program
DBE	Disadvantaged Business Enterprise
EDCTC	El Dorado County Transportation Commission
EIP	Environmental Improvement Agency
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GHG	Greenhouse Gas
HPMS	Highway Performance Monitoring System
ITS	Intelligent Transportation Systems
LTF	Local Transportation Funds
MPO	Metropolitan Planning Organization
NDOT	Nevada Department of Transportation
OWP	Overall Work Program
PEA	Planning Emphasis Areas
PPP	Public Participation Plan
Prop 84	California Proposition 84
RIP	Regional Improvement Program
RSTP	Regional Surface Transportation Program
RTC	Regional Transportation Commission
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RTTPC	Resort Triangle Transportation Planning Coalition
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SB 375	State Assembly Bill 375
SB 575	State Assembly Bill 575
SCS	Sustainable Communities Strategy
SSTAC	Social Services Transportation Advisory Council
SS/TMA	South Shore Transportation Management Association
STA	State Transit Assistance
STIP	Statewide Transportation Improvement Program
TART	Tahoe Area Regional Transit
TDA	California Transportation Development Act
TDM	Transportation Demand Management
TMPO	Tahoe Metropolitan Planning Organization
TNT-TMA	Truckee North Tahoe – Transportation Management System
TRPA	Tahoe Regional Planning Agency
TTC	Tahoe Transportation Commission
TTD	Tahoe Transportation District
USFS-LTBMU	United States Forest Service, Lake Tahoe Basin Management Unit

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

INTRODUCTION

The Overall Work Program (OWP), also referred to as a Unified Planning Work Program, defines the continuing, comprehensive, and coordinated regional transportation planning process for the Lake Tahoe Basin. It establishes transportation, air quality, and other regional planning objectives for Fiscal Year 2012/2013 (FY 2013), and a budget to complete the work. The OWP also serves as a strategic management tool for the Tahoe Regional Planning Agency (TRPA) and Tahoe Metropolitan Planning Organization (TMPO) through the identification of work elements and products to be provided during the year, including mandated metropolitan planning requirements and other regional transportation planning activities. The OWP presents an annual outline for the TMPO's use of resources for transportation planning activities. The OWP programs a variety of funding sources that are available to the TMPO for FY 2013.

LAKE TAHOE TRANSPORTATION PLANNING OVERVIEW

The 1980 Tahoe Regional Planning Compact (PL 96-551) includes the following provisions:

“...there be established a Tahoe Regional Planning Agency with the powers conferred by this compact including the power to establish environmental threshold carrying capacities and to adopt and enforce a regional plan and implementing ordinances which will achieve and maintain such capacities while providing opportunities for orderly growth and development consistent with such capacities.”

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

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

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

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

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

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

The integration of the responsibilities of the three authorities listed above is an important consideration of the transportation planning program as it looks to unify the goals, policies, and objectives through common strategies, a single RTP and an integrated programming and project development process. Another opportunity for regional coordination, in terms of implementation and policy development, lies with the partnership of the Tahoe Transportation District (TTD). The TTD, established in Article IX of the Tahoe Regional Planning Compact, provides transit operations and transportation project implementation capacity through an authority to own and operate public transit and transportation infrastructure. The TMPO works closely with the TTD to vet policy and planning considerations to gain an implementation perspective in order to facilitate efficient project delivery. The TMPO is also working closely with the TTD on the update to the RTP in an effort to provide a seamless planning and project delivery system that can improve the region's implementation capacity. The TMPO has initiated the update of *Mobility 2030* in 2011, with adoption anticipated in 2012. The ability to integrate land use and transportation planning at a regional level, while considering impacts on implementation efforts, is a prime focus of this program. The existing experience of integrating regional land use authority with regional transportation planning will uniquely position the Lake Tahoe Region to respond to recent and potential planning requirements at the state and federal levels.

Lake Tahoe's unique setting and environmental stature necessitates developing transportation plans and projects that are evaluated in conjunction with TRPA's environmental standards called "environmental threshold carrying capacities" (under the following nine categories: water quality, air quality, noise, scenic quality, soil preservation and stream environment zones, wildlife, fisheries, vegetation conservation, and recreation) and transportation goals. Water quality requirements in California (Total Maximum Daily Load [TMDL]) and Nevada are being updated and have identified transportation as an area of opportunity for water quality improvements. The existing coordination among various entities aligns extremely well with planning requirements contained in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) regarding coordination with resource agencies, identifying environmentally sensitive lands, and mitigation opportunities.

SETTING

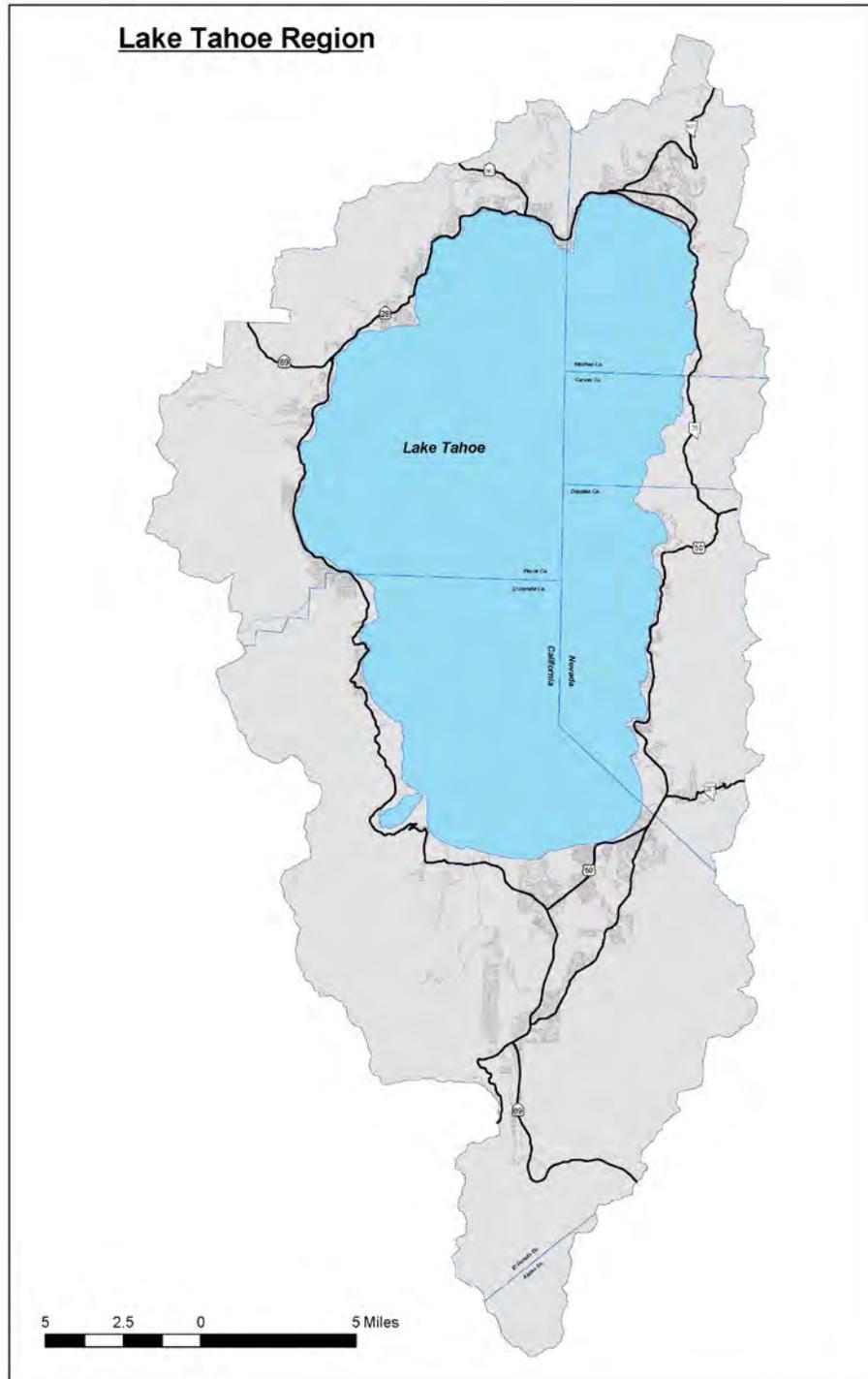
The Tahoe Region is located on the border of the states of California and Nevada, between the Sierra Crest and the Carson Range. Approximately two-thirds of the Region is located in California, with one-third within the state of Nevada. The Tahoe Region contains an area of

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

about 501 square miles, of which approximately 191 square miles comprise the surface waters of Lake Tahoe. Lake Tahoe dominates the features of the Region and is the primary focus of local environmental regulations to protect its exceptional water clarity. Nearly 80% of the land area in the Lake Tahoe Basin is publicly owned and represents a major recreation attraction.

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

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013



Lake Tahoe and the surrounding areas provide a major recreational opportunity for residents of the surrounding states. The primary market for recreation at Lake Tahoe is from northern California, primarily the Sacramento and San Francisco Bay Area. There has been a general increase in destination visitors to the region arriving via Reno Tahoe International and Sacramento International Airports since 2001.

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

Serving the resident and visitor populations are public and private fixed route transit, shuttles, trolleys, demand-responsive services, as well as air transportation via the South Lake Tahoe Airport and a local roadway and Federal and State highway network. There are seven access points to the Basin from outside the region. A variety of state route segments encircle the lake. Portions of the Region are served by bicycle facilities and waterborne excursion services. Public transit is provided on the north shore by Tahoe Area Regional Transit (TART), operated by the County of Placer. Transit service on the south shore is provided by BlueGO, a service of the TTD, which has incorporated a variety of public and private services, including fixed route and demand response transit, as well as neighborhood and ski shuttle services. Airport shuttle operations, including the North Lake Tahoe Express and the South Tahoe Express, provide shuttle service to the Reno/Tahoe Airport. Both the North and South shores are additionally served by visitor trolleys, ski and rafting shuttle services, special event shuttles and others funded by a combination of public and private funds.

TAHOE BASIN TRANSPORTATION PLANNING INSTITUTIONAL STRUCTURE

The Lake Tahoe Region contains various federal, state and local transportation planning authorities that do not always align due to various institutional and policy limitations. The Region's planning complexity requires the utmost coordination and collaboration among transportation and land use planning partners. The following section will attempt to describe some of the transportation authorities that are applicable for regional transportation implementation and planning, and a brief description of the transportation-related entities that have a role in the policy or technical decision-making process.

TAHOE REGIONAL PLANNING AGENCY

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

TAHOE METROPOLITAN PLANNING ORGANIZATION

The TMPO is responsible as the body for taking the required actions under federal regulations regarding metropolitan planning organizations. The TMPO defined area is concurrent with that of the TRPA. The TMPO Board of Directors is comprised of the fourteen voting members of the TRPA Governing Board, and a voting representative of the United States Forest Service, USFS-LTBMU. The TMPO voted to provide that the Chair and Vice-Chair of the TRPA serve as Chair and Vice-Chair of the TMPO, unless the TMPO votes otherwise.

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

It is important to note that these two policy bodies, although they include many of the same individuals, have diverse missions and responsibilities. The TRPA's overriding obligation is adherence to the Compact, including attaining and maintaining environmental thresholds. The TMPO's mission, on the other hand, is to provide policy decisions on transportation plans and programs. As described above, integration of the land use and transportation planning process

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

is in place to support the TRPA mission and policies through the TMPO and RTPA authorities and planning requirements.

REGIONAL TRANSPORTATION PLANNING AGENCY (CALIFORNIA ONLY)

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

TAHOE TRANSPORTATION DISTRICT

Article IX of the Tahoe Regional Planning Compact created the TTD. The TTD is responsible for the implementation of transportation plans, programs and projects. The TTD may acquire, own and operate public transportation systems and parking facilities, and other transportation infrastructure serving the Tahoe Region and provide access to convenient transportation terminals outside of the Region. The TTD also has the ability to receive specific tax revenue to support transit and transportation facilities. The TTD was originally governed by a Board of Directors representing the counties within the Region and the CSLT. Article IX was amended by the states of California and Nevada in 1997 to provide for private sector representation on the Board, recognizing transit and transportation is a public-private partnership in the Lake Tahoe Basin. Board membership now includes representation from the Basin's two Transportation Management Associations, an at-large member representing transit providers, and a representative for any special transit districts formed under California law. Caltrans and the Nevada Department of Transportation (NDOT) each have a non-voting member on the Board of Directors. The TTD is a close partner to the TMPO in implementing the RTP and increasing project implementation capacity region-wide.

TAHOE TRANSPORTATION COMMISSION

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

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

TRPA ADVISORY PLANNING COMMISSION

The APC was established under the Compact to support the TRPA Governing Board. It is a 17-member body consisting of a number of state and local representatives, designed to provide technical review of projects and regional planning plan proposals prior to review and action by the TRPA Governing Board. As a TRPA function, the APC does not review or act on TMPO or RTPA programming actions, but does have jurisdiction over planning issues related to the

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

regional plan and therefore, the transportation plan, and could have review responsibility over permits sought by the TTD. The TTD has a voting representative on the APC.

TRPA STRATEGIC PLAN AND THE TRANSPORTATION PROGRAM

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

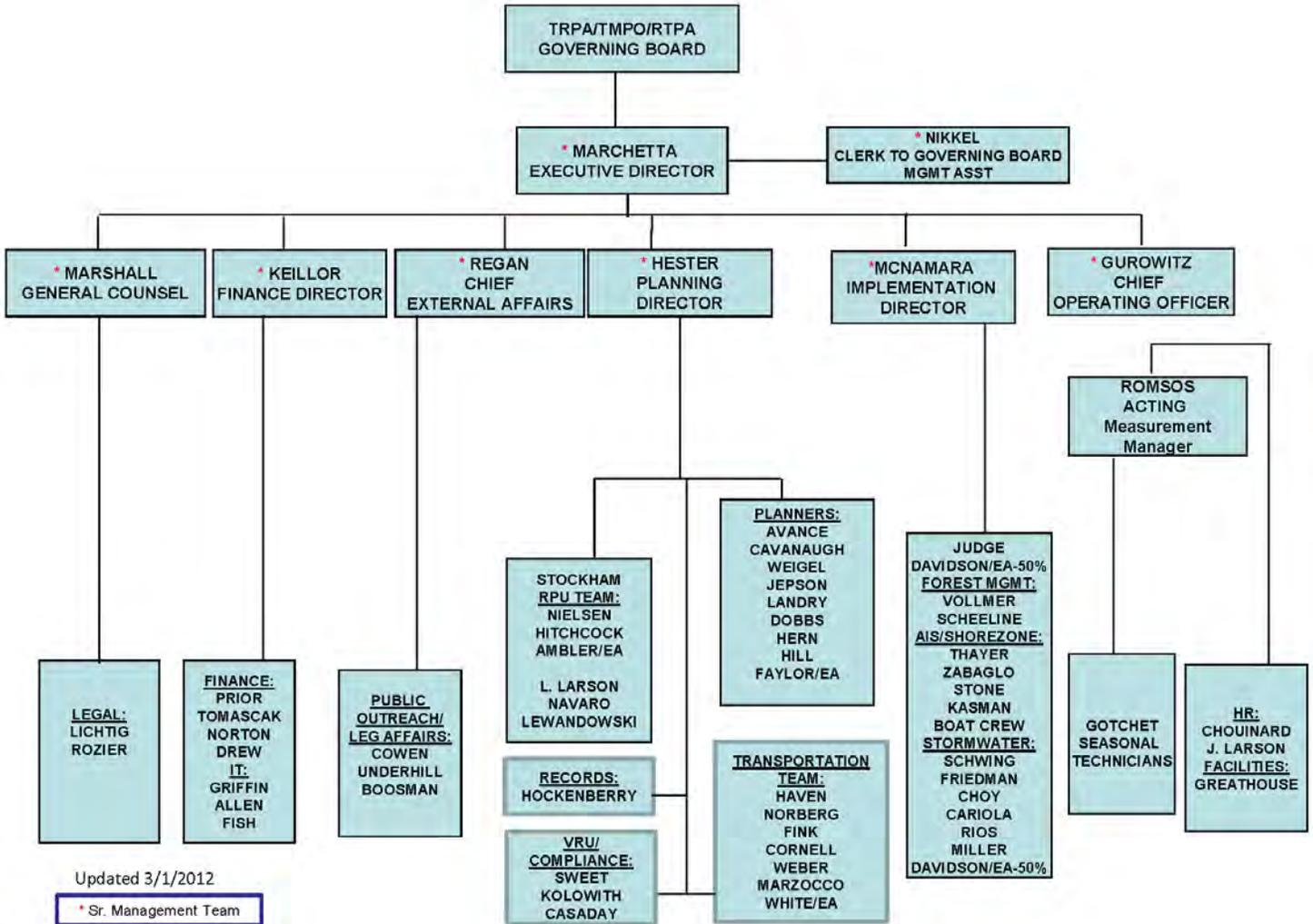
The “Four Pillars” of the TRPA Strategic Plan include:

- 1) **Accelerating Threshold Gain on the Ground** – Restoring Lake Tahoe through partnership building and innovative planning
- 2) **Improving Operational Efficiency** – Enhance agency sustainability with internal best practices
- 3) **Enhancing Community Engagement and Customer Service** – Building positive relationships in the community and improving customer service
- 4) **Implementing Streamlined Processes** – Improving Agency business practices for enhanced public service

TRPA Strategic Plan	Work Elements											
"Four Pillars"	101	102	103	104	105	106	107	108	109	110	111	112
1) Accelerating Threshold Gain on the Ground					◇			◇	◇		◇	◇
2) Improving Operational Efficiency		◇			◇	◇		◇	◇	◇		
3) Enhancing Community Engagement and Customer Service		◇	◇	◇	◇	◇				◇		◇
4) Implementing Streamlined Processes	◇	◇			◇		◇	◇				◇

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

TAHOE REGIONAL PLANNING AGENCY
ORGANIZATION CHART



Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

TAHOE REGIONAL PLANNING AGENCY GOVERNING BOARD

Representing:

El Dorado County Supervisor.....	Norma Santiago, Chair
Carson City Board of Supervisors	Shelly Aldean, Vice Chair
Nevada Department of Conservation & Natural Resources	Steve Robinson
California Assembly Speaker Appointee	Mara Bresnick
Douglas County Commissioner.....	Nancy McDermid
Nevada Secretary of State.....	Ross Miller
Placer County Board of Supervisors	Larry Sevison
City of South Lake Tahoe Council Member	Claire Fortier
Governor of Nevada Appointee	Robin Reedy
Washoe County Commissioner	John Breternitz
Governor of California Appointee	E. Clement Shute, Jr.
Nevada At-Large Member	Timothy Cashman
California Senate Rules Committee Appointee	Byron Sher
President of the United States Appointee	Vacant
Governor of California Appointee	Casey Beyer
TRPA Executive Director.....	Joanne S. Marchetta

TAHOE METROPOLITAN PLANNING ORGANIZATION GOVERNING BOARD

Representing:

El Dorado County Supervisor.....	Norma Santiago, Chair
Carson City Board of Supervisors	Shelly Aldean, Vice Chair
Nevada Department of Conservation & Natural Resources	Steve Robinson
California Assembly Speaker Appointee	Mara Bresnick
Douglas County Commissioner.....	Nancy McDermid
Nevada Secretary of State.....	Ross Miller
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Nevada At-Large Member	Timothy Cashman
California Senate Rules Committee Appointee	Byron Sher
President of the United States Appointee	Vacant
Governor of California Appointee	Casey Beyer
USFS Forest Supervisor.....	Jeff Marcellis
TRPA Executive Director.....	Joanne S. Marchetta

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

TAHOE REGIONAL PLANNING AGENCY ADVISORY PLANNING COMMISSION

Representing:

Nevada Division of State Lands	Charlie Donohue, Chair
El Dorado County Planning	Peter Maurer, Vice Chair
El Dorado County Lay Member	Alan Tolhurst
City of South Lake Tahoe Planning	Hilary Roverud
City of South Lake Tahoe Lay Member	John Upton
Placer County Planning	Steve Buelna
Placer County Lay Member	Jennifer Merchant
Washoe County Planning	Eva Krause
Washoe County Lay Member	Chuck Greene
Douglas County Planning	Brandy McMahan
Douglas County Lay Member	Mike Riley
Carson City Planning	Lee Plemel
Carson City Lay Member	Robert Jepsen
U.S. Forest Service	Mike LeFevre
Lahontan Regional Water Quality Control Board	Doug Smith
Tahoe Transportation District	Steve Teshara
Nevada Division of Environmental Protection	David Gaskin
Tahoe Basin Fire Chief's Representative	Mary Huggins
Washoe Tribe Chairman	Suzanne Garcia
Natural Resources Conservation Service	William Loftis
ARB Office of the Ombudsman	Vacant

TAHOE TRANSPORTATION DISTRICT BOARD OF DIRECTORS

Representing:

Member-at-Large	Andrew Strain, Chair
Placer County	Will Garner, Vice Chair
Washoe County	John Breternitz
Truckee - North Tahoe TMA	Ron Treabess
El Dorado County	Norma Santiago
Carson City	Patrick Pittenger
South Shore TMA	Steve Teshara
City of South Lake Tahoe	Angela Swanson
Douglas County	Nancy McDermid
California Department of Transportation (non-voting)	Marlo Tinney
Nevada Department of Transportation (non-voting)	Heather Manzo
TTD District Manager	Carl Hasty

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

TAHOE TRANSPORTATION COMMISSION BOARD OF DIRECTORS

Representing:

Member-at-Large	Andrew Strain, Chair
Placer County.....	Will Garner, Vice Chair
Washoe County	John Breternitz
Truckee - North Tahoe TMA	Ron Treabess
El Dorado County.....	Norma Santiago
Carson City.....	Patrick Pittenger
South Shore TMA.....	Steve Teshara
City of South Lake Tahoe	Angela Swanson
Douglas County.....	Nancy McDermid
USFS Lake Tahoe Basin Management Unit.....	Anjanette Hoefer
Washoe Tribe of Nevada and California.....	Wanda Batchelor
TRPA Advisory Planning Commission	Alan Tolhurst
California Department of Transportation (non-voting).....	Marlo Tinney
Nevada Department of Transportation (non-voting).....	Heather Manzo
TRPA Executive Director	Joanne S. Marchetta

RESORT TRIANGLE TRANSPORTATION PLANNING COALITION

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

RESULTS OF THE FISCAL YEAR 2012 PROGRAM

The Fiscal Year 2011/2012 (FY 2012) transportation planning program focused on supporting the transportation aspects of the TRPA Regional Plan Update, initiating the RTP update (*Mobility 2035*), and implementing state and pending federal policies regarding transportation planning's role in responding to climate change and regional sustainability. TMPO staff continued developing a strategy, built upon the ideas and concepts voiced by the public, to shape the evolution of Lake Tahoe's communities. Examples of strategies to improve mobility and livability include providing more connected alternative transportation options, environmental redevelopment, and coordinated parking management. TMPO staff provided technical support and developed various reports and technical memos to assist in presenting outstanding transportation issues and critical choices to the public, stakeholders, and Governing Board. TMPO staff provided technical assistance in the development of the TRPA Regional Plan Update's transportation elements through travel demand modeling and other transportation related analyses, resulting in a transportation vision that can be supported by policies and land use patterns to bring it to fruition.

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

Financial programming activities included the maintenance of the 2008 FTIP and the approval of the 2011 FTIP. In addition to FTIP activities, TRPA managed and maintained the 2010 RTIP, allocating state transportation funding to projects in the Region.

Planning and financial programming activities included:

- ✓ Continued integration of regional transportation and land use policies in TRPA Regional Plan Update with *Mobility 2035 update*
- ✓ Maintained the Lake Tahoe Bicycle and Pedestrian Plan
- ✓ Processed necessary amendments to *Mobility 2030*
- ✓ Tracked and maintained funding contained in the 2010 RTIP
- ✓ Processed administrative modifications and amendments to the 2011 FTIP
- ✓ Initiated development of the 2013 FTIP
- ✓ Conducted various public meetings and workshops focused around the strategies and concepts of the Sustainable Communities Strategy (SCS) and *Mobility 2030 update*
- ✓ Executed the annual grant agreement with Federal Highway Administration (FHWA) Central Federal Lands Highways Division (CFLHD) to implement the half percent funding provision through the Federal Lands Highways Program
- ✓ Completed a draft SCS that coordinated with California Air Resources Board (CARB), and considers TRPA Regional Plan land use scenarios
- ✓ Completed a trip generation and greenhouse gases (GHG) emissions analysis based on latest planning assumptions, including modeling of land use assumptions
- ✓ Completed California Proposition 84 (Prop 84) Modeling Incentive Grant that provided for Model upgrades that included a Tahoe Basin entry-point video license plate survey, Smart Growth sensitivity testing, EMFAC2011 interface with TransCAD model outputs, and GHG Visualization Tool
- ✓ Completed Winter 2012 Travel Mode Survey at commercial and recreation locations around the Tahoe Region, consistent with previous completed Summer and Winter surveys
- ✓ Coordinated with CARB and Nevada Department of Environmental Protection on resourcing a regional air quality monitoring program to monitor federal, state, and regional air quality standards
- ✓ Technical support on TRPA on 2012 Threshold Evaluation Report
- ✓ Coordinated with the NDOT on Connecting Nevada and Nevada Statewide Rail Planning Efforts
- ✓ Participated in initial planning efforts to support a 2022 Reno-Tahoe Winter Olympic Games bid

Other Regional Intermodal Planning efforts included:

- ✓ Provided assistance and technical recommendations on various bicycle facility projects to ensure consistency with the Lake Tahoe Bicycle and Pedestrian Plan
- ✓ Carried out public participation efforts consistent with the TMPO Public Participation Plan, including targeted outreach to traditionally underrepresented and underserved populations and their community leaders
- ✓ Coordinated with South Shore Transportation Management Association (SS/TMA), El Dorado County Transportation Commission (EDCTC), and Caltrans on consideration of Intelligent Transportation Systems (ITS) improvements along the US 50 corridor accessing the Lake Tahoe Basin

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

- ✓ Worked with CFLHD of FHWA to identify planning needs for a Federal Lands Access Study that would include access needs from/to adjacent major metropolitan areas
- ✓ Collaborated with TTD, Caltrans, and NDOT on the initiation of a Tahoe Complete Streets Program aimed at complementing Tahoe's "main street" corridors

Planning activities in support of Lake Tahoe transit services included:

- ✓ Coordinated with the Truckee North Tahoe – Transportation Management Association (TNT-TMA) in working with local businesses and individuals on various transit projects
- ✓ Participated in Resort Triangle Transportation Planning Coalition (RTTPC) meetings and activities to coordinate with neighboring RTPAs
- ✓ Attended monthly TTD and TTC Board of Directors meetings
- ✓ Participated in East Shore corridor planning with the TTD
- ✓ Compiled unmet needs findings report per California Transportation Development Act (TDA) requirements
- ✓ Participated on Technical Advisory Committee of North-South Shore Connection Alternatives Analysis

Public outreach activities included:

- ✓ Maintained and updated tahoempo.org transportation planning website and other printed materials supporting the transportation planning process
- ✓ Developed program calendars and project maps for the website, including an interactive map of FTIP projects
- ✓ Actively engaged low-income and minority populations through presentations to community groups and direct communications
- ✓ Utilized new platforms for engagement that included online participation through Crowdbrite, and other visualization tools to improve the understanding of complex concepts and overall planning scenarios
- ✓ Conducted annual unmet transit needs hearings on the North and South Shores of Lake Tahoe
- ✓ Produced various technical papers and reports regarding policy and strategy considerations for *Mobility 2030* update

The following list represents projects and programs that required project tracking support:

- ✓ US 50 Highway Improvement Project Phase I
- ✓ Kings Beach Commercial Core Improvement Project
- ✓ US 50 Stateline Community Revitalization Project
- ✓ Meyers to Stateline Greenway Trail
- ✓ SR 431/28 Roundabout Project
- ✓ SR 89/Fanny Bridge Community Revitalization Project
- ✓ North-South Shore Transit Connection Alternatives Analysis
- ✓ Regular attendance with the California Federal Programming Group (CFPG)
- ✓ Coordinated with the FHWA and project proponents for programming of projects with Southern Nevada Public Lands Management Act funding
- ✓ Coordination with FHWA CFLHD on the half percent funding through the Federal Lands Highway Program

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

Detailed financial planning is essential to ensure adequate funding is available for proposed transportation programs and projects. The following tasks were in support of managing funding allocations and budgeting:

- ✓ Solicited projects and programmed Congestion Mitigation and Air Quality (CMAQ) funds through Fiscal Year 2015/2016
- ✓ Secured federal and state approval of the 2011 FTIP amendments
- ✓ Initiated the development of the 2013 FTIP
- ✓ Completed required TDA financial audits
- ✓ Reviewed TDA claimant operations and financial elements of their transit programs
- ✓ Participated in regional forums related to rural transportation planning and impacts of legislation impacting Lake Tahoe transportation planning
- ✓ Maintained 2012 RTIP allocating California transportation funding
- ✓ Annual adoption of Federal Transit Administration (FTA) 5311 Program of Projects
- ✓ Annual solicitation and review of FTA 5310 funding applications

PLANNING EMPHASIS AREAS

Planning Emphasis Areas (PEAs) are policy, procedural and technical topics that should be considered by metropolitan planning organizations in preparation of the annual work plans. The attached PEAs address a mix of planning issues and priority topics identified during on-going reviews of metropolitan and statewide transportation planning processes as requiring additional work.

The FHWA California Division, in consultation with FTA Region IX, has determined that the areas of emphasis for California's transportation planning and air quality program in FY 2013 are:

1: *Work Program Development*

TRPA/TMPO has annually refined the format and content of the OWP to directly respond to priorities of FHWA and FTA contained in federal metropolitan transportation planning regulations (23 CFR 450). The FY 2013 OWP includes detailed activity descriptions, products, schedule, and costs to clearly explain the purpose of the work forecasted to be accomplished in the 2012-2013 fiscal year. While there may be a need to identify "on-going" or "as needed" tasks, these are kept to a minimum and demonstrate a managed planning program with specific deliverables and anticipated delivery dates.

-Related Work Element: Overall Work Program

2: *Performance Management*

TRPA/TMPO is developing performance goals and measures in anticipation of the reauthorization of the Federal transportation bill. Monitoring system performance and tracking transportation decisions over time is an important element of the FY 2013 program. Regional performance goals regarding transportation systems, livability, and environmental protection will be brought down to a community/local scale and provide a regional tracking system that will be informed by local performance areas.

-Related Work Elements: Regional Intermodal Planning, Regional Programming and Project Tracking, Tahoe Basin Partnership for Sustainable Communities

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

3: Safety

Safety considerations are integrated into planning and programming efforts at all levels. TRPA/TMPO coordinates with Caltrans, NDOT, and local jurisdictions to ensure programs and projects are consistent with Strategic Highway Safety Plans (SHSP) and other local safety initiatives to achieve reduction in traffic fatalities and serious injuries on public roadways and other transportation modes.

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

4: Livability/Sustainability

The Lake Tahoe Basin has been implementing livability and sustainability planning for decades through its unique regional regulatory framework. Through the leadership of TMPO in partnership with other basin entities, the federal livability/sustainability principles are being carried out using a more contemporary planning system that integrates regional goals with community needs. The RTP update will further the implementation of the federal livability/sustainability principles through policies and programs aimed at accelerating the implementation of quality projects.

-Related Work Elements: Regional Intermodal Planning, Tahoe Basin Partnership for Sustainable Communities

SAFETEA-LU PLANNING CONSIDERATIONS

The 2013 OWP was developed with the consideration of the SAFETEA-LU additional requirements for OWPs and RTPs that require the consideration and implementation of projects, strategies, and services that will address the following planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
-Related Work Elements: Regional Intermodal Planning, and Tahoe Basin Partnership for Sustainable Communities
2. Increase the safety of the transportation system for motorized and non-motorized users;
-Related Work Elements: Regional Intermodal Planning, and Transit Planning and Coordination
3. Increase the security of the transportation system for motorized and non-motorized users;
-Related Work Elements: Regional Intermodal Planning, and Transit Planning and Coordination
4. Increase the accessibility and mobility of people and freight;
-Related Work Elements: Regional Intermodal Planning, Programming and Project Tracking
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
-Related Work Elements: Regional Intermodal Planning, Transit Planning and Coordination, and Tahoe Basin Partnership for Sustainable Communities

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
-Related Work Elements: Regional Intermodal Planning, and Transit Planning and Coordination

7. Promote efficient system management and operation, and;
-Related Work Elements: Regional Intermodal Planning, and Transit Planning and Coordination

8. Emphasize the preservation of the existing transportation system.
-Related Work Elements: Regional Intermodal Planning, and Regional Programming and Project Tracking

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

FY 2013 WORK ELEMENTS*Outreach and Administration*

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

Regional Intermodal Planning

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

Programming & Tracking

- WE 110 – Regional Programming and Project Tracking
- WE 111 – Environmental Considerations and Mitigation Coordination

Regional Partnerships

- WE 112 – Tahoe Basin Partnership for Sustainable Communities

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

**TAHOE BASIN OWP
FY 2013 WORK PROGRAM****WORK ELEMENT 101: TRANSPORTATION DEVELOPMENT ACT
ADMINISTRATION****PURPOSE**

To administer requirements of the California Transportation Development Act (TDA); to process the Local Transportation Funds (LTF) and State Transit Assistance (STA) funds for allocation to local entities; to prepare the 2012/13 Transit Needs Assessment; to monitor the completion of necessary operational and financial audits; to work with local jurisdictions and transit operators to be sure that appropriate transit improvement recommendations are implemented.

DISCUSSION

LTF and STA funds support needed transit projects in the Tahoe Region, and TRPA must responsibly monitor the distribution and use of these funds. This administrative mechanism permits TRPA to ensure that LTF funds are used in accordance with the TDA. This work element helps coordinate transit activities in the Tahoe Region, which are on-going throughout the year.

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

All TDA funds are used for public transit, therefore TRPA calls these unmet needs hearings Transit Forums. SSTAC reviews the information annually at a public hearing.

As in the past, public meetings will be held on the north and south shore to solicit testimony on any transit needs. The SSTAC will review this testimony. Staff will assess each identified need to determine whether it is an “unmet transit need that is reasonable to meet,” and make an unmet transit needs finding recommendation to the TRPA Governing Board.

PREVIOUS WORK

- Administered the LTF and STA since 1984
- Prepared the required Social Services Transportation Inventory and Action Plan Update during the 2001/02 fiscal year
- Completed the Triennial Performance Audit of the TRPA during the FY 2012

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

Work Element 101: Transportation Development Act Fund Administration (cont.)

FY 2013 PRODUCTS		COMPLETION DATE
P-1	Submit TDA Schedule of Performance Audits	September 2012
P-2	Submit Annual Report of Financial Transactions	September 2012
P-3	Complete claimant and TRPA Financial Audits	December 2012
P-4	Conduct and document Unmet Transit Needs/Transit Forums and hold a public hearing with SSTAC with outreach efforts	January 2013
P-5	Release LTF Preliminary Findings of Apportionment	February 2013
P-6	Consider Transit Needs with SSTAC through public hearing	March 2013
P-7	Prepare and produce FY 2013 Transit Needs Assessment	March 2013
P-8	Release Final LTF Apportionments	May 2013

FY 2013 TASKS

T-1 TDA Administration

- Process TDA Claims: notify claimants of funds available for apportionment; process claims for TRPA approval; submit allocation instructions to Auditor-Controllers
- Monitor quarterly reports from Auditor-Controllers
- Audit Coordination: Provide assistance to auditors for TRPA fiscal audits; monitor completion and submittal of claimant audits
- Review statutes, rules and regulations, and pending legislation pertinent to transit and transit funding

T-2 Social Services Transportation Advisory Council

- Preparation and coordination for holding unmet transit needs/transit forum hearings
- Coordinate and attend Tahoe Area Coordinating Council for the Disabled meetings
- Conduct meetings of the SSTAC
- Review SSTAC Organizational Structure and make recommendations as necessary

T-3 Unmet Transit Needs

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

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

Work Element 101: Transportation Development Act Fund Administration (cont.)

Work Element Budget:

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
TDA Planning:	\$12,900	Audit Expense	\$12,900
Subtotal:	\$12,900	Subtotal:	\$12,900
TMPO Staff:		TMPO Staff:	
TDA Administration	\$35,000		
TDA Planning:	15,197		
		Wages/Benefits:	\$31,884
	-	Est. Indirect Cost:	\$18,313
Subtotal:	\$50,197	Subtotal:	\$50,197
Total:	\$63,097	Total:	\$63,097
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Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

TAHOE BASIN OWP FY 2013 WORK PROGRAM

WORK ELEMENT 102: OVERALL WORK PROGRAM

PURPOSE

To support tasks necessary for the development, adoption and on-going management of the annual budget and work program for transportation planning and programming for the TMPO; and to provide informative reporting on accomplished activities of the program.

DISCUSSION

Federal requirements for MPOs include the development and adoption of an annual OWP. The OWP must include all anticipated transportation planning activities proposed with federal and state planning funds. The OWP must describe the source and amount of funds, and appropriate tasks and products. Grant management and timely reimbursement requests are a priority of TRPA and TMPO, and this OWP provides support to facilitate grant management and oversight of all transportation planning grants. A mid-year review is conducted annually by TMPO to determine if an OWP amendment is necessary to reflect planned additions or modifications to the adopted OWP. TMPO will coordinate its OWP with the TRPA and TTD to avoid overlap and duplication, and to maximize opportunities for coordination and effectiveness.

TRPA/TMPO is transitioning to an updated staff resource management tool that will improve management of budgets and resources, and time keeping capabilities. This improvement will assist with meeting various grant reporting and ongoing documentation needs.

PREVIOUS WORK

- Performed FY 2012 OWP administration and financial reporting
- Conducted mid-year OWP review

	FY 2013 PRODUCTS	COMPLETION DATE
P-1	Closeout of FY 2012 OWP	August 2012
P-2	Final FY 2013 OWP and OWPA	July 2012
P-3	FY 2013 OWP Amendments	Quarterly
P-4	FHWA Half Percent Funding Agreement	November 2012
P-5	Draft FY 2014 OWP	March 2013

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

Work Element 102: Overall Work Program (cont.)

FY 2013 TASKS

- T-1 Overall Work Program**
- Administer 2013 OWP document and related amendments
 - Host annual meeting to review draft OWP
 - Coordinate mid-year review and end of year reporting
 - 2014 OWP development
- T-2 Grant Management**
- Provide grant management and oversight of transportation planning grants
- T-3 TRPA and TTD Work Program Coordination**
- Coordinate transportation overall work program with TRPA and TTD's work program and budget
 - Review current partner MOU/MOAs and make necessary updates as necessary
 - Assist with transition to new resource management/budget software to administer the transportation budget and work plan
- T-4 Federal Lands Highways**
- Budget and agreement administration
 - One-half percent funding administration
 - FHWA Central Federal Lands staff coordination
- T-5 Staff Development in Regional Transportation Planning**
- Support internal cross training to promote diverse staffing capabilities
 - Attend training, both in-house and outside courses and seminars, that directly relate to transportation planning

Work Element Budget:

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
FLH 1/2%	\$20,000	Travel/Training	\$20,000
TRPA General	\$8,000	Subscriptions/Dues	\$8,000
Subtotal:	\$28,000	Subtotal:	\$28,000
TMPO Staff:		TMPO Staff:	
FHWA PL (CA-Carryover)	\$32,525		
FHWA PL (NV)	\$10,000		
FLH 1/2%	\$20,000		
TRPA General	\$6,482		
		Wages/Benefits:	\$43,831
		Est. Indirect Cost:	\$25,176
Subtotal:	\$69,007	Subtotal:	\$69,007
Total:	\$97,007	Total:	\$97,007

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Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

TAHOE BASIN OWP FY 2013 WORK PROGRAM

WORK ELEMENT 103: BOARDS, STAKEHOLDER AND TRIBAL COORDINATION

PURPOSE

To provide support to the TRPA and TMPO Governing Boards, the TTC Board of Directors, RTTPC, and other public agency committees; to integrate transportation planning, programming and project activities of the TRPA, TMPO, and TTC with those of other Basin transportation stakeholders, as well as neighboring jurisdictions and state agencies; to coordinate and involve the Native American Tribes, communities, organizations, and individuals, including the Washoe Tribe of California and Nevada in the transportation planning process.

DISCUSSION

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

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

At the federal level, TRPA transportation staff work directly with numerous offices of the FHWA, the FTA, the USFS, the U.S. Environmental Protection Agency (EPA), and the U.S. Department of Energy. At the state level, staff interact with Caltrans, the California Transportation Commission and NDOT in planning, programming, design, maintenance, and ITS, to name a few. Transportation staff is involved with other state agencies, such as state parks, California Tahoe Conservancy, state lands agencies, conservation districts, water agencies and others. Locally, staff supports the CSLT and the counties by attending council, commission, and general project meetings as necessary.

TRPA/TMPO has continued to engage the Washoe Tribe of California and Nevada government through coordination meetings that ensure the Washoe Tribe is involved and aware of transportation policies and projects under consideration in the region. This consultation with the Washoe Tribe is considered a formal government to government consultation, and is above and beyond any general public outreach. As a member of the TTC, the Washoe Tribe is formally included in the planning institutional framework and has additional opportunity to provide input on various transportation and associated environmental considerations affecting Tribal interests.

Furthermore, the SS/TMA, TNT-TMA, the Lake Tahoe Partnership, Tahoe Prosperity Center, and the League to Save Lake Tahoe hold monthly meetings, in which TMPO has a standing interest. The TNT-TMA assists the regional transportation planning process by conducting meetings,

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

coordinating public outreach, organizing and participating in various planning activities, and providing input into TMPO plans and programs. An annual cooperative agreement for the SS/TMA and TNT-TMA's supporting planning activities will be developed and approved by the TMPO for the use of federal and state planning funds.

PREVIOUS WORK

- Most of these groups and agencies have had on-going relationships with the TRPA and the TTD for many years

	FY 2013 PRODUCTS	COMPLETION DATE
P-1	TRPA, TMPO, and TTD/C Board packet development and distribution, including staff briefings	Monthly
P-2	Documented formal government-to-government relations with Washoe Tribe of California and Nevada	Bi-annually
P-3	TNT-TMA and SS/TMA cooperative agreements for FY 2013	July 2012

FY 2013 TASKS

- T-1 **TRPA/TMPO Boards**
- Development of technical analysis and related materials for public and board distribution
 - Attendance and issue coordination
- T-2 **Local Coordination**
- Preparation for and participation in local committees, ad hoc meetings, workshops, etc. (city, county, local PUD)
- T-3 **Tribal Government Coordination, Consultation, and Collaboration**
- Confer with Washoe Tribe of California and Nevada regarding transportation plans and programs via meetings, TTC agendas, direct correspondence, and response to issues raised by the Tribal government
 - Involve the Washoe Tribe with a government-to-government partnership approach
- T-4 **Regional Coordination**
- Preparation for and participation in regional committees, ad hoc meetings, and workshops directly relating to regional transportation planning
- T-5 **Statewide Coordination**
- Preparation for and participation in statewide committees, ad hoc meetings, and workshops directly relating to regional transportation planning
- T-6 **Federal Coordination**
- Preparation for and participation in federal or national committees, ad hoc meetings, and workshops directly relating to regional transportation planning

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

Work Element 103: Boards, Stakeholder and Tribal Coordination (cont.)

Work Element Budget:

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
FLH 1/2%	\$20,000	Meeting Support	\$8,000
TRPA General	\$8,000	TMA Cooperative Agmt.	\$20,000
Subtotal:	\$28,000	Subtotal:	\$28,000
TMPO Staff:		TMPO Staff:	
FHWA PL (CA-Carryover)	\$25,822		
FHWA PL (NV)	\$32,000		
TRPA General	\$1,651		
RSTP	\$1,502	Wages/Benefits:	\$38,729
		Est. Indirect Cost:	\$22,246
Subtotal:	\$60,975	Subtotal:	\$60,975
Total:	\$88,975	Total:	\$88,975

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Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

TAHOE BASIN OWP FY 2013 WORK PROGRAM

WORK ELEMENT 104: PUBLIC OUTREACH

PURPOSE

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

DISCUSSION

In order to carry out effective communication with a multitude of partners, TMPO has continued a significant outreach campaign to both solicit feedback on regional transportation planning concepts and issues and provide comprehensive information in an easily understood manner. Transportation planning is an extremely complex arena, therefore information must be relayed in a meaningful way to the various audiences without losing important details. TMPO has committed to utilizing improved visualization techniques and other media in its outreach practices based on experience from past efforts. TMPO has employed other educational efforts regarding key planning concepts and strategies, including an online scenario and concept voting system, professional speaker series, and various other innovative outreach techniques.

The TMPO webpage (www.tahoempo.org) continues to be updated to simplify access by the public and TMPO's partners to documents and other useful tools. TMPO participates in community events that are relevant to promotion of mobility goals and current planning efforts. An example is assisting with "Bike to Work Month" and other regional campaigns (TTD and TRPA Regional Plan Update) to raise awareness about safe bicycling practices and routes, use of transit, and to encourage greater use of these modes as viable alternatives to the automobile.

The TMPO Public Participation Plan (PPP) is implemented through a documented public process for the approval of key TMPO documents and other transportation planning efforts carried out by TMPO. The PPP also contains TMPO's formal public involvement procedures that clearly documents the planning and programming process and the transition to performance based planning. The TMPO PPP is updated as necessary to reflect successful outreach techniques and venues for information sharing.

PREVIOUS WORK

- Maintained a web presence for TMPO planning and documents at www.tahoempo.org
- Implemented the PPP in the development of the 2013 FTIP, and other programming actions
- Conducted public workshops and stakeholder meetings to educate and develop transportation policies as part of the update of Mobility 2030
- Utilized web-based outreach tools that included social media sites, electronic workshop "canvases," and other tools to solicit feedback from visitors, second-home owners, and others not able to attend workshops and public meetings

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

Work Element 104: Public Outreach (cont.)

	FY 2013 PRODUCTS	COMPLETION DATE
P-1	Adoption of Compliance with Civil Rights Certifications and Assurance; adoption of Disadvantaged Business Enterprise (DBE) goals, Title VI assurances	September 2012
P-2	TMPO website maintenance and updates	Monthly
P-3	Document outreach efforts to traditionally underrepresented and underserved populations and their community leaders (i.e., elderly, disabled, low income, and minorities: Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander)	October 2012 June 2013
P-4	Various outreach products regarding transportation planning initiatives	June 2013
P-5	Educational public workshops and speaker series	August 2012
<hr/>		
	FY 2013 TASKS	
T-1	<p>Public Participation and Involvement</p> <ul style="list-style-type: none"> • Administer the TMPO PPP, including documented public involvement procedures • Release public notices and other public information to media outlets as appropriate • Produce maps, brochures, displays, and other visualization tools supporting transportation proposals • Participate in and hold public meetings and workshops for various transportation planning concepts and issues • Document and track conducted outreach and monitor effectiveness • Conduct and document public outreach efforts to traditionally underrepresented and underserved populations (i.e., elderly, disabled, low income, and minorities: Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) 	
T-2	<p>Data Management</p> <ul style="list-style-type: none"> • Manage and make available various data sources and modeling outputs utilized in transportation planning 	
T-3	<p>Environmental Justice</p> <ul style="list-style-type: none"> • Preparation for and participation in meetings designed to inform minority and low income populations regarding the transportation planning process and to assess impacts on those communities 	
T-4	<p>Civil Rights</p> <ul style="list-style-type: none"> • Title VI, DBE, ADA program management, compliance, monitoring, and reporting 	
T-5	<p>Mobility Awareness Events</p> <ul style="list-style-type: none"> • Coordinate with local Basin agencies to plan Bike to Work Month activities, set-up web page, publicize events in local newspapers and other venues, and publicize results (*Not funded with PL Funds) • Participate in appropriate regional events to support and promote regional transportation goals and current planning efforts as part of TMPO's public outreach program 	

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

Work Element 104: Public Outreach (cont.)

Work Element Budget:

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
FHWA PL (CA)	\$32,038	Noticing and Advertising	\$5,000
-Toll Credits (PL-CA)	\$3,675	Outreach Contract Svcs.	\$37,800
		Mobility Awareness	\$7,000
FLH 1/2%	\$17,762	Events	
TRPA General	\$4,000	Bike to Work Month	\$4,000
TDA Administration		(Non-PL funded)	
Subtotal:	\$53,800	Subtotal:	\$53,800
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$57,768	* Includes \$3,000 for	
-Toll Credits (PL-CA)	\$6,626	Bike to Work month	
FHWA PL (NV)	\$19,878	(Non-PL)	
FLH 1/2%	\$7,925		
RSTP*	\$4,500	Wages/Benefits:	\$57,210
		Est. Indirect Cost:	\$32,861
Subtotal:	\$90,071	Subtotal:	\$90,071
Total:	\$143,871	Total:	\$143,871

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Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

TAHOE BASIN OWP FY 2013 WORK PROGRAM

WORK ELEMENT 105: REGIONAL INTERMODAL PLANNING

PURPOSE

To carry out and support the integration of federal, state, and local transportation planning processes; to complete activities and products to satisfy federal metropolitan planning requirements established by SAFETEA-LU, and California and Nevada's requirements; to conduct staff activities directed toward the update and maintenance of the RTP.

DISCUSSION

Overriding responsibility for transportation planning in the Tahoe Region is given to TRPA by virtue of the Tahoe Regional Planning Compact. In addition, the federal TMPO designation and the California RTPA authority establish additional planning mandates. To support these requirements, transportation staff will utilize the established continuing, comprehensive, and coordinated planning process to develop planning studies in-house, contract for planning services by consultants, conduct public hearings, hold meetings on specific issues with affected public agencies, the general public, or interest groups through various outreach efforts, including community workshops. Through that established planning process, recommendations are made to the appropriate policy Board on plans, programs, and projects that are intended to attain or maintain TRPA environmental thresholds and TMPO transportation planning requirements and objectives. As part of the planning process, the TTC, the advisory body to the TMPO, will provide a public forum for the development of planning documents, such as updates to *Mobility 2030* or the *2010 Bicycle and Pedestrian Plan*.

The update to *Mobility 2030 (Mobility 2035)*, scheduled for completion in 2012, will fully integrate with the TRPA *20-Year Regional Plan* to ensure coordination of land-use, housing, economic development, social welfare, and environmental preservation. The SCS will be an element of the Regional Plan and will also reside in the *Mobility 2030* update, as required in Senate Bill 375 (SB 375) and Senate Bill 575 (SB 575). The update will also respond to recent livable and sustainable communities initiatives from the federal government. TMPO will apply the guiding principles of the newly formed federal Partnership for Sustainable Communities, consisting of EPA, U.S. Department of Transportation, and the U.S. Department of Housing and Urban Development (HUD) to the regional planning process. TMPO will track the development of the new partnership, including applying for grant opportunities and participating in resulting programs.

The quantity and draw of the federal lands in the Tahoe Basin (over 75% of the land area) requires a partnership with the USFS-LTBMU and FHWA CFLHD to coordinate access improvements to recreation and cultural sites and the Region as a whole. TMPO will continue to work with CFLHD on assessing access needs between primary drive up visitor markets and the Tahoe Basin by utilizing the Transportation Recreation Opportunity Spectrum (TROS) and Regional Recreational Travel Network (RRTN) developed by CFLHD.

TMPO continues to work with the TTD, LTBMU, and other recreation providers to identify access improvements to recreation opportunities (trailheads, beaches, cultural sites, etc.) that are integrated with the regional transportation system.

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

Work Element 105: Regional Intermodal Planning (cont.)

PREVIOUS WORK

- Released *Mobility 2035* draft
- Released Draft SCS
- Updated *TMPO Public Participation Plan*
- Provided technical support of TRPA *20-Year Regional Plan* update process
- Adopted *TMPO 2010 Bicycle and Pedestrian Plan*

	FY 2013 PRODUCTS	COMPLETION DATE
P-1	Adoption of <i>Mobility 2035</i> update and certification of associated Environmental Analysis	November 2012
P-2	Technical papers on specific Tahoe transportation issues	August 2012
P-3	Amendments to the <i>2010 Bicycle and Pedestrian Plan</i>	February 2013

FY 2013 TASKS

- T-1 ***Mobility 2035***
- Incorporate public comments on draft document after close of public comment period
 - Participate in public and interagency meetings as a transportation technical resource
 - Ensure necessary California, federal, and TRPA RTP requirements are included in *Mobility 2035*
 - Complete environmental review of *Mobility 2035* update, including “Linking NEPA and planning” efforts
 - Coordinate proposed policies and concepts of *Mobility 2035* with the TRPA Regional Plan update
 - Develop final draft of *Mobility 2035* for Governing Board adoption
 - Administration of *Mobility 2035* upon approval, including coordinating with state, local, and federal partners to pursue funding to implement the plan
 - Continue public outreach on *Mobility 2035*
- T-2 **Bicycle and Pedestrian Planning**
- Administration of the *2010 TMPO Bicycle and Pedestrian Plan*, including project planning and programming, and other public outreach and coordination related to plan
 - Coordination with TRPA to help provide for systematic consideration of the *TMPO Bicycle and Pedestrian Plan* in TRPA plans and processes
 - Complete annual amendment to reflect updated project information from partners
- T-3 **Aviation/Rail Planning**
- Aviation planning will consider both people and freight, emergency access and maintenance issues related to the land-side access of the Lake Tahoe Airport
 - Coordination with Caltrans Division of Aeronautics and CSLT
 - Participate on the Bi-State Rail Coordination Group (Caltrans and NDOT rail partnership)
- T-4 **Policy and Strategy Analysis**
- Policy and strategy analysis and development for consideration by the TRPA Regional Plan
 - Track and respond to new federal Partnership for Sustainable Communities
 - Coordinate with TTD on review of proposed policies and strategies

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

Work Element 105: Regional Intermodal Planning (cont.)

T-5 Inter-Regional Planning

- Support the development of a Trans-Sierra Transportation Coalition
- Partner with neighboring RTPAs and MPOs regarding access and connections between regions, including the proposed Bay to Tahoe Basin: Recreation and Tourism Rural Roadway Impact Study
- Partner with CFLHD's federal lands access planning efforts
- Identify freight movement issues and coordinate with Caltrans on the California Freight Mobility Plan

Work Element Budget:

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
FHWA PL (CA)	\$74,500	Mobility 2035 Technical Services	\$74,500
-Toll Credits (PL-CA)	\$8,545	Mobility 2035 Environmental Analysis	\$503,956
FHWA PL (CA-Carryover)	\$88,530	Inter-Regional Access Study Contract Svcs.	\$90,000
FLH 1/2%	\$493,523		
TDA Planning:	\$11,903		
Subtotal:	\$668,456	Subtotal:	\$668,456
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$104,109		
-Toll Credits (PL-CA)	\$11,941		
FHWA PL (NV)	\$13,939		
FLH 1/2%	\$40,803		
RSTP	\$1,359	Wages/Benefits:	\$101,761
		Est. Indirect Cost:	\$58,449
Subtotal:	\$160,210	Subtotal:	\$160,210
Total:	\$828,666	Total:	\$828,666

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Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

TAHOE BASIN OWP FY 2013 WORK PROGRAM

WORK ELEMENT 106: INTELLIGENT TRANSPORTATION SYSTEMS PLANNING

PURPOSE

To address ITS Planning activities specifically within the overall transportation planning program as a mobility improvement option given the lack of physical roadway capacity in the Tahoe Basin; to facilitate coordination between ITS project sponsors for the development of ITS projects that support regional transportation goals and provide for seamless ITS programs in the multi-jurisdictional and bi-state Lake Tahoe Basin; to research transit, highway, and traveler information ITS solutions for applicability in Lake Tahoe.

DISCUSSION

TMPO will continue to host the ITS Regional Architecture, which establishes a framework for developing consistent ITS projects that are inter-operable and provide for a more efficient use of the transportation system. TMPO will assist ITS project sponsors to be compliant with FHWA regulations regarding systems engineering for proposed projects and Regional ITS Architecture adherence. ITS coordination with surrounding regions is critical to implement comprehensive traveler information systems that can serve the public traveling to and from the Lake Tahoe Basin. Other examples of ITS projects include the coordination with 511 telephone-based traveler information networks in Nevada and Sacramento (STARNET) and other advanced transit technology to improve the ease of use of public transit. TMPO is working with the EDCTC, SS/TMA, and Caltrans on planning improved traveler information along the US 50 corridor between El Dorado Hills and South Lake Tahoe. TMPO is also working with the CSLT and Caltrans to implement signalization improvements along US 50 in South Lake Tahoe. Collaboration with Caltrans and NDOT will continue on implementation of improved and expanded traffic monitoring programs, including the installation of new traffic monitoring equipment, changeable message signs, webcams, and highway advisory radio systems. TMPO will coordinate with the DOTs to ensure new data collection capabilities can integrate into TMPO's data forecasting and transportation modeling efforts. TMPO will continue to coordinate traveler information dissemination, including roadway webcams, road conditions, and transit information to the public by maintaining a web-based traveler information portal.

PREVIOUS WORK

- Tahoe Basin ITS Architecture maintenance activities
- Web-based traveler information portal
- Planning assistance with Caltrans Transportation Operations System (TOS) project

FY 2013 PRODUCTS	COMPLETION DATE
P-1 Tahoe Basin Regional ITS Project List	October 2012
P-2 Lake Tahoe Traveler Information Portal Update	June 2013
P-3 Tahoe Basin Regional ITS Architecture Maintenance	June 2012

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

Work Element 106: Intelligent Transportation Systems Planning (cont.)

FY 2013 TASKS

- T-1 ITS Project Support**
- Mainstreaming of ITS projects for funding and inclusion in the FTIP and RTP
 - Ensure architecture adherence with proposed ITS programs and projects that affect the region
- T-2 ITS Coordination**
- Data collection and integration with Caltrans and Nevada DOT traffic monitoring equipment
 - Coordinate with surrounding regions on ITS architecture/projects
 - Coordinate with statewide and regional 511 projects, including SACOG's STARNET program
 - Coordinate with EDCTC, SS/TMA, and Caltrans on US 50 traveler information improvements along the US 50 corridor
 - Coordinate with CSLT and Caltrans on signalization improvements along US 50
- T-3 ITS Architecture**
- Maintain the Tahoe Basin ITS Architecture
- T-4 Lake Tahoe Traveler Information Portal**
- Coordinate and display various traveler information resources on an easy to use webpage

Work Element Budget:

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
Subtotal:	\$0	Subtotal:	\$0
TMPO Staff:		TMPO Staff:	
FLH 1/2%	\$33,098		
		Wages/Benefits:	\$21,023
		Est. Indirect Cost:	\$12,075
Subtotal:	\$33,098	Subtotal:	\$33,098
Total:	\$33,098	Total:	\$33,098

**Toll Credits are displayed for tracking purposes and are not a form of cash or revenue.

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

TAHOE BASIN OWP FY 2013 WORK PROGRAM

WORK ELEMENT 107: AIR QUALITY ANALYSIS

PURPOSE

To implement the requirements of the federal Clean Air Act Amendments (CAAA) of 1990; to ensure that projects are delivered that do not impede the region's air quality goals; to coordinate regional air quality data collection and dissemination efforts; to provide air quality analysis and draft conformity finding on RTP update draft; to prepare conformity determinations on necessary RTP and FTIP amendments.

DISCUSSION

To maintain eligibility for federal funding, TMPO must demonstrate air quality conformity determinations prior to approving any transportation plans, programs or amendments. As a maintenance area for carbon monoxide pollutants, federal air quality conformity determinations are necessary on FTIP and RTP amendments that contain new non-exempt projects during the 2012/13 fiscal year. TMPO will utilize EMFAC2011 to determine conformity with the State Implementation Plans (SIP) of California and Nevada.

PREVIOUS WORK

- Air quality conformity determinations for 2011 FTIP and *Mobility 2030*
- Air quality data collection and analysis
- Air Quality Conformity training (FHWA-NV)
- Installation of TRPA Air Quality Monitoring Site and coordination and collection of monitored criteria pollutants
- Coordination with TRPA to report on status of Federal Air Quality Standards through the 2012 Threshold Evaluation Report

	FY 2013 PRODUCTS	COMPLETION DATE
P-1	FTIP amendments air quality analysis and conformity determination	Quarterly
P-2	<i>Mobility 2030</i> amendments air quality analysis and conformity determination	Bi-annually
P-3	Air quality monitoring and data analysis	Monthly
P-4	Final air quality findings for Mobility 2030 update	October 2012

FY 2013 TASKS

- | | |
|-----|---|
| T-1 | <p>Air Quality Conformity</p> <ul style="list-style-type: none"> • Conformity analysis on Mobility 2030 update • Technical analysis, and model outputs supporting the analysis of RTP and FTIP conformity and eight-hour SIP documentation • Utilize MOVES2012 modeling software • Administer the Interagency Consultation Process to coordinate federal air quality actions |
|-----|---|

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

Work Element 107: Air Quality Analysis (cont.)

T-2 Air Quality Monitoring and Data Analysis

- Coordinate the monitoring of existing, and development of new transportation control measures with the local air districts
- Develop regional strategies and programs to reduce transportation related air quality impacts
- SCS analysis consistent with CARB's California GHG target established in 2010

Work Element Budget:

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
FHWA PL (CA)	\$20,000	AQ Consultant Services	\$20,000
-Toll Credits (PL-CA)	\$2,294	(Data Analysis & Conformity)	
Subtotal:	\$20,000	Subtotal:	\$20,000
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$15,000		
-Toll Credits (PL-CA)	\$1,720		
FLH 1/2%	\$20,037		
		Wages/Benefits:	\$22,254
		Est. Indirect Cost:	\$12,783
Subtotal:	\$35,037	Subtotal:	\$35,037
Total:	\$55,037	Total:	\$55,037

**Toll Credits are displayed for tracking purposes and are not a form of cash or revenue.

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

TAHOE BASIN OWP FY 2013 WORK PROGRAM

WORK ELEMENT 108: TRANSIT PLANNING AND COORDINATION

PURPOSE

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

DISCUSSION

Lake Tahoe transit services are currently comprised of two distinct systems operating in the populated areas on the north and south sides of Lake Tahoe, including connections to northern Nevada communities outside of the Lake Tahoe Basin. TART is operated by Placer County on the north end of Lake Tahoe, and the BlueGO system operated by TTD on the south. Short range transit studies have been completed for the North Shore (TART Systems Plan) and inter-regional and intra-regional connections (Inter/Intra-Regional Transit Study), and South Shore (BlueGO Short Range Transit Plan) that identify executable transit solutions within a five year term.

Following the completion of the BlueGO Short Range Transit Plan, the TART Systems Plan update is currently underway to identify new transit needs and proposed projects. A specific focus of the program will be on safety, security, and connectivity through the implementation of regional and sub-regional components of the Lake Tahoe transit system. The TMPO Coordinated Human Services Transportation Plan articulates goals and projects for elderly and disabled services.

Ongoing coordination with the TTD, Placer County, Washoe County Regional Transportation Commission (RTC), Carson Area Metropolitan Planning Organization (CAMPO), and RTTPC will be provided through this work element for various regional transit planning and analysis activities to support coordination amongst their operations to further regional transit goals.

TMPO has evaluated transportation demand management (TDM) strategies to better reflect new policies and strategies. Activities to develop and assess new TDM strategies for inclusion in the updated RTP are included in this work element.

PREVIOUS WORK

- BlueGO Short Range Transit Plan
- Initiation of the TART Systems Plan update
- FTA Sections 5309, 5310, 5311, 5316, 5317 Grant Application Review and Coordination
- TMPO Coordinated Human Services Transportation Plan Administration
- Title VI and DBE Plan Updates

	FY 2013 PRODUCTS	COMPLETION DATE
P-1	Transit Automated Trip Planner maintenance and refinement	October 2012
P-2	BlueGO and TART community/rider surveys	September 2012
P-3	Final TART Short Range Transit Plan	June 2013

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

Work Element 108: Transit Planning and Coordination (cont.)

FY 2013 TASKS

T-1 Transit Coordination

- Consult with local transit providers to jointly develop potential transit programs and projects
- Coordinate with other entities to plan for inter-regional connections (i.e., Capitol Corridor Joint Powers Authority, Carson City RTC, Washoe RTC, etc.)
- Coordinate with TTD planning efforts for a North-South Alternative Transportation Connection (including the consideration of a Locally Preferred Alternative)
- Coordinate transit elements of regional emergency preparedness programs

T-2 Transit Analysis & Technology

- Explore and recommend innovative transit ITS technologies for potential applicability
- Maintain transit forecasting components in modeling efforts
- Identify improvements to safety and security of the transit system
- Provide transportation model (TransCAD) inputs/outputs specific to transit
- Maintain traveler information as a region-wide effort, including transit data

T-3 Transit Planning

- Perform regional transit planning, analyze transit data, provide recommendations to transit operators on productivity improvements, facilitate coordination of transit operators, prepare regulatory documents needed for grant compliance (Title VI, DBE), and manage and develop transit planning studies in partnership with BlueGO and TART
- Coordinate with TART on the development of updated TART Systems Plan
- Partner with TART and BlueGO to conduct periodic surveys and outreach to assess current services and solicit recommendations for additional transit services

T-4 Public Transit Grants Tracking

- Coordinate various transit grant programs to support transit operations and capital, including grants from the States of California and Nevada, such as TDA, Proposition 1B and AB 629 funds and pass-through grants from the FTA, including Sections 5308, 5309, 5310, 5311, 5316 and 5317 to ensure consistency with regional planning documents (Not PL-funded)
- Coordinate with programming staff for the inclusion of public transit grants in the FTIP as necessary

T-5 TDM Program & Commuter Alternatives

- Develop and assess new TDM strategies and policies that can advance through policy documents and implementation partners

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

Work Element 108: Transit Planning and Coordination (cont.)

Work Element Budget:

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
FHWA PL (CA)	\$8,000	Transit Consultant	\$105,030
-Toll Credits (PL-CA)	\$918	Technical Services	
FHWA PL (CA-Carryover)	\$53,118		
FLH 1/2%	\$36,210		
TRPA General	\$7,702		
Subtotal:	\$105,030	Subtotal:	\$105,030
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$20,000		
-Toll Credits (PL-CA)	\$2,294		
FHWA PL (CA-Carryover)	\$11,024		
FHWA PL (NV)	\$45,300		
TRPA General	\$1,267		
RSTP	\$2,274	Wages/Benefits:	\$50,728
		Est. Indirect Cost:	\$29,137
Subtotal:	\$79,865	Subtotal:	\$79,865
Total:	\$184,895	Total:	\$184,895

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Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

TAHOE BASIN OWP FY 2013 WORK PROGRAM

WORK ELEMENT 109: TRANSPORTATION DATA COLLECTION AND FORECASTING

PURPOSE

To administer the regional transportation data collection and modeling efforts of TRPA/TMPO; to reflect current staff activities in collecting the necessary demographic information towards running the traffic model to analyze different planning scenarios; to provide support for transportation data needs of regional transportation planning and various data requests from staff, partners, and the general public; to foster a regional indicator program that illustrates the state of mobility and accessibility in the Basin over time; to provide the results of annual monitoring to the public and partners through TMPO reports and web-based access; to coordinate data collection with state DOTs and local agencies to support various data needs; to produce the Transportation Monitoring Program Report; to provide a central point for accessing regional data sets related to transportation; to develop and update forecasting methodologies or tools to respond appropriately to Lake Tahoe scale: compact development, bike/pedestrian facilities, transit, and other necessary considerations; to update regional modeling capabilities to include 4D processing sensitivity and additional travel data collection.

DISCUSSION

TRPA/TMPO will use its traffic model package (TransCAD) to assess proposed land use and population impacts on transportation for the TRPA Regional Plan and TMPO RTP update. An on-going transportation data collection program is in place and provides data on levels of use of the system, vehicle delay, and travel mode share. Previous year data collection, consistent with TMPO's annual data collection program, includes winter mode-share, regional travel patterns, and traffic counts at identified locations. Recent data collection and modeling upgrades funded through California Strategic Growth Council (Prop 84) grant funding provided critical additions to TMPO's forecasting tool box, including the ability to reflect land use and other considerations. TMPO will continue to utilize the Census Transportation Planning Products (CTPP) and the variety of census products and data analysis tools it offers. TMPO coordinates the annual Highway Performance Monitoring System (HPMS) data collection effort in partnership with the local jurisdictions around the Lake Tahoe Region to track traffic volumes on local roads. New tools developed with assistance from Proposition 84 in California, included an update to the TransCAD travel model and an air quality 3-D Visualization tool that will be used for forecasting and visualizing air quality impacts going forward.

PREVIOUS WORK

- TransCAD demographic database development and input
- TransCAD modeling outputs supporting *Mobility 2030* and TRPA Regional Plan Update scenarios
- Integration of 2010 Census data in regional data management program
- Annual Monitoring Report

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

Work Element 109: Transportation Data Collection and Forecasting (cont.)

FY 2013 PRODUCTS		COMPLETION DATE
P-1	Various mapping and other visualization products to provide informative modeling/forecast information	September 2012
P-2	Final modeling of RTP/RPU alternatives with TransCAD, GHG visualization, and other forecasting tools	October 2012
P-3	Populate and maintain regional transportation monitoring database (including web-based accessibility)	May 2013
FY 2013 TASKS		
T-1	Traffic Model <ul style="list-style-type: none"> • Utilize updated modeling tools to provide additional forecasting sensitivity to respond to proposed land use and transportation proposals (Prop 84) • Produce requested model outputs for special studies and other regional needs • Utilize EMFAC – TransCAD Interface and GHG Visualization Tools • Maintain and use 4D model post processor functionality 	
T-2	Data Collection <ul style="list-style-type: none"> • Conduct summer mode-share, travel pattern, bicycle counts, and transit rider surveys in July 2013 , based on established protocols • Conduct inter-regional travel data collection (Prop 84) • Develop updated methodologies for data analysis and forecasting as necessary • Utilize CTPP products 	
T-3	Highway Performance Monitoring System <ul style="list-style-type: none"> • Coordinate the regional HPMS program • Collect data from local jurisdictions • Ensure timely transmittal of data to Caltrans, NDOT and FHWA 	

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

Work Element 109: Transportation Data Collection and Forecasting (cont.)

Work Element Budget:

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
FHWA PL (CA)	\$49,000	Regional Demographic	\$30,000
-Toll Credits (PL-CA)	\$5,620	Summary Update Svcs.	
FHWA PL (CA-Carryover)	\$45,480	Survey/Data Collection Services	\$50,000
FHWA PL (NV)			
FLH 1/2%	\$4,628	Data Analysis Contract	\$25,000
TRPA General	\$5,892		
Subtotal:	\$105,000	Subtotal:	\$105,000
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$28,362		
-Toll Credits (PL-CA)	\$3,253		
FHWA PL (CA-Carryover)	\$34,990		
FHWA PL (NV)	\$4,628		
FLH 1/2%	\$1,045		
RSTP	\$4,580	Wages/Benefits:	\$46,752
		Est. Indirect Cost:	\$26,853
Subtotal:	\$73,605	Subtotal:	\$73,605
Total:	\$178,605	Total:	\$178,605
**Toll Credits are displayed for tracking purposes and are not a form of cash or revenue.			

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

**TAHOE BASIN OWP
FY 2013 WORK PROGRAM**

WORK ELEMENT 110: REGIONAL PROGRAMMING AND PROJECT TRACKING

PURPOSE

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

Additional activities include the regional distribution and programming process of various federal and state funding sources, including CMAQ, Regional Surface Transportation Program (RSTP), California transportation infrastructure bonds, Transportation Enhancements Activities (TEA), FTA 5311/5310, and Regional Improvement Program (RIP) programs of projects.

DESCRIPTION

The TMPO is required to adopt and maintain a FTIP, intended to coordinate and track federal funds used for transportation projects. The current 2011-2014 TMPO FTIP (2011 FTIP) received federal approval on December 14, 2010. Staff will continue maintaining the current FTIP through administrative modifications and amendments to maintain required financial accuracy and accountability, while developing and finalizing the 2013-2016 FTIP that is scheduled for approval in December 2012.

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

TRPA, acting as the RTPA, is required to adopt a RTIP to meet California programming requirements to track state transportation funding. TRPA will take appropriate measures to ensure a Continuing, Comprehensive and Coordinated (three C's) process with its local, state, and federal partners in maintaining the 2012 RTIP.

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

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

Work Element 110: Regional Programming and Project Tracking (cont.)

PREVIOUS WORK

- Maintenance of the 2011 FTIP
- Initiate the development process of the 2013 FTIP
- Approval and maintenance of 2012 RTIP
- Adoption of 5311 Program of Projects
- Outreach and education to local partners on the regional funding distribution process
- Participation with the California RTPA Working Group
- Participation with the CFPG
- Coordination with California, Nevada, and local agencies in project programming
- Administration of CMAQ, TEA and RSTP funds
- Develop FTIP mapping available on www.tahoempo.org website
- Assistance with *Mobility 2030* update project list and financial section

	FY 2013 PRODUCTS	COMPLETION DATE
P-1	Maintenance of 2011 FTIP	Ongoing
P-2	Approval and maintenance of 2013 FTIP	December 2012
P-3	Maintenance of 2012 RTIP	Ongoing
P-4	TMPO CMAQ, TEA and RSTP obligation plans	August 2012
P-5	TMPO 2011/12 FTA Programs (5309, 5310, and 5311) Program of Projects	December 2012
P-6	Maintain mapping and tracking capabilities on the www.tahoempo.org website	Monthly
P-7	Document continuing, coordinated and comprehensive processes that includes traditionally underrepresented and underserved populations and their community leaders (i.e., elderly, disabled, low income, and minorities: Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander)	Ongoing
P-8	FY 2012 Annual Federal Obligations Report	December 2012

FY 2013 TASKS

- T-1 **Federal Transportation Improvement Program (FTIP)**
- Monitor and maintain the 2011 FTIP through administrative modifications and amendments until 2013 FTIP is approved and in place
 - Produce final draft 2013 FTIP through interagency and public input
 - Gain approval of final 2013 FTIP by FHWA through Caltrans and NDOT
 - Upon approval, monitor and maintain 2013 FTIP through administrative modifications and amendments
 - Maintain Coordinated Federal Lands Highway Technology Implementation Program's (CTIP) database and NV Statewide Transportation Improvement Program (STIP) coordination
 - Maintain the accessibility of TMPO programming information on tahoempo.org
 - Participate monthly with CFPG, RTPA Working Group, and Rural Counties Task force
 - Coordination with FHWA CA and NV Division offices, FTA, Caltrans, NDOT, and local agencies on project development and funding

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

Work Element 110: Regional Programming and Project Tracking (cont.)

FY 2013 TASKS

- T-2 **Regional Transportation Improvement Program**
- 2012 RTIP document maintenance
 - Coordination with Caltrans, local agencies, federal agencies on funding and projects contained in the RTIP
- T-3 **EIP**
- Coordinate project selection and reporting efforts
- T-4 **Project Tracking and Statewide Transportation Improvement Program Coordination**
- Monitor and provide guidance on available federal and state funding, track transportation project costs and schedules
 - Establishment of project performance measures for funding and post project consideration
 - Develop annual list of obligated projects
 - Coordinate with Caltrans and NDOT regarding STIP consistency with TMPO programming
- T-5 **TEA, CMAQ, and RSTP**
- Administer regional funding distribution, programming and provide training and technical assistance to local partners
 - Annual CMAQ report
- T-6 **RSTP Exchange**
- Administration and updating of exchange and fund agreements, Caltrans coordination, and claims processing with local partners
 - Maintain database of RSTP funding and projects
- T-7 **FTA**
- Project application review for consistency with FTIP, programming activities necessary to ensure FTA projects are accurately reflected in the FTIP
- T-8 **Documentation**
- Document public outreach on regional programming activities
 - Conduct public outreach on location and status of funded projects
 - Document continuing, coordinated and comprehensive processes that include traditionally underrepresented and underserved populations and their community leaders (i.e., elderly, disabled, low income, and minorities: Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander)

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

Work Element 110: Regional Programming and Project Tracking (cont.)

Work Element Budget:

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
FHWA PL (CA)	\$11,722	FTIP Management Software	\$11,722
-Toll Credits (PL-CA)	\$1,345	Integration Svcs.	
Subtotal:	\$11,722	Subtotal:	\$11,722
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$38,500		
-Toll Credits (PL-CA)	\$4,416		
FHWA PL (CA-Carryover)	\$34,838		
FHWA PL (NV)	\$14,255		
FLH 1/2%	\$25,741		
RSTP	\$5,785	Wages/Benefits:	\$75,661
		Est. Indirect Cost:	\$43,458
Subtotal:	\$119,119	Subtotal:	\$119,119
Total:	\$130,841	Total:	\$130,841

**Toll Credits are displayed for tracking purposes and are not a form of cash or revenue.

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

TAHOE BASIN OWP FY 2013 WORK PROGRAM

WORK ELEMENT 111: ENVIRONMENTAL CONSIDERATIONS AND MITIGATION COORDINATION

PURPOSE

To facilitate the utilization of transportation planning policies and strategies contained in *Mobility 2030*, and in the draft *Mobility 2035* to informing environmental and mitigation considerations made by TRPA; to monitor the review of transportation components of project and programmatic environmental studies to ensure consistency with TMPO long range regional transportation plans and adopted short range transit plans; to carry out SAFETEA-LU requirements regarding the consideration of environmental resources and the identification of potential mitigation activities; to develop and maintain resource mapping to develop consistent transportation mitigation measures that support regional transportation goals.

DISCUSSION

The TMPO and RTPA planning and funding authorities, integrated with TRPA's planning and regulatory authority, provide a unique opportunity for transportation and land use planning to be coordinated at a regional scale. This relationship also allows for consistent application of mitigation strategies and programs to implement the local and regional transportation strategies contained in the RTP. This work element includes the development and sharing of mapping and other tools for identifying transportation corridors and the areas for mitigation of potential impacts from projects in those corridors.

PREVIOUS WORK

- Reviewed various programmatic and project environmental studies
- Reviewed regional land use proposals for consistency with regional transportation goals
- Suggested various mitigation strategies and locations to support the regional transportation goals
- Assisted with the development of environmental resource GIS mapping

FY 2012 PRODUCTS	COMPLETION DATE
P-1 Identify potential transportation mitigation measures and areas to carry out those activities that are supported or called for in the RTP	As Necessary
P-2 Maintain and share GIS mapping of transportation facilities, environmental resources, and potential areas for mitigation	As Necessary

FY 2012 TASKS

- | | |
|-----|--|
| T-1 | Transportation Mitigation Coordination <ul style="list-style-type: none"> • Participate in the development of consistent regional mitigation measures and locations • Review and comment on programming of jurisdictional five-year project list for Air Quality Mitigation Fund (AQMF) • Disseminate and utilize environmental resource data for identifying potential areas of impact and for mitigation |
|-----|--|

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

Work Element 111: Environmental Considerations and Mitigation Coordination (cont.)

Work Element Budget:

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
Subtotal:	\$0	Subtotal:	\$0
TMPO Staff:		TMPO Staff:	
FLH 1/2%	\$36,052		
		Wages/Benefits:	\$22,899
		Est. Indirect Cost:	\$13,153
Subtotal:	\$36,052	Subtotal:	\$36,052
Total:	\$36,052	Total:	\$36,052

**Toll Credits are displayed for tracking purposes and are not a form of cash or revenue.

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

**TAHOE BASIN OWP
FY 2013 WORK PROGRAM****WORK ELEMENT 112: TAHOE BASIN PARTNERSHIP FOR SUSTAINABLE COMMUNITIES****PURPOSE**

To conduct collaborative planning and public participation efforts that consider innovative transportation and land use alternatives to improve community livability, long-term economic stability, and sustainable development; to define solutions and implementation issues related to the multimodal transportation system and land use, economic impacts, livability, and environmental issues; to continue TMPO and TRPA coordinated planning activities to help realize Lake Tahoe's sustainable future; to update *Mobility 2030* policies and strategies to respond to environmental, livability, and economic goals; to participate in the development of regional indicators for transportation and sustainability that are tracked at a local and regional scale; to participate on the Lake Tahoe Sustainability Collaborative representing regional transportation.

DISCUSSION

The TRPA Regional Plan and the Lake Tahoe Regional Planning Compact (Public Law 96-551) have long supported the environmental, economic, and social justice benefits associated with the integration of land-use, housing, and transportation planning. While the purpose of this integration has historically focused on the attainment of air quality, water quality, and natural resource protection, it reaps other benefits such as GHG reduction, walkable communities, and economic enhancement. The well-established goals of these regional planning documents parallel new Federal and State of California planning priorities related to community livability and sustainability. To address these new priorities and local and regional goals, the TMPO, in coordination with local agencies, is launching a comprehensive sustainability initiative. The major goals of this initiative will be to support a SCS in accordance with California's SB 375, and to develop a Sustainability Action Plan for the Lake Tahoe Basin.

The Lake Tahoe Basin Sustainability effort will focus on creating vibrant communities that mitigate and adapt to potential climate change impacts, and that will recognize common sustainability principles across agencies, stakeholders, and the public. A large portion of this work will be funded through the California Strategic Growth Council's Sustainable Communities Planning Grant. Elements of this program include: the Tahoe Livability Communities initiative that will work with local governments to update local community plans that integrate livability and sustainability principles; and the Lake Tahoe Sustainability Collaborative, a partnership of federal, state, local, and tribal governments, academic institutions, business community, non-profits, and the public, which will work with other entities in the Tahoe Basin to address sustainability issues.

Transportation projects, programs and policies represent one of the most significant ways to reduce environmental impacts of an established community. The SCS, which will be a component of *Mobility 2035* and integrated into the TRPA Regional Plan Update, will quantify expected benefits of the transportation proposals. The SCS demonstrates how transportation policies and programs, in combination with land-use and housing strategies, will attain

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

Work Element 112: Tahoe Basin Partnership for Sustainable Communities (cont.)

established GHG targets for the California portion of the Tahoe region.

Public engagement and fostering a common understanding of sustainability concepts is critical throughout the process of integrating sustainability and livability concepts into local and regional plans. The TMPO will work with partners to utilize tools that provide for education opportunities and solicit input from the public. These tools will include interactive web-based interfaces, seminars and workshops, social media, as well as traditional face-to-face engagement through existing community groups.

PREVIOUS WORK

- Transfer of Development Rights Assessment
- Draft SCS
- Kickoff of Lake Tahoe Sustainability Collaborative
- Regional trip reduction analysis and proposed reduction strategies
- Technical papers on various transportation issues

FY 2013 PRODUCTS	COMPLETION DATE
P-1 Final SCS and/or Alternative Planning Scenario	October 2012
P-2 Technical Reports on various transportation climate and sustainability issues	September 2012 June 2013
P-3 SGC Sustainable Communities Grant Products (*Managed and outside of OWP. Shown to demonstrate integration with TMPO planning program)	June 2013

FY 2013 TASKS

- | | |
|-----|---|
| T-1 | <p>Tahoe Basin Partnership for Sustainable Communities</p> <ul style="list-style-type: none"> • Participate on Lake Tahoe Sustainability Collaborate representing regional transportation • Finalize SCS and/or Alternative Planning Scenario with accompanying technical reports • Develop additional mitigation measures and trip reduction strategies as needed • Produce materials for the public, partners, and Governing Board dealing with transportation related sustainability and climate change • Integrate SCS with TRPA Regional Plan • Work with partners to develop the Tahoe Livable Communities Program • Work with partners to establish the Lake Tahoe Sustainability Collaborative • Facilitate research into health impacts, housing and livability needs • Participate in the development of a regional indicator program monitoring the state of the Lake Tahoe environment, economy, and community • Develop visualization techniques and tools to engage the public on sustainability and livability concepts • Coordinate with TTD and other partners on implementation considerations • Provide periodic updates to TMPO Board and other entities on SB 375 implementation • Attend relevant meetings regarding transportation's role in sustainability and SB 375 |
|-----|---|

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

Work Element 112: Tahoe Basin Partnership for Sustainable Communities (cont.)

Work Element Budget:

REVENUES		EXPENDITURES	
Direct Costs:		Direct Costs:	
FHWA PL (CA)	\$10,000	Regional Indicators	\$40,000
-Toll Credits (PL-CA)	\$1,147	Contract Svcs.	
FHWA PL (CA-Carryover)	\$17,706	SGC Sustainable	\$427,250
FLH 1/2%	\$10,000	Communities Grant	
TRPA General	\$2,294	Consultant Services (*not billed via OWP)	
Prop 84-SGC Planning	\$427,250		
Subtotal:	\$467,250	Subtotal:	\$467,250
TMPO Staff:		TMPO Staff:	
FHWA PL (CA)	\$66,968		
-Toll Credits (PL-CA)	\$7,681		
FHWA PL (CA-Carryover)	\$20,000		
FLH 1/2%	\$38,176		
TRPA General	\$4,712		
		Wages/Benefits:	\$82,481
		Est. Indirect Cost:	\$47,375
Subtotal:	\$129,856	Subtotal:	\$129,856
Total:	\$597,106	Total:	\$597,106

**Toll Credits are displayed for tracking purposes and are not a form of cash or revenue.

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

CALTRANS REGIONAL PLANNING ACTIVITIES
FOR FY 2012/13

Activity	Description	Products
System Planning	Completion of system planning products used by Caltrans and its transportation partners	<ul style="list-style-type: none"> • District System Management Plan Update • Transportation Corridor Concept Reports for various State Routes as needed • Transportation System Development Program • District 3 Goods Movement Plan (depending upon whether discretionary grant proposal is selected for award) • California Freight Mobility Plan
Advance Planning	Completion of pre-programming studies (e.g., Project Initiation Documents) so as to be ready to program resources for capital projects	Project Initiation Documents (PID), as indicated in the "District 3 Three-Year PID Strategic Plan"
Regional Planning	Participate in and assist with various regional planning projects and studies	Participation in the following projects and studies: <ul style="list-style-type: none"> • Mobility 2035 Regional Transportation Plan/ Sustainable Communities Strategy • Regional Plan Update • RTIP Activities • California Interregional Blueprint/ California Transportation Plan • Air Quality Planning Activities • Participate on various policy and technical committees related to all facets of the regional planning process • Oversight of Planning Studies/Projects pertaining to the State Highway System
Local Development Review Program	Review of local development proposals potentially impacting the State Highway System	Assistance to lead agencies to ensure the identification and mitigation of local development impacts to the State Highway System

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

FY 2013 FINANCIAL PROGRAM

Table 1 – FY 2013 TMPO Programmed Revenues

Funding Source	FY 2013	FY 2012
Federal		
FHWA PL-CA	\$535,967	\$544,138
FHWA PL - CA Carryover	\$364,033	\$355,862
FHWA PL - NV	\$140,000	\$140,000
FHWA FLH 1/2%	\$825,000	\$1,705,580
Federal Subtotal:	\$1,865,000	\$2,745,580
Non-Federal		
TRPA General Fund	\$50,000	\$100,000
TDA - Planning	\$35,000	\$35,000
TDA - Administration	\$40,000	\$40,000
RSTP	\$20,000	\$20,000
Proposition 84-Modeling (CA)	\$0	\$225,000
Proposition 84-SGC Planning (CA)	\$427,250	\$489,000
Non-Federal Subtotal:	\$572,250	\$909,000
GRAND TOTAL:	\$2,437,250	\$3,654,580

Notes:

General: The dollar values shown above are not necessarily a new allocation for the year. Most are a combination of funds allocated for the current fiscal year plus funds that have been carried over from a prior fiscal year.

Carryover balances can be found in Table 1.

Funding Source Descriptions

FHWA PL-CA 11/12 - Current fiscal year allocation of Federal planning (PL) funds to support metropolitan planning and may be used for transit or highway planning activities. These funds are administered by Caltrans on behalf of Federal Highway Administration (FHWA).

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

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

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

FHWA FLH ½% - This funding source comes from the Federal Lands Highway (FLH) program of FHWA and is authorized by the most recent Federal Transportation Authorization Bill (SAFETEA-LU). These funds can be used for transportation planning and project development through environmental review. The Central Federal Lands Highway Division of FHWA administers these funds.

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

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

RSTP - This funding source represents funding exchanged through the Regional Surface Transportation Program (RSTP) to assist with the funding allocation and transportation planning activities of TMPO. The funds are used as local match to leverage other federal and state funds.

Prop 84 (Planning) - This two funding source is derived from discretionary grants received through the Strategic Growth Council (SGC) in California to provide for sustainable community planning activities as approved by California voters in Proposition 84.

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

Table 2 – FY 2013 TMPO Staffing Costs

TRPA/TMPO Transportation Team	FY 2013 Salary and Wages	FY 2013 Benefits	Overhead 57.44%	FY 2013 Total Salary, Benefits and Overhead
Total FY 2013 Salaries	\$483,147	\$112,059	\$341,886	\$937,092
Total FY 2013	\$483,147	\$112,059	\$341,886	\$937,092

Table 3 – FY 2013 TMPO Staffing Costs and Revenues

WORK ELEMENTS	FHWA PLANNING (PL)			FLH (1/2%)	TRPA (Local)	TDA - ADMIN	TDA - PLNG	RSTP	TOTAL
	CA-11/12	CA-Carry	NV						
101 - Transportation Dev't. Act	-	-	-	-	-	35,000	15,197	-	\$ 50,197
102 - Overall Work Program	-	32,525	10,000	20,000	6,482	-	-	-	\$ 69,007
103 - Bds., comm., stakeholders	-	25,822	32,000	-	1,651	-	-	1,502	\$ 60,975
104 - Public and Tribal Outreach	57,768	-	19,878	7,925	-	-	-	4,500	\$ 90,071
105 - Regional Intermodal Planning	104,109	-	13,939	40,803	-	-	-	1,359	\$ 160,210
106 - ITS Planning	-	-	-	33,098	-	-	-	-	\$ 33,098
107 - Air Quality Plng and Analysis	15,000	-	-	20,037	-	-	-	-	\$ 35,037
108 - Transit Plng and Coordination	20,000	11,024	45,300	-	1,267	-	-	2,274	\$ 79,865
109 - Transportation Data Collection	28,362	34,990	4,628	1,045	-	-	-	4,580	\$ 73,605
110 - Regional Programming	38,500	34,838	14,255	25,741	-	-	-	5,785	\$ 119,119
111 - Trans/Land Use and Mitigation	-	-	-	36,052	-	-	-	-	\$ 36,052
112- Sustainable Communities	66,968	20,000	-	38,176	4,712	-	-	-	\$ 129,856
TOTAL:	\$ 330,707	\$ 159,199	\$ 140,000	\$ 222,877	\$ 14,112	\$ 35,000	\$ 15,197	\$ 20,000	\$ 937,092

Table 4 – FY 2013 TMPO Direct Costs and Revenues

WORK ELEMENTS	FHWA PLANNING (PL)			FLH (1/2%)	TRPA (Local)	TDA ADMIN	TDA PLNG.	RSTP	SGC Planning	TOTAL
	CA-11/12	CA-Carry	NV							
101 - Transportation Dev't. Act	-	-	-	-	-	-	12,900	-	-	\$ 12,900
102 - Overall Work Program	-	-	-	20,000	8,000	-	-	-	-	\$ 28,000
103 - Bds., comm., stakeholders	-	-	-	20,000	8,000	-	-	-	-	\$ 28,000
104 - Public and Tribal Outreach	32,038	-	-	17,762	4,000	-	-	-	-	\$ 53,800
105 - Regional Intermodal Planning	74,500	88,530	-	493,523	-	-	11,903	-	-	\$ 668,456
106 - ITS Planning	-	-	-	-	-	-	-	-	-	\$ -
107 - Air Quality Plng and Analysis	20,000	-	-	-	-	-	-	-	-	\$ 20,000
108 - Transit Plng and Coordination	8,000	53,118	-	36,210	7,702	-	-	-	-	\$ 105,030
109 - Transportation Data Collection	49,000	45,480	-	4,628	5,892	-	-	-	-	\$ 105,000
110 - Regional Programming	11,722	-	-	-	-	-	-	-	-	\$ 11,722
111 - Trans/Land Use and Mitigation	-	-	-	-	-	-	-	-	-	\$ -
112- Sustainable Communities	10,000	17,706	-	10,000	2,294	-	-	-	427,250	\$ 467,250
TOTAL:	\$ 205,260	\$ 204,834	\$ -	\$ 602,123	\$ 35,888	\$ -	\$ 24,803	\$ -	\$ 427,250	\$ 1,500,158

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

Table 5 – FY 2013 TMPO Staffing Direct Costs by Work Element

WORK ELEMENTS	Staff	Direct	Total
101 - Transportation Dev't. Act	\$ 50,197	\$ 12,900	\$ 63,097
102 - Overall Work Program	\$ 69,007	\$ 28,000	\$ 97,007
103 - Bds., comm., stakeholders	\$ 60,975	\$ 28,000	\$ 88,975
104 - Public and Tribal Outreach	\$ 90,071	\$ 53,800	\$ 143,871
105 - Regional Intermodal Planning	\$ 160,210	\$ 668,456	\$ 828,666
106 - ITS Planning	\$ 33,098	\$ -	\$ 33,098
107 - Air Quality Plng and Analysis	\$ 35,037	\$ 20,000	\$ 55,037
108 - Transit Plng and Coordination	\$ 79,865	\$ 105,030	\$ 184,895
109 - Transportation Data Collection	\$ 73,605	\$ 105,000	\$ 178,605
110 - Regional Programming	\$ 119,119	\$ 11,722	\$ 130,841
111 - Trans/Land Use and Mitigation	\$ 36,052	\$ -	\$ 36,052
112- Sustainable Communities	\$ 129,856	\$ 467,250	\$ 597,106
TOTAL:	\$ 937,092	\$ 1,500,158	\$ 2,437,250

Table 6 – FY 2013 TMPO Staffing Direct Costs by Revenue Source

	FHWA PLANNING (PL)			FLH (1/2%)	TRPA (Local)	TDA - ADMIN	TDA - PLNG	RSTP	SGC	TOTAL
	CA-12/13	CA-Carry	NV						Planning	
Total Staff:	330,707	159,199	140,000	222,877	14,112	35,000	15,197	20,000		937,092
Total Direct:	205,260	204,834	-	602,123	35,888	-	24,803	-	427,250	1,500,158
TOTAL:	\$535,967	\$364,033	\$ 140,000	\$ 825,000	\$ 50,000	\$ 35,000	\$ 40,000	\$ 20,000	\$427,250	\$ 2,437,250

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

Table 7 – FY 2013 Toll Credit Tracking by County (CA Only)

Work Element	County	CA-PL 12/13	(In Lieu of Match)	CA-PL 12/13
		Allocation	11.47%	88.53%
101 - Transportation Dev't. Act	El Dorado	\$0	\$0	\$0
	Placer	\$0	\$0	\$0
Total 101 PL:		\$0	\$0	\$0
102 - Overall Work Program	El Dorado	\$0	\$0	\$0
	Placer	\$0	\$0	\$0
Total 102 PL:		\$0	\$0	\$0
103 - Bds., comm., stakeholders	El Dorado	\$0	\$0	\$0
	Placer	\$0	\$0	\$0
Total 103 PL:		\$0	\$0	\$0
104 - Public and Tribal Outreach	El Dorado	\$66,456	\$7,623	\$74,079
	Placer	\$23,350	\$2,678	\$26,028
Total 104 PL:		\$89,806	\$10,301	\$79,505
105 - Regional Intermodal Planning	El Dorado	\$132,171	\$15,160	\$147,330
	Placer	\$46,438	\$5,326	\$51,765
Total 105 PL:		\$178,609	\$20,486	\$158,123
106 - ITS Planning	El Dorado	\$0	\$0	\$0
	Placer	\$0	\$0	\$0
Total 106 PL:		\$0	\$0	\$0
107 - Air Quality Plng and Analysis	El Dorado	\$25,900	\$2,970	\$28,870
	Placer	\$9,100	\$1,044	\$10,144
Total 107 PL:		\$35,000	\$4,014	\$30,986
108 - Transit Plng and Coordination	El Dorado	\$20,720	\$2,377	\$23,097
	Placer	\$7,280	\$835	\$8,115
Total 108 PL:		\$28,000	\$3,212	\$24,788
109 - Transportation Data Collection	El Dorado	\$57,248	\$6,566	\$63,814
	Placer	\$20,114	\$2,307	\$22,421
Total 109 PL:		\$77,362	\$8,873	\$68,489
110 - Regional Programming	El Dorado	\$37,164	\$4,263	\$41,427
	Placer	\$13,058	\$1,498	\$14,556
Total 110 PL:		\$50,222	\$5,761	\$44,462
111 - Trans/Land Use and Mitigation	El Dorado	\$0	\$0	\$0
	Placer	\$0	\$0	\$0
Total 111 PL:		\$0	\$0	\$0
112- Sustainability Partnership	El Dorado	\$56,956	\$6,533	\$63,489
	Placer	\$20,012	\$2,295	\$22,307
Total 111 PL:		\$76,968	\$8,828	\$68,140
TOTALS:		\$535,967	\$61,475	\$474,492

* County allocations based on population (74% El Dorado & 26% Placer)

** Toll Credits are not a form of cash or revenue, but are an in lieu of local matching funds.

ADOPTING RESOLUTION AND FEDERAL CERTIFICATIONS

- **TMPO Adopting Resolution**
- **FHWA – FTA FY 2013 Planning Certification**
- **FTA FY 2012 Certifications and Assurances**
- **FTA Debarment and Suspension Certification**

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

****Adoption Resolution to be inserted upon approval by TMPO Governing Board****

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

FHWA Metropolitan Transportation Planning Process Certification

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

FHWA Metropolitan Transportation Planning Process Certification

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

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

MPO Authorizing Signature

Caltrans Authorized Signature

Executive Director

District Director

Title

Title

Date

Date

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

**FEDERAL FISCAL YEAR 2012 CERTIFICATIONS AND ASSURANCES FOR FEDERAL TRANSIT
ADMINISTRATION ASSISTANCE PROGRAMS**

Name of Applicant: Tahoe Metropolitan Planning Organization

The Applicant agrees to comply with applicable requirements of Categories 01 - 24. X
OR

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

<u>Category</u>	<u>Description</u>	
01.	Assurances For Each Applicant.	_____
02.	Lobbying.	_____
03.	Procurement Compliance.	_____
04.	Protections for Private Providers of Public Transportation.	_____
05.	Public Hearing.	_____
06.	Acquisition of Rolling Stock for Use in Revenue Services.	_____
07.	Acquisition of Capital Assets by Lease.	_____
08.	Bus Testing.	_____
09.	Charter Service Agreement.	_____
10.	School Transportation Agreement.	_____
11.	Demand Responsive Service.	_____
12.	Alcohol Misuse and Prohibited Drug Use.	_____
13.	Interest and Other Financing Costs.	_____
14.	Intelligent Transportation Systems.	_____
15.	Urbanized Area Formula Program.	_____
16.	Clean Fuels Grant Program.	_____
17.	Elderly Individuals and Individuals with Disabilities Formula Program and Pilot Program.	_____

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

- | | | |
|-----|---|-------|
| 18. | Nonurbanized Area Formula Program for States. | _____ |
| 19. | Job Access and Reverse Commute Program. | _____ |
| 20. | New Freedom Program. | _____ |
| 21. | Paul S. Sarbanes Transit in Parks Program. | _____ |
| 22. | Tribal Transit Program. | _____ |
| 23. | TIFIA Projects. | _____ |
| 24. | Deposits of Federal Financial Assistance to State Infrastructure Banks. | _____ |

FEDERAL FISCAL YEAR 2012 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE
(Required of all Applicants for FTA assistance and all FTA Grantees with an active capital or formula project)

AFFIRMATION OF APPLICANT

Name of Applicant:

Tahoe Metropolitan Planning Organization

Name and Relationship of Authorized Representative:

Joanne S. Marchetta, Executive Director

BY SIGNING BELOW, on behalf of the Applicant, I declare that the Applicant has duly authorized me to make these certifications and assurances and bind the Applicant's compliance. Thus, the Applicant agrees to comply with all Federal statutes and regulations, and follow applicable Federal directives, and comply with the certifications and assurances as indicated on the foregoing page applicable to each application it makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2012.

FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances this document, should apply, as provided, to each project for which the Applicant seeks now, or may later, seek FTA assistance during Federal Fiscal Year 2012.

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

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

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

Signature _____

Date: _____

Name: Joanne S. Marchetta, Executive Director
 Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant):

Tahoe Metropolitan Planning Organization

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

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

Signature _____

Date: _____

Name: Scott Lichtig
 Attorney for Applicant

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

Department of Transportation**Debarment and Suspension Certification for Fiscal Year 2012/2013**

As required by U.S. DOT regulations on government-wide Debarment and Suspension (Nonprocurement), 49 CFR 29.100:

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

Lake Tahoe Transportation Planning - Fiscal Year 2012/2013

**DEPARTMENT OF TRANSPORTATION
DEPARTMENT AND SUSPENSION CERTIFICATION
FISCAL YEAR 2012/2013
SIGNATURE PAGE**

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

Signature _____ Date: _____

Printed Name: Joanne S. Marchetta, Executive Director

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

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

AFFIRMATION OF APPLICANT'S ATTORNEY

For: Tahoe Metropolitan Planning Organization

Signature: _____ Date: _____

Printed Name of Applicant's Attorney: Scott Lichtig



MEMORANDUM

Date: May 7, 2012
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Review and Acceptance of the District's Financial Statement of Operations for July 1, 2011 Through March 31, 2012

Action Requested:

It is requested the Board accept the Financial Statement of Operations for July 1, 2011 through March 31, 2012.

Background:

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

Discussion:

General – (Attachment B)

Overall, the District ended with an increase of \$12,653 for the month of March 2012. The increase was expected as Pinnacle's revenue included February's amount.

It should be noted that the annual \$20,000 payment from Rental Car Mitigation Fees (RCMF) was processed to the Truckee North Tahoe-Transit Management Association in March with an additional \$20,000 being processed for the District's Transit Management in April.

Legal costs of \$11,286 incurred for the STATA lawsuit were moved from RCMF to transit operations. Future litigation costs will be charged to the transit fund, with the understanding that they are unallowable costs for NDOT and Caltrans grants and will be paid with contributions to the transit system. Staff feels that the transit fund can now absorb these costs and moving them to the transit fund is a more appropriate classification.

Staff has been working to secure contributions to the general fund and believes the District will receive \$35,000 prior to year-end.

The March activity increased the District's overall cash fund balance for the year to \$80,585, which is approximately \$11,298 more than at the start of the fiscal year.

CIP - (Attachment C)

Federal Lands and Highways (FLH) Half Percent (Grant 100% / Match 0%) expended \$270,612 in March.

JS/jw

AGENDA ITEM: X.A.

The District entered into a sub-recipient agreement with the Tahoe Metropolitan Planning Organization (TMPO) for a Southern Nevada Public Land Management Act (SNPLMA Round 5) grant totaling \$886,384 (Grant 100% / Match 0%). This funding opportunity enables the District to be reimbursed for environmental, preliminary engineering, and final design costs originally programmed in the FLH Half Percent grant for the US 50 project. March costs for the US 50 project totaled \$40,542.

The District entered into a sub-recipient agreement with the TMPO for a Federal Highways Scenic Byways grant totaling \$223,000 (Grant 71% / Match 29%). Match will be provided from Nevada Question 1 (Q1) state bond sales agreement that the TMPO has with Washoe County. This funding opportunity enables the District to be reimbursed for preliminary design and environmental costs originally programmed in the FLH Half Percent grant for the North Demo Bikeway project. March costs totaled \$14,934.

The District entered into a sub-recipient agreement with the TMPO for the Nevada Question 1 (Q1) state bond sales agreement. These funds will be used to match the Scenic Byways Grant for the North Demo Bikeway and for expenses incurred on the South Demo construction projects. In March, the North Demo Bikeway incurred matching costs of \$6,100 and the South Demo construction incurred \$2,539.

The District entered into a sub-recipient agreement with the TMPO for California Prop 1B Transit System Safety, Security, and Disaster Response Account (TSSSDRA) funding (Grant 100% / Match 0%). This funding was used to purchase seven security camera systems to be installed in BlueGO buses. Each system includes four cameras, the HDS receiver, and removable hard drive. The District also purchased an additional two hard drives to provide redundancy in the recording capabilities and continuous performance of the installed systems. March costs totaled \$16,445. The District transferred this equipment to the Transit Fund's Equipment under \$5,000 expense.

NDOT was invoiced \$400 for the FTA 5311 ARRA Bus Grant (Grant 100% / Match 0%). The District received a CNG bus in April 2012.

The District incurred expenses of \$10,860 for the Nevada Transit Shelter program during March. NDOT was invoiced \$10,753 from the FTA 5311 ARRA grant (Grant 100% / Match 0%) and \$107 was recognized from the Douglas County contribution that was deferred for this program.

The District incurred expenses of \$1,136 for the FTA 5309 grant (Grant 80% / Match 20%) in March. FTA reimbursed the District \$909. The 20% match of \$227 was provided by Prop 1B for the California Shelters project.

Transit Fund- (Attachment D)

The District ended with a net loss of \$159,423 for the month of March 2012. The decrease to the fund balance was expected, as the District incurs more expenses during the winter season, while recording equal monthly installments of revenue.

The loss decreased Transit's overall fund balance for the year to \$4,603,757, which is approximately \$375,304 more than at the start of the fiscal year. Staff cautions that \$473,057 of FY12's gain is from the transfer of fixed assets from the governmental fund to the transit fund (Buses, Shelters & Equipment). Operations net gain, excluding depreciation, totals \$85,329.

Balance Sheet

The table below reflects the balances on March 31, 2012 between CIP and General Funds and Transit Fund balance sheet items:

	Tahoe Transportation District	
	March 31, 2012	
	<u>CIP / General</u>	<u>Transit</u>
Cash	\$ -	\$ 698,149
Accounts Receivable	\$ 885,305	\$ 904,556
Prepaid Expenses	\$ 2,784	\$ 11,985
Inventory	\$ -	\$ 6,272
Fixed Assets net Depreciation*	\$ -	\$ 4,285,998
Accounts Payable	\$ 747,167	\$ 511,599
EE Compensated Absences	\$ -	\$ 17,918
Deferred Revenue	\$ 60,337	\$ 773,686
Beginning Year Fund Balance	\$ 69,287	\$ 4,228,453

The District has a governmental fund accrued compensated absence balance of \$43,073 and a fixed asset balance, net of depreciation*, of \$979,134 as of March 31, 2012.

* Fixed asset balances, net of depreciation, includes \$3,421,276 in transit funds and \$780,979 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:

District staff continues its efforts to collect contributions for District operations. Staff is working on a lease agreement with the City of South Lake Tahoe for the two transit centers. Terms are still to be determined, but funding will be provided from the TDA revenue inside the Transit operations budget.

Additional Information:

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

Attachments:

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

**District Revenue and Expenditure Comparisons
For the Period Ending March 31, 2012
FY 2012**

ATTACHMENT A

Fund	Actual March	Approved Budget	YTD Actuals	Variance
Capital Improvement Program				
FLH 1/2 Percent Revenues - Rd 1	0	518,386	235,248	283,138
FLH 1/2 Percent Expenditures - Rd 1	0	(518,386)	(235,248)	(283,138)
Net (+ / -)	0	0	0	0
FLH 1/2 Percent Revenues - Rd 2	270,612	2,404,955	1,652,381	752,574
FLH 1/2 Percent Expenditures - Rd 2	(270,612)	(2,404,955)	(1,642,012)	(762,943)
FLH 1/2 Percent Other Funding Source - Rd 2	0	0	(10,369)	10,369
Net (+ / -)	0	0	0	(0)
FLH 1/2 Percent Revenues - Rd 3	0	3,639,375	0	3,639,375
FLH 1/2 Percent Expenditures - Rd 3	0	(3,639,375)	0	(3,639,375)
Net (+ / -)	0	0	0	0
SNPLMA - US 50 Revenues	40,542	0	314,806	(314,806)
SNPLMA - US 50 Expenditures	(40,542)	0	(314,806)	314,806
Net (+ / -)	0	0	0	0
FHWA NV - Scenic Byways Revenues	14,934	0	97,730	(97,730)
FHWA NV - Scenic Byways Expenditures	(14,934)	0	(97,730)	97,730
Net (+ / -)	0	0	0	0
Question 1 - Bikeway North Revenues	6,100	0	6,100	(6,100)
Question 1 - Bikeway North Expenditures	(6,100)	0	(6,100)	6,100
Net (+ / -)	0	0	0	0
Question 1 - Bikeway So. Demo Construction Revenues	2,539	0	2,539	(2,539)
Question 1 - Bikeway So. Demo Construction Expenditures	(2,539)	0	(2,539)	2,539
Net (+ / -)	0	0	0	0
Prop 1B - TSSSDRA Revenues	16,445	0	16,445	(16,445)
Prop 1B - TSSSDRA Expenditures	0	0	0	0
Prop 1B - TSSSDRA Other Funds	(16,445)	0	(16,445)	16,445
Net (+ / -)	0	0	0	0
ARRA - AVL / Elec FareBox Revenues	0	250,000	60,000	190,000
ARRA - AVL / Elec FareBox Expenditures	0	(250,000)	(60,000)	(190,000)
Net (+ / -)	0	0	0	0
ARRA - Bus Purchases Revenues	400	579,603	395,741	183,862
ARRA - Bus Purchases Expenditures	(400)	(579,603)	(1,954)	(577,649)
ARRA - Bus Purchases Other Funds	0	0	(393,787)	393,787
Net (+ / -)	(0)	0	0	0
ARRA - NV Shelters Revenues	10,861	168,000	19,914	148,086
ARRA - NV Shelters Expenditures	(10,861)	(168,000)	(19,914)	(148,086)
Net (+ / -)	0	0	0	0
FTA 5309 - CA Shelters/Transit Equip & PM Revenues	1,136	593,750	210,930	382,820
FTA 5309 - CA Shelters/Transit Equip & PM Expenditures	(1,136)	(593,750)	(50,925)	(542,825)
FTA 5309 - CA Shelters/Transit Equip & PM Other Funds	0	0	(160,005)	160,005
Net (+ / -)	(0)	0	0	0
FTA 5308 - Buses & Trolley / Placer Cty Bus Revenues	0	1,250,000	0	1,250,000
FTA 5308 - Buses & Trolley / Placer Cty Bus Expenditures	0	(1,250,000)	0	(1,250,000)
Net (+ / -)	0	0	0	0
FTA 5311 - NDOT Elec FareBoxes Revenues	0	420,950	0	420,950
FTA 5311 - NDOT Elec FareBoxes Expenditures	0	(420,950)	0	(420,950)
Net (+ / -)	0	0	0	0

**District Revenue and Expenditure Comparisons
For the Period Ending March 31, 2012
FY 2012**

ATTACHMENT A

Fund	Actual March	Approved Budget	YTD Actuals	Variance
Capital Improvement Program Continued				
FTA 5311 - NDOT Trolley Revenues	0	236,906	0	236,906
FTA 5311 - NDOT Trolley Expenditures	0	(236,906)	0	(236,906)
Net (+ / -)	0	0	0	0
CIP Fund Recap				
CIP Fund Revenues	363,570	10,061,925	3,011,835	7,050,090
CIP Fund Expenditures	(347,124)	(10,061,925)	(2,431,229)	(7,630,696)
CIP Fund Other Fund Sources	(16,445)	0	(580,606)	580,606
Net (+ / -)	0	0	0	(0)
CIP Unrestricted Fund Balance	0			
FY 2012 (+ / -)	0			
Fund Balance @ 3/31/12	0			

General				
USFS SNPLMA Revenues	0	148,153	142,424	5,729
USFS SNPLMA Expenditures	0	(148,153)	(35,160)	(112,993)
USFS SNPLMA Other Fund Source	0	0	(107,264)	107,264
Net (+ / -)	0	0	0	0
CNG Fueling Facility Revenues	20,838	132,765	87,167	45,598
CNG Fueling Facility Expenditures	(9,751)	(132,765)	(83,417)	(49,348)
Net (+ / -)	11,087	0	3,750	(3,750)
Rental Car Mitigation Revenues	13,530	75,000	62,276	12,724
Rental Car Mitigation Expenditures	(8,714)	(73,650)	(19,794)	(53,856)
Net (+ / -)	4,816	1,350	42,482	(41,132)
District Operations Revenues	8,991	368,575	100,774	267,801
District Operations Expenditures	(12,241)	(365,673)	(146,077)	(219,596)
District Operations Other Fund Source	0	0	10,369	(10,369)
Net (+ / -)	(3,250)	2,902	(34,934)	37,836
General Fund Recap				
General Fund Revenues	43,358	724,493	392,641	331,852
General Fund Expenditures	(30,705)	(720,241)	(284,449)	(435,792)
General Fund Other Fund Source	0	0	(96,894)	96,894
Net (+ / -)	12,653	4,252	11,298	(7,046)
General Fund Balance	69,287			
FY 2012 (+ / -)	11,298			
Fund Balance @ 3/31/12	80,585			

Transit Operations				
Transit Ops Revenues	360,931	4,488,931	3,543,047	945,884
Transit Ops Expenditures	(536,799)	(4,714,277)	(3,845,243)	(869,034)
Transit Ops Other Funding Sources	16,445	225,346	677,501	(452,155)
Net (+ / -)	(159,423)	0	375,304	(375,304)
Transit Invested In Capital, Net	4,200,467			
Transit Unrestricted Funds	27,986			
FY 2012 (+ / -)	375,304			
Fund Balance @ 3/31/12	4,603,757			

**TAHOE TRANSPORTATION DISTRICT
GENERAL FUND**

ATTACHMENT B

**STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
YEAR TO DATE AS OF MARCH 31, 2012**

	Actual March	Budget YTD	Actual YTD	Variance
REVENUES				
General Fund Revenues				
USFS - SNPLMA Rd 9		148,153	142,424	5,729
CNG Fuel Sales	20,838	132,765	87,167	45,598
Rental Car Mitigation Revenues	13,530	75,000	62,276	12,724
Contributions		165,000	20,000	145,000
Admin Support	8,991	203,575	80,774	122,801
Total Revenues	43,358	724,493	392,641	331,852
EXPENDITURES				
General Fund Expenditures				
USFS-SNPLMA Expenditures				
Professional Services		148,153	35,160	112,993
Sub Total	0	148,153	35,160	112,993
CNG Expenditures				
Facility Rent	470	7,350	3,822	3,528
Insurance	312	3,848	2,808	1,040
Permits	319	350	319	31
Professional Fees		0		0
Utilities	8,650	121,217	76,468	44,749
Sub Total	9,751	132,765	83,417	49,348
Rental Car Mitigation Expenditures				
Professional Legal	-11,286	30,000	0	30,000
Transit Ops: South Shore		20,000		20,000
Transit Ops: North Shore	20,000	20,000	20,000	0
Advertising		1,000		1,000
Travel & Per Diem		1,650	-38	1,688
Auto Misc		1,000	-168	1,168
Sub Total	8,714	73,650	19,794	53,856
District Operations				
Salaries and Wages	1,640	41,815	14,910	26,905
Medicare	23	606	210	396
FICA		0	3	-3
DAC Pension Plan	131	3,345	1,188	2,157
Health Insurance	132	3,913	1,514	2,399
Dental Insurance	11	374	132	242
Life Insurance	4	49	48	1
Vision Care Insurance	2	66	24	42
Worker's Compensation	18	191	53	138
Supplies	477	5,724	4,569	1,155
Reproduction & Printing		0	670	-670
Professional Legal		34,200	5,956	28,244
Training & Per Diem	178	0	2,522	-2,522
Facility Rent	2,197	26,358	19,773	6,585
Facility Utilities	173	2,081	1,557	524
Auto Misc	500	6,000	4,514	1,486
Subscriptions & Publications	255	400	572	-172
Postage		225	220	5
Dues		1,500		1,500
Professional Services	5,923	137,376	53,307	84,069
Auditing	576	5,450	3,466	1,984
Equipment		0	10,369	-10,369
Legislative Outreach		66,000	20,500	45,500
Financing Fees (Interest)		30,000		30,000
Sub Total	12,241	365,673	146,077	219,596

**TAHOE TRANSPORTATION DISTRICT
GENERAL FUND**

ATTACHMENT B

**STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
YEAR TO DATE AS OF MARCH 31, 2012**

	Actual March	Budget YTD	Actual YTD	Variance
Total Expenditures	30,705	720,241	284,449	435,792
Excess of Revenues over Expenditures	12,653	4,252	108,192	
Other Funding Sources (Uses)				
USFS SNPLMA				
Transit Ops Rte 30		0	-107,264	107,264
District Operations				
Capital Outlay - Computer Equipment		0	10,369	-10,369
Total Other Funding Sources (Uses)	0	0	-96,894	96,894
Net Change in Fund Balance	12,653	4,252	11,298	
Revenue Total	43,358	724,493	392,641	
Expenditure Total	-30,705	-720,241	-284,449	
Other Funding Sources Total	0	0	-96,894	
Net + / (Loss)	12,653	4,252	11,298	

Fund Balance - General Fund	69,287
FY 2012 (+ / -)	11,298
Fund Balance @ 3/31/12	80,585

**TAHOE TRANSPORTATION DISTRICT
CAPITAL IMPROVEMENT PROGRAM**

ATTACHMENT C

STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES

YEAR TO DATE AS OF MARCH 31, 2012

	Actual March	Budget YTD	Actual YTD	Variance
REVENUES				
Capital Improvement Program Fund Revenues				
FLH 1/2 Percent Rd 1		518,386	235,248	283,138
FLH 1/2 Percent Rd 2	270,612	2,404,955	1,652,381	752,574
FLH 1/2 Percent Rd 3		3,639,375		3,639,375
SNPLMA - US 50	40,542	0	314,806	-314,806
FHWA NV - Scenic Byways	14,934	0	97,730	-97,730
Question 1 (Bikeway - North)	6,100	0	6,100	-6,100
Question 1 (Bikeway - So Demo Construction)	2,539	0	2,539	-2,539
Prop 1B - TSSSDRA (Security Cameras)	16,445	0	16,445	-16,445
ARRA - AVL/Electronic Fareboxes		250,000	60,000	190,000
ARRA - Bus Purchases	400	579,603	395,741	183,862
ARRA - NV Shelters	10,753	160,000	19,342	140,658
ARRA - NV Shelters Match - Douglas Cty	107	8,000	573	7,427
FTA - 5309 CA Shelters / Transit Equip & PM	909	475,000	168,743	306,257
FTA - 5309 CA Shelters Match - CalTrans	-63	18,000	1,332	16,668
FTA - 5309 CA Shelters / Transit Equip Match - Prop 1B	290	78,113	30,173	47,940
FTA - 5309 Transit PM Match - Transit		22,637	10,682	11,955
FTA - 5308 Bus & Trolley / Placer Bus Purchase		1,000,000		1,000,000
FTA - 5308 Bus & Trolley / Bus Match - Placer Cty		31,250		31,250
FTA - 5308 Bus & Trolley / Bus Match Prop 1B		218,750		218,750
FTA - 5311 NDOT - Elec Fareboxes		336,760		336,760
FTA - 5311 Elec Farebox Match- Prop 1B		84,190		84,190
FTA - 5311 NDOT - Trolley		189,525		189,525
FTA - 5311 Trolley Match - Prop 1B		47,381		47,381
Total Revenues	363,570	10,061,925	3,011,835	7,050,090
EXPENDITURES				
Capital Improvement Program Fund Expenditures				
FLH 1/2 Percent Expenditures - Rd 1				
FLH Capital Projects		275,000	51,392	223,608
FLH Planning & Environmental Doc		218,974	124,706	94,268
Salaries and Wages		14,418	37,825	-23,407
Medicare		198	528	-330
Fica		229	350	-121
DAC Pension Plan		924	2,547	-1,623
Health Insurance		2,450	5,883	-3,433
Dental Insurance		240	541	-301
Life Insurance		27	167	-140
Vision Care Insurance		41	93	-52
Worker's Compensation		72	135	-63
Admin Support		5,813	11,080	-5,267
Sub Total	0	518,386	235,248	283,138

**TAHOE TRANSPORTATION DISTRICT
CAPITAL IMPROVEMENT PROGRAM**

ATTACHMENT C

STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES

YEAR TO DATE AS OF MARCH 31, 2012

	Actual March	Budget YTD	Actual YTD	Variance
FLH 1/2 Percent Expenditures - Rd 2				
FLH Capital Projects	225,797	500,000	870,767	-370,767
FLH Planning & Environmental Doc	9,868	1,734,275	510,214	1,224,061
Salaries and Wages	23,359	105,731	179,246	-73,515
Medicare	318	1,533	2,452	-919
Fica		229	0	229
DAC Pension Plan	1,869	8,230	14,340	-6,110
Health Insurance	3,029	12,248	21,258	-9,010
Dental Insurance	279	1,198	1,948	-750
Life Insurance	87	138	603	-465
Vision Care Insurance	48	203	335	-132
Worker's Compensation	256	528	781	-253
Admin Support	5,704	40,642	40,068	574
Sub Total	270,612	2,404,955	1,642,012	762,943
FLH 1/2 Percent Expenditures - Rd 3				
FLH Capital Projects		2,024,400		2,024,400
FLH Planning & Environmental Doc		1,405,998		1,405,998
Salaries and Wages		129,761		129,761
Medicare		1,882		1,882
DAC Pension Plan		10,381		10,381
Health Insurance		14,698		14,698
Dental Insurance		1,438		1,438
Life Insurance		165		165
Vision Care Insurance		243		243
Worker's Compensation		648		648
Admin Support		49,761		49,761
Sub Total	0	3,639,375	0	3,639,375
SNPLMA - US 50				
Contracts	40,542	0	314,806	-314,806
Sub Total	40,542	0	314,806	-314,806
FHWA NV - Scenic Byways				
Contracts	14,934	0	97,730	-97,730
Sub Total	14,934	0	97,730	-97,730
Question 1 (Bikeway - North)				
Contracts	6,100	0	6,100	-6,100
Sub Total	6,100	0	6,100	-6,100
Question 1 (Bikeway - So Demo Construction)				
Prof Services - Legal	2,539	0	2,539	-2,539
Sub Total	2,539	0	2,539	-2,539
Prop 1B - TSSSDRA (Security Cameras)				
Equipment Under \$5,000	16,445	0	16,445	-16,445
Reimbursed Equipment	-16,445	0	-16,445	16,445
Sub Total	0	0	0	0
ARRA - AVL / Elec. FareBoxes				
Equipment over \$5,000		250,000	60,000	190,000
Sub Total	0	250,000	60,000	190,000

TAHOE TRANSPORTATION DISTRICT
CAPITAL IMPROVEMENT PROGRAM

ATTACHMENT C

STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES

YEAR TO DATE AS OF MARCH 31, 2012

	Actual March	Budget YTD	Actual YTD	Variance
ARRA - Bus Purchase				
Equipment over \$5,000		552,203	393,787	158,416
Reimb. Buses		0	-393,787	393,787
Professional Services		24,694		24,694
License & Permits	18	1,000	18	982
Salaries and Wages	241	1,078	1,417	-339
Medicare	3	16	21	-5
DAC Pension Plan	19	86	113	-27
Health Insurance	45	101	45	56
Dental Insurance	6	10	6	4
Life Insurance	2	2	2	0
Vision Care Insurance	1	2	1	1
Worker's Compensation	3	5	16	-11
Admin Support	62	406	317	89
Sub Total	400	579,603	1,954	577,649
ARRA - NV Shelters				
Contract Services	9,803	48,000	13,140	34,860
Printing & Reproduction		0	40	-40
Professional - Legal		0	1,388	-1,388
Professional Services	400	0	400	-400
Legal Notices		0	968	-968
CIP over \$5,000		120,000		120,000
Salaries and Wages	417	0	2,755	-2,755
Medicare	5	0	37	-37
DAC Pension Plan	33	0	220	-220
Health Insurance	80	0	334	-334
Dental Insurance	7	0	29	-29
Life Insurance	2	0	9	-9
Vision Care Insurance	1	0	5	-5
Worker's Compensation	5	0	16	-16
Admin Support	107	0	573	-573
Sub Total	10,861	168,000	19,914	148,086
FTA 5309 - CA Shelters / Transit Equip & PM				
Contract Services	825	48,000	20,063	27,938
CIP over \$5,000		188,750	73,301	115,449
Reimb Shelters		0	-75,890	75,890
Reproduction & Printing		0	270	-270
Legal Ads		0	355	-355
Preventive Maintenance		113,193	52,779	60,414
Reimb PM			-52,779	52,779
Equipment		226,651	56,877	169,774
Reimb Equip			-31,336	31,336
Professional Services		0		0
Professional - Legal		0	75	-75
Salaries and Wages	190	10,591	4,730	5,861
Medicare	3	154	63	91
Fica		0	3	-3
DAC Pension Plan	15	847	374	473
Health Insurance	45	1,273	780	493
Dental Insurance	4	123	68	55
Life Insurance	1	13	23	-10
Vision Care Insurance	1	20	12	8
Worker's Compensation	2	50	13	37
Admin Support	51	4,085	1,146	2,939
Sub Total	1,136	593,750	50,925	542,825

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

ATTACHMENT C

YEAR TO DATE AS OF MARCH 31, 2012

	Actual March	Budget YTD	Actual YTD	Variance
FTA - 5308 Bus & Trolley / Placer Bus Purchase				
Equip over \$5,000		156,250		156,250
CIP over \$5,000		1,093,750		1,093,750
Sub Total	0	1,250,000	0	1,250,000
FTA - 5311 NDOT - Elec Fareboxes				
Equip over \$5,000		420,950		420,950
Sub Total	0	420,950	0	420,950
FTA - 5311 NDOT - Trolley				
License & Permits		250		250
Professional Services		3,656		3,656
Equip over \$5,000		233,000		233,000
Sub Total	0	236,906	0	236,906
Total Expenditures	347,124	10,061,925	2,431,229	7,630,696
Excess of Revenues over Expenditures	16,445	0	580,606	
Other Funding Sources (Uses)				
FLH 1/2 Percent Expenditures - Rd 2				
Capital Outlay - Computer Equipment		0	-10,369	10,369
Prop 1B TSSSDRA				
Capital Outlay - Equipment	-16,445	0	-16,445	16,445
ARRA 5311 - Bus Purchases				
Capital Outlay - Equipment		0	-393,787	393,787
FTA 5309 - CA Shelters / Transit Equip & PM				
Capital Outlay - CA Shelters			-75,890	75,890
Capital Outlay - Equipment			-31,336	31,336
Preventative Maint Outlay			-52,779	52,779
Total Other Funding Sources (Uses)	-16,445	0	-580,606	580,606
Net Change In Fund Balance	0	0	0	
Revenue Total	363,570	10,061,925	3,011,835	
Expenditure Total	-347,124	-10,061,925	-2,431,229	
Other Funding Sources Total	-16,445	0	-580,606	
Net + / (Loss)	0	0	0	

Unrestricted Funds - CIP	0
FY 2012 (+ / -)	0
Fund Balance @ 3/31/12	0

TAHOE TRANSPORTATION DISTRICT
TRANSIT FUND

ATTACHMENT D

STATEMENT OF REVENUES, EXPENDITURES AND CHANGES TO FUND BALANCES

YEAR TO DATE AS OF MARCH 31, 2012

	Actual March	Budget YTD	Actual YTD	Variance
REVENUES				
Transit Operations Revenues				
Private Contributions	82,553	1,406,546	814,875	591,671
Local Governments	4,167	87,552	54,261	33,292
TDA Funds	101,764	955,982	976,875	-20,893
Farebox Revenue	53,325	545,819	463,100	82,719
FTA 5311 NDOT	114,123	1,200,040	918,708	281,332
FTA 5311 CalTrans		92,992	92,992	0
FTA 5311 CMAQ		200,000	200,000	0
RTAP CalTrans		0	1,411	-1,411
Insurance Claim	5,000	0	20,826	-20,826
Total Revenues	360,931	4,488,931	3,543,047	945,884
EXPENDITURES				
Transit Operations Expenditures				
Contract Services	329,181	2,902,633	2,256,314	646,319
Vehicle Fuel	67,466	785,000	438,165	346,835
Insurance	11,985	170,000	232,574	-62,574
Repairs & Maintenance	2,116	113,193	126,981	-13,788
Facility Utilities	3,761	52,260	27,354	24,906
Professional Services	547	46,000	17,692	28,308
Facility Rent	4,160	43,200	33,600	9,600
Reproduction & Printing	360	31,000	11,550	19,450
Telephone	1,397	30,000	16,291	13,709
Grant Match - FTA 5309 PM		25,001	10,682	14,319
Professional Legal	23,696	18,000	40,544	-22,544
Audit Services	1,248	14,900	6,968	7,932
Training & Travel	1,840	10,630	5,017	5,613
Advertising		7,500		7,500
Vehicle Fuel Tax	250	1,591	1,152	439
Legal Notices		1,500		1,500
Subscriptions & Publications		1,638	1,459	179
License & Permits		225	1,359	-1,134
Bank Fees	222	3,000	4,627	-1,627
Financing Fees (Interest)		25,000	221	24,779
Equipment under \$5,000	16,445	0	44,745	-44,745
Depreciation	52,290	0	387,525	-387,525
Salaries and Wages	13,901	260,196	127,881	132,315
Medicare	184	3,771	1,692	2,079
Social Security		11,625	2,098	9,527
DAC Pension Plan	1,028	9,190	6,731	2,459
Health Insurance	1,290	37,531	11,633	25,898
Dental Insurance	147	4,089	1,340	2,749
Life/STD Insurance	50	433	463	-30
Vision Care Insurance	26	671	239	432
Worker's Compensation	141	1,632	755	877
Admin Support	3,066	102,868	27,591	75,277
Total Expenditures	536,799	4,714,277	3,845,243	869,034
Excess of Revenues over Expenditures	-175,868	-225,346	-302,196	
Other Funding Sources (Uses)				
SNPLMA Transfer		112,153	107,264	4,889
FTA 5309 Preventative Maint Outlay		113,193	52,779	60,414
FTA 5309 Capital Outlay	16,445	0	517,458	-517,458
Total Other Funding Sources	16,445	225,346	677,501	-452,155
Net Change in Fund Balance	-159,423	0	375,304	

**TAHOE TRANSPORTATION DISTRICT
TRANSIT FUND**

ATTACHMENT D

STATEMENT OF REVENUES, EXPENDITURES AND CHANGES TO FUND BALANCES

YEAR TO DATE AS OF MARCH 31, 2012

	Actual March	Budget YTD	Actual YTD	Variance
Revenue Total	360,931	4,488,931	3,543,047	
Expenditure Total	-536,799	-4,714,277	-3,845,243	
Other Funding Sources	16,445	225,346	677,501	
Net + / (Loss)	<u>(159,423)</u>	<u>0</u>	<u>375,304</u>	

Invested In Capital, Net	4,200,467
Unrestricted Funds - Transit	27,986
FY 2012 (+ / -)	<u>375,304</u>
Fund Balance @ 3/31/12	<u>4,603,757</u>



MEMORANDUM

Date: May 7, 2012
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Review and Acceptance of BlueGO's Monthly March 2012 Operations Report

Action Requested:

It is requested the Board review and accept BlueGO's monthly operations report for March 2012.

Background:

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

Discussion:

Keolis reports that despite several feet of snow and nine days of operation with tire chains the fixed routes ran in a timely fashion with minimal service interruptions. The operation was completely injury free. Supervisors conducted 230 random route time checks, two on-the-road driver evaluations, 42 gate checks and five radar checks.

The Keolis-employee Transit Advisory Committee met with the Transit Manager on April 25. The Committee discussed an operational plan to handle construction-related service issues on Highway 50, as well as the On-call no-show, late cancellation, and excessive cancellation policies.

There were four driver-related complaints in March: one complaint involving a fare dispute, one complaint of driver rudeness, one complaint of inappropriate behavior, and one complaint of a mobility device improperly restrained. There was one formal complaint against dispatch for providing incorrect information. Appropriate corrective action was taken in all instances and one employee was terminated.

The following Keolis employees received awards: Tom Frye is the recipient of the Safety Award for being an outstanding customer service representative who is consistent and professional in everything he does. Even while driving Kingsbury grade at night and driving in snowy conditions, Tom has been accident and incident free while in service to the public and is a role model for other employees.

Lori Shafer, new to BlueGO this year, is the recipient of the Customer Service Award. She has already been recognized by fellow employees and guests for her positive, upbeat, helpful demeanor. She's a true asset to our transit system.

Ted McLelland is the recipient of a Helpful and Flexible Award for having been the “go-to” staff member whenever a shift needs to be replaced or added at the last minute. He has been an integral part of our on-time performance as he often comes in to work with limited notice.

There were three accidents (when a bus makes contact with another vehicle or a fixed object) and two incidents (events, such as slips, trips, falls and securement failures) in the month of March. Only one accident created financial liability to the District in the amount of \$2,659. One accident was weather related; a determination of the cause could not be made in the second accident; and investigation by Keolis staff determined the driver was at-fault in the third accident. One incident was the result of an equipment failure and the second was the result of a driver not observing proper safety protocols. There were 33 road calls in March, two of which resulted in more than a ten-minute delay in service.

Fixed-route ridership was essentially unchanged from last year, while revenue increased by 2.5%. Compared with the previous month, ridership and revenue on the fixed-routes were up 5.3% and 8.7% respectively. Continuing the general trend for this year, ridership on the winter routes was down 28.7% compared with March 2011, but on a positive note up 19.6% from February 2012.

Avego Update:

The User Acceptance Test phase of the project began May 1.

Farebox Update:

The data collection system was installed on April 25, and operator training on the use of the fareboxes has begun. One of the new buses which arrived with a farebox installed went into service May 5.

Kelly Ridge Bus Stop:

The District has been approached by Kelly Ridge staff and residents with a request to re-institute route 53 service to their location at the corner of Herbert and Pioneer. Prior to the implementation of the Sustainable Service Plan, Kelly Ridge was served by routes 52 and 55. Due to fiscal constraints, these routes, along with routes 22, 30, 40 and 51, were eliminated. It is the staff recommendation that no changes be made to the current service plan at this time.

The current service design was based on the operating characteristics identified in the 2010 Short Range Transit Plan. The study focused on two primary factors: route effectiveness as measured by ridership and cost; and transit need as determined by various demographic factors. Average daily boardings and alightings at various locations were also considered as a predictor of future demand.

Given the financial condition of BlueGO, only two routes serving the City of South Lake Tahoe could be maintained. The level of funding from California LTF, STA and Caltrans sources remains stagnant, making additional service within the State of California impossible, without additional revenues from another source. The effectiveness of routes 52 and 55 was low in every key category, including cost per passenger trip, farebox return ratio, passenger trips per vehicle hour, and subsidy per passenger trip.¹

The service area characteristics considered when deciding where to run the two remaining routes were based on the population densities within the census tracts of different transit-

¹ Short Range Transit Plan, Pages 43, 45, 46 and 48

dependent groups: youth, elderly, mobility limited, impoverished, and zero-vehicle households.² The locations of major employers as the primary destination for transit-dependent populations was also considered in the service design.³

Based on all of these factors, it was decided to focus transit service along the Hwy 50 corridor and the Bijou area. Route 53 was completely re-configured to complement route 50, serve Lake Tahoe Community College (LTCC) and provide service to the Bijou area, which has the highest and densest transit-dependent population.⁴ After more than a year, the decision to reduce the service frequency to LTCC was necessary, as the new route 53 was trying to serve too large an area with too little time. It would be impossible to provide a stop at Kelly Ridge without sacrificing service to other populations. It must also be recognized that even with both route 52 and 55 serving the corner of Herbert and Pioneer, that there were three or fewer boardings and alightings per day at this location.⁵

The marginal operating cost to reintroduce an additional route in the City of South Lake Tahoe that could serve Kelly Ridge would easily exceed \$100,000. As there is no additional transit assistance from governments within California, this route would have to be privately funded. It is also noteworthy that On-call service is available to the residents of Kelly Ridge.

Routes 50 and 53 have been very successful in terms of revenue and ridership, the community as a whole is well-served and staff therefore recommends that the existing service plan be maintained without alteration at this time.

Of Interest:

Staff met with a representative from TIGA Advertising to discuss advertising on the buses. Staff will review advertising policies and contracts and bring additional information to the Board for discussion at the June meeting.

Additional Information:

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

Attachment:

- A. BlueGO statistical data for March 2012

² Ibid, Pages 13 - 17

³ Ibid, Pages 18 - 21

⁴ Ibid, Page 87

⁵ Ibid Page 77

Tahoe Transportation District
Ridership, VSH & VSM by Route
For the Month March 2012

Route	Current Year						FY 10/11						Year-over-Year Change						Year-over-Year % Change						
	Riders	VSH	NSH	VSM	NSM	Farebox	Riders	VSH	NSH	VSM	NSM	Farebox	Riders	VSH	NSH	VSM	NSM	Farebox	Riders	VSH	NSH	VSM	NSM	Farebox	
Winter	10	4,802	367	43	3,395	239	\$ -	5,358	305	9	2,309	330	0	-556	62	33	1,087	-91	0	-10%	20%	356%	47%	-28%	0%
	11	32,073	1,046	116	10,195	922	\$ -	38,507	1,182	37	11,577	876	0	-6,434	-136	79	-1,382	46	0	-17%	-2%	212%	-12%	5%	0%
	12	4,262	315	23	2,034	221	\$ -	6,817	343	11	2,784	186	0	-2,555	-28	13	-750	35	0	-37%	-8%	122%	-27%	19%	0%
	13	4,252	313	29	2,905	328	\$ -	5,334	358	10	3,040	186	0	-1,082	-46	19	-135	142	0	-20%	-13%	188%	-4%	77%	0%
	14	9,043	372	55	3,122	727	\$ -	12,786	418	11	2,482	325	0	-3,743	-46	44	640	402	0	-29%	-11%	392%	26%	124%	0%
	15	13,938	702	65	8,304	805	\$ -	22,452	856	23	8,804	759	0	-8,514	-154	42	-500	46	0	-38%	-18%	179%	-6%	6%	0%
	16						\$ -	3,217	172	10	1,023	180	0	-3,217	-172	-10	-1,023	-180	0	-100%	-100%	-100%	-100%	-100%	0%
	17						\$ -	1,467	67	2	648	4	0	-1,467	-67	-2	-648	-4	0	-100%	-100%	-100%	-100%	-100%	0%
Winter Subtotal		68,370	3,115	333	29,955	3,242	\$ -	95,938	3,702	114	32,666	2,845	0	-27,568	-587	218	-2,711	397	0	-29%	-16%	191%	-8%	14%	0%
Fixed	19X	435	240	53	4,972	1,430	\$ 561							435	240	53	4,972	1,430	561	100%	100%	100%	100%	100%	100%
	20X	1,764	318	89	7,440	1,400	\$ 2,276	2,004	382	199	8,519	8,897	2,522	-240	-64	-110	-1,079	-7,497	-246	-12%	-17%	-55%	-13%	-84%	-10%
	21X	1,723	365	89	10,278	1,410	\$ 2,223	2,080	480	62	13,896	1,426	2,618	-357	-116	27	-3,618	-16	-395	-17%	-24%	43%	-26%	-1%	-15%
	23	7,801	542	17	7,297	372	\$ 10,066	7,480	535	17	727	360	9,415	321	7	0	6,570	12	651	4%	1%	0%	904%	3%	7%
	24	472	37	29	1,100	990	\$ 609	672	31	38	1,035	1,150	846	-200	6	-9	65	-160	-237	-30%	19%	-23%	6%	-14%	-28%
	30																								
	50	15,787	558	3	6,250	62	\$ 20,370	15,605	558	3	6,250	62	19,642	182	0	0	0	0	729	1%	0%	0%	0%	0%	4%
	53	12,285	558	4	8,593	403	\$ 15,851	12,418	558	4	8,593	403	15,630	-133	0	0	0	0	221	-1%	0%	0%	0%	0%	1%
Fixed Subtotal		40,267	2,617	284	45,930	6,067	\$ 51,957	40,259	2,544	323	39,019	12,298	50,673	8	74	-39	6,910	-6,231	1,284	0%	3%	-12%	18%	-51%	3%
OnCall		1,615	620	142	8,258	396	\$ 2,084	2,548	853	113	12,025	1,086	3,207	-933	-233	29	-3,767	-690	-1,123	-37%	-27%	25%	-31%	-64%	-35%
Total		110,252	6,352	759	84,143	9,705	\$ 54,041	138,745	7,099	551	83,711	16,229	53,880	-28,493	-747	208	432	-6,524	161	-21%	-11%	38%	1%	-40%	0%

Non-Seasonal Riders 41,882
Farebox Revenue \$ 54,041

Route	Weekday		Saturday		Sunday		Route	Prior Month						Month-over-Month Change						Month-over-Month % Change					
	VSH	NSH	VSH	NSH	VSH	NSH		Riders	VSH	NSH	VSM	NSM	Farebox	Riders	VSH	NSH	VSM	NSM	Farebox	Riders	VSH	NSH	VSM	NSM	Farebox
10	273	37	50	4	44	3	10	4,685	339	41	3,277	322	0	117	28	2	118	-83	0	2%	8%	5%	4%	-26%	0%
11	655	79	226	21	165	16	11	26,554	1,072	114	11,063	909	0	5,519	-26	2	-868	13	0	21%	-2%	2%	-8%	1%	0%
12	223	17	51	3	42	3	12	4,950	288	20	2,235	203	0	-688	27	3	-201	18	0	-14%	10%	17%	-9%	9%	0%
13	221	21	52	5	40	4	13	3,565	287	29	3,148	307	0	687	26	0	-243	21	0	19%	9%	1%	-8%	7%	0%
14	212	33	87	12	73	10	14	7,809	352	57	3,809	321	0	1,234	19	-1	-687	406	0	16%	5%	-2%	-18%	126%	0%
15	456	40	142	15	105	11	15	9,603	656	66	8,302	484	0	4,335	46	0	2	321	0	45%	7%	0%	0%	66%	0%
17							17						0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%
19X	240	53						57,166	2,994	326	31,834	2,546	0	11,204	121	6	-1,879	696	0	20%	4%	2%	-6%	27%	0%
20X	226	66	52	13	41	10	19X	349	229	51	4,746	1,365	436	86	11	2	226	65	125	25%	5%	5%	5%	5%	29%
21X	277	66	49	13	39	10	20X	1,627	316	74	6,960	1,308	2,033	137	2	15	480	92	243	8%	1%	20%	7%	7%	12%
23	383	12	91	3	69	2	21X	1,625	342	83	9,640	1,314	2,031	98	22	6	638	96	193	6%	7%	7%	7%	7%	9%
24	37	29					23	7,152	506	16	6,807	348	8,938	649	36	1	490	24	1,128	9%	7%	7%	7%	7%	13%
30							24	363	30	24	900	810	454	109	7	5	200	180	155	30%	22%	22%	22%	22%	34%
50	396	2	90	1	72	0	30																		
53	396	3	90	1	72	0	50	15,244	522	3	5,846	58	19,050	543	36	0	403	4	1,320	4%	7%	7%	7%	7%	7%
	3,993	458	979	90	761	69	53	11,881	522	3	8,039	377	14,847	404	36	0	554	26	1,004	3%	7%	7%	7%	7%	7%
OnCall	488	118	76	14	56	10		38,241	2,467	254	42,938	5,580	47,788	2,026	150	30	2,991	487	4,169	5%	6%	12%	7%	9%	9%
Totals	4,481	576	1,055	104	816	80	OnCall	1,593	586	129	7,666	381	1,991	22	34	13	592	15	93	1%	6%	10%	8%	4%	5%
								97,000	6,047	710	82,439	8,507	49,779	13,252	306	50	1,704	1,198	4,262	14%	5%	7%	2%	14%	9%



MEMORANDUM

Date: May 7, 2012
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Approval of Task Order, Task Order Amendment, and Contract Amendment Related to Nevada Stateline to Stateline Bikeway Project Construction and State Route 89/Fanny Bridge Community Revitalization Project Planning

Action Requested:

It is requested the Board approve a Contract Amendment for Lumos & Associates; a Task Order Amendment for Wood Rodgers; and a Task Order for Lumos & Associates as recommended by Staff in the table below.

Nevada Stateline to Stateline Bikeway Project
South Demo Phase 1B (Kahle to Elks Point Rd. – WE 3.3.1B)

Background: Currently, the Nevada Stateline to Stateline Project – Phase 1B plans, specifications, and estimate (PS&E) are at 100%, with construction scheduled for 2012, pending available funding. In anticipation of this schedule, the TTD will require the services for construction engineering, construction staking, construction inspection, and materials testing, as well as final record drawings upon completion of construction.

Discussion: Lumos & Associates has been the Design Engineer for the Project and has a good understanding of the construction staking needs, compliance with material specifications and associated testing, and would be the appropriate firm to provide construction engineering and complete the record drawings as the engineer of record. Therefore, Staff proposes a Task Order with Lumos & Associates to assist TTD with these required construction related activities. Nevada State Question 1 funds specifically identified for construction of South Demo have been secured and will be used to pay for the Construction Services under this Task Order.

SR89/Fanny Bridge Community Revitalization Project (WE 3.4)

Background: As part of the scoping process, residents and business owners requested the development of additional alternatives that focused on the replacement and capacity expansion of Fanny Bridge in its current alignment, which has required the development of two additional alternatives. Full replacement as opposed to rehabilitation has also resulted in the need to develop additional Advanced Planning Studies, as required by Caltrans Structures. Also, as a result of the scoping process, Staff received correspondence from the Truckee/Tahoe Sanitation Agency regarding the location and design load capacity of their main export line, known as the Truckee River Interceptor, which carries all effluent from the north and west shore communities

and is located in the footprint of Alternatives 1-4. Lastly, as the part of the formulating and evaluating alternatives process and associated preliminary engineering, preliminary impacts have been realized as it relates to the ingress/egress of the Caltrans Maintenance Yard. The impact is specifically associated with southern entrance, which has necessitated a reconfiguration of the northern entrance.

Discussion: Due the additional level of effort realized from the addition of two alternatives, additional design efforts to mitigate impacts to Caltrans Maintenance Yard and advanced utility coordination, including conceptual design and engineering of the Truckee River Interceptor Bypass, Staff is requesting a task order amendment to complete the additional level of effort required to address these unforeseen design issues. Staff has requested and received a budget amendment request from Wood Rodgers (Attachment A) and concurs with the cost and justification.

Below are the descriptions and budgets for the proposed purchase orders, contract amendments, task order amendments, and task orders:

Firm	Work Element	Type of Agreement	Phase	Work to be Performed/Deliverable	Cost
Lumos & Associates	Various	Contract Amendment	Various	Amend Contract by increasing the not-to-exceed amount from \$1,000,000 to \$1,500,000, to include task order capacity for this upcoming construction season and future NV Bikeway design needs	\$500,000
Lumos & Associates	3.3.1	Task Order	Construction Engineering & Inspection	Provide construction staking, inspection, materials testing, record drawing services for South Demo Phase 1B	\$213,000
Wood Rodgers	3.4	Task Order Amendment	Planning	Amend existing SR89/Fanny Bridge Task Order by increasing the not-to-exceed amount by \$110,745 for additional engineering task to address community, utility, and Caltrans concerns	\$110,745

Fiscal Analysis:

Program	Description	Total	Grantor	Grant Amount	Match	Match Amount
CIP	Lumos-Construction Engineering & Inspection	\$213,000	SQ-1	\$213,000	N/A	\$ -
CIP	Wood Rodgers Prelim Engineering	\$110,745	FLH 1/2%	\$110,745	N/A	\$ -

RECAP:		
CIP	Grant Funding	\$323,745
	SQ-1	\$213,000
	FLH ½%	\$110,745

Work Program Impact:

All work associated with this effort is captured under respective elements of the existing FY 2012 Work Program, proposed FY 2013 Work Program, and corresponding allotted staff time.

Additional Information:

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

Attachment:

- A. Wood Rodgers' Budget Amendment Request



May 3, 2012

Mr. Alfred Knotts, Principal Planner/Project Manager
 Tahoe Transportation District
 PO Box 499
 Zephyr Cove, NV 89448

Subject: Task Order 4 Amendment 2 – State Route 89/Fanny Bridge Community Revitalization Project

Dear Mr. Knotts;

As discussed, several changes have occurred to the State Route 89/Fanny Bridge Community Revitalization Project which have resulted in an increase in the require scope of work to complete the Task Order. These changes will require amendment of our existing Task Order No. 04. Additionally, the schedule requires amendment to accommodate the completion of the environmental documentation. The changes are summarized below:

- Increased community outreach which has resulted in numerous community meetings, one-on-one meetings, and the preparation of various exhibits.
- Enhanced alternative analysis and the addition of Alternatives 6 and 6a.
- The required improvements to the Caltrans Maintenance Yard.
- Additional Advanced Planning Studies required by Caltrans.
- The increased coordination required for the sewer line.
- The schedule delay related to the completion of the environmental document.

Attached to this letter are the proposed changes to the original Task Order and the proposed revised budget.

These changes result in an increase to this Task Order, in the amount of **\$101,745.00**, which is detailed in the attached Budget Form. Should you have any questions or comments, please contact me at (916) 440-8131 or via email at mrayback@woodrogers.com.

Sincerely,
WOOD RODGERS, INC.

Mark Rayback, PE
 Principal



MEMORANDUM

Date: May 7, 2012
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Authorize District Manager to Execute an Agreement to Extend the Existing North Lake Tahoe Express Operating Contract Through June 30, 2012

Action Requested:

It is requested the Board authorize the District Manager to execute an agreement to extend the existing operating contract one additional month period from May 15, 2012 to June 30, 2012.

Background:

At the December 2011 Board meeting, the Board approved concluding the request for proposal (RFP) process for a new operating contract for the North Lake Tahoe Express with no successful contract awarded. Staff had recommended continuing the existing contract until a new RFP or procurement solution could be determined and brought back to the Board. The Board approved continuation through March 15, 2012.

Subsequent to that approval, Staff was approached by Jan Colyer, Executive Director of the Truckee North Tahoe-Transportation Management Association (TNT-TMA) to extend the existing contract further to accommodate both the startup of the North Lake water shuttle service and to conclude the proposal and award process for a new contract for the North Lake Tahoe Express.

Discussion:

Staff supports the TNT-TMA's request. Legal Counsel has prepared an updated contract amendment (Attachment A). The logic of this request proposes to align the start of the new long term contract with the beginning of the fiscal year, July 1.

Staff recommends approval.

Fiscal Analysis:

There is minor budget impact to the District for this service in the form of legal costs for the request for proposal and contract development, but not for the service. The revenue for this service is provided by a combination of fares, NLTRA contributions, and other Visitor Authority contributions. Insurance, indemnification, and other liability protection are provided for the District by the contractor.

Work Program Analysis:

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

role, has been the project manager, and District staff is confident in the TMA's ability and partner oversight.

Additional Information:

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

Attachment:

- A. Contract Extension

TRANSPORTATION SERVICE AGREEMENT

THIS AGREEMENT is made and entered into this 15th day of May, 2012 for ground transportation service on a month to month basis for a period not to exceed from May 15, 2012 to June 30, 2012, by and between the Tahoe Transportation District (“TTD”), 128 Market Street, Stateline, NV 89449, and Airport Mini Bus (“Contractor”), 100 Sunshine Lane, Reno, NV 89502.

WHEREAS, the parties desire to extend the term of the existing agreement dated November 15, 2010, as previously extended pursuant to an agreement dated November 15, 2011, whereby Contractor has provided ground transportation service between the Reno/Tahoe International Airport and specific locations in the North Lake Tahoe region on scheduled routes; and

WHEREAS, this extension will avoid an interruption in transportation service.

NOW, THEREFORE, in consideration of the foregoing, the parties hereby agree as follows:

1. Contractor shall provide ground transportation service pursuant to the terms and conditions set forth in the existing agreement dated November 15, 2010, as previously extended pursuant to an agreement dated November 15, 2011.
2. This agreement shall be effective for a period not to exceed from May 15, 2012 to June 30, 2012.

IN WITNESS WHEREOF, the parties have executed this agreement on the day and year first written above.

Chip Bell, President
Airport Mini Bus

Date: _____

Carl Hasty, District Manager
Tahoe Transportation District

Date: _____



MEMORANDUM

Date: May 7, 2012
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Approval to Initiate Public Comment Period for Draft US 50 South Shore Community Revitalization Project Relocation Plan and Recommendation on Solicitation and Establishment of Citizens Review Committee

Action Requested:

It is requested the Board approve initiation of a thirty-day public comment period for the Draft US 50 South Shore Community Revitalization Project Relocation Plan and provide recommendation on the solicitation and establishment of Citizens Review Committee.

Background:

The TTD is proposing construction of an improved circulation network in and around the Stateline casino corridor area, between a location 0.25 mile southwest of Pioneer Trail in the City of South Lake Tahoe, California and Nevada State Route (SR) 207 (i.e., Kingsbury Grade) in Douglas County, Nevada. The US 50/South Shore Community Revitalization Project will realign US Highway 50 (US 50) around the Stateline casino corridor area between Lake Parkway in Douglas County, Nevada and a location southwest of Pioneer Trail in South Lake Tahoe, California and create a local main street, including a safer pedestrian and bicycle-friendly roadway and streetscape enhancements within the existing US 50 corridor and the South Shore of Lake Tahoe. The affected segment of existing US 50 is approximately 1.1 miles long. The Project is currently in the preliminary engineering/environmental analysis phase. As required by the environmental regulations of TRPA, CEQA, and NEPA, formal environmental public scoping meetings were held on November 11, 2011 and December 7, 2011 at the TTD Board of Directors meeting and the TRPA Advisory Planning Commission meeting, respectively. In addition to the formal scoping meetings, staff has provided project presentations to numerous community groups and met with private individuals.

Discussion:

Numerous alternatives for the realignment of US 50 have been considered over the years. The current proposal was one of four considered and involves realigning US 50 from its intersection at Lake Parkway in Nevada along Lake Parkway East on the mountain (southeast) side of the Stateline casino corridor area behind the Montbleu and Harrah's casinos. West of the casinos, the realigned US 50 would continue behind (south of) Village Center (formerly Crescent V) and then along a new alignment between Fern and Echo Roads, rejoining the existing US 50 at its intersection with Pioneer Trail. The new US 50 alignment would be four lanes (two travel lanes in each direction) with left-turn pockets at intersections and entrances to businesses. The proposed alternative(s) being considered are estimated to require the full acquisition of 55 properties, which equates to 88 dwelling units and seven commercial retail properties on 25

AK/jw

AGENDA ITEM: XI.A.

land parcels. It is also anticipated additional easements and/or partial acquisitions of several other properties will be required, however this will be further defined as the design progresses.

Sensitive to the right of way acquisition necessary to proceed with the Project and once the Project entered the formal environmental analysis phase, the TTD Board approved accelerating the preparation of a relocation plan for potential affected properties, owners, and residents, consistent with particular statutory relocation obligations. The relocation plan provides required demographic and planning information and sets forth the policies and procedures necessary to conform to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S.C. 4601 et seq.) (the Act). The Draft Plan has been developed by Bender Rosenthal, Inc., a professional consulting firm specializing in commercial valuation and right of way services.

The preparation of this plan involved the formal notification of property owners and tenants. It also involved field interviews of both. In addition, the TTD's outreach team went door to door to distribute project information to residents.

The Plan is organized in five sections:

1. The regional and specific location of the Project **(SECTION I)**;
2. An assessment of the relocation needs of those persons subject to displacement as a result of the Project **(SECTION II)**;
3. An assessment of replacement housing opportunities within the City of South Lake Tahoe area **(SECTION III)**;
4. A description of the policies and procedures that the TTD will follow to meet displaced resident needs and ensure compliance with federal law **(SECTION IV)**; and
5. Necessary administrative provisions **(SECTION V)**.

Staff is requesting approval to circulate the draft plan for a 30-day public review and comment period, following consultation with the project delivery team members (PDT). The comments received during the public comment period will be incorporated and/or responded to in a Final Relocation Plan and will be presented to the TTD Board of Directors for consideration at the July 2012 meeting. As part of the May 11, 2012 meeting, staff will be preparing and presenting an update on the project, including the initial findings of the Relocation Plan.

In addition to this request, staff is also requesting approval in concept of the solicitation and subsequent establishment of a Citizens Review Committee (CRC) to provide non-technical consultations on design, relocation considerations, and other project elements to the PDT as they relate developing the best project for the community and environment. Some of the criteria being considered in the formation of the CRC are:

- Membership of no more than 15 people
- Representation by residential owners, commercial owners, tenants, senior community, minority community, neighborhood associations, environmental groups, business groups
- Commitment to devote eight hours per month, including physical meeting attendance
- Commitment to a constructive and solution-oriented process to facilitate the best project development and implementation possible

To establish the CRC, staff proposes to solicit nominations for representation from the existing database of interested and affected citizens and business, as well as publish a public advertisement in the Tahoe Daily Tribune, no less than two times with an open nomination period of no less than two weeks (14 calendar days). Staff will prepare a recommendation, with input from the PDT, for Board review and approval once all the nomination forms are received and reviewed. To reiterate the primary difference between the CRC and PDT, or a technical advisory committee, is the value they bring representing key aspects of community opinion and needs, including addressing concerns and ideas on constructive solutions for the project.

Additional community outreach and interaction will continue throughout the project development process. Many of the comments and concerns received to date are design related and can be addressed in the next six to nine months. It is likely some public design vignette sessions will need to be planned and used in addition to the work of the PDT and CRC. Staff will be consulting with the City, Douglas County, and others to organize and develop these sessions.

Fiscal Analysis:

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

Work Program Analysis:

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

Additional Information:

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



MEMORANDUM

Date: May 7, 2012

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Authorize an Amendment to the Tahoe Transportation District Transit Sustainable Service Plan to Include the East Shore Express; Authorize District Manager to Execute East Shore Express Agreements with Washoe County and the Washoe County School District; and Approval of a Task Order and Purchase Orders related to the East Shore Express

Action Requested:

It is requested the Board approve the following for implementation of the East Shore Express:

- 1) Authorize an Amendment to the TTD Transit Sustainable Service Plan to include the East Shore Express Service;
- 2) Authorize District Manager to execute an Agreement with Washoe County (WC) to use the old Incline Library parking lot for East Shore Express overflow parking;
- 3) Authorize District Manager to execute an Agreement with Washoe County School District (WCSD) to use the old and new Incline Elementary School parking lots; and
- 4) Pending execution of the Agreements with WC and WCSD, approve a task order for LSC Transportation Consultants; and purchase orders for operating the East Shore Express identified in Table 1 of the staff summary.

Background:

At the April 13, 2012 TTD Board meeting, the Board approved the State Route 28 Technical Advisory Committee's (28 TAC) recommendation of a service plan for the East Shore Express pilot transit program and accepted the East Shore Demonstration Transit Shuttle Concept Development/Feasibility Study prepared by LSC Transportation Consultants. Since that approval, staff has been working with WCSD staff for use of the Old Incline Elementary School site (approximately 55 parking spaces) and the New Incline Elementary School site (approximately 55 parking spaces), and WC staff for use of the Old Incline Library site (approximately 30 spaces) to provide approximately 140 parking spaces for the East Shore Express. These efforts were necessary because Incline Village General Improvement District (IVGID) would not approve the use of Diamond Peak parking facilities. Both WCSD and WC are supportive of the project and are in the process of working with TTD staff on facility use agreements for those sites. WCSD and WC staff has informed TTD that their agencies are able to execute the agreements without their Board's approval, as these are simple use agreements and fit within the allowed temporary facility use permit requirements. WCSD will be informing their Board of Trustees at their May 22 meeting of the project and agreement they have made with TTD. TTD staff and WCSD staff attended the Incline Elementary PTA meeting on April 17 to give a presentation on the East Shore Express and the use of the old and new Incline Elementary School sites for parking. The principal, Kathleen Watty, and the other members of

DK/jw

AGENDA ITEM: XI.B.

the PTA were supportive of the project and recommended approval of TTD's use of the parking areas for two summers. The Nevada Department of Transportation (NDOT) and the United States Forest Service-Lake Tahoe Basin Management Unit (USFS-LTBMU) have both approved the funding applications for the East Shore Express and are in the process of finalizing those funding agreements, both having an effective date of May 1, 2012.

TTD staff proposes a start date of June 15, 2012 for the East Shore Express. In order to meet that deadline, it is important for the Board to authorize the District Manager to execute Agreements, Task Orders, and Purchase Orders identified in the table below, pending all funding agreements and parking use agreements are in place, in order to provide staff adequate time to start the media campaign and start preparing for operations. It is anticipated that the funding agreements and parking use agreements will be completed by May 22. The June 8, 2012 TTD Board meeting would not provide staff sufficient time to get everything in place for a June 15, 2012 start date.

The mechanism to provide the operator and service for the East Shore Express is the District's Transit Service Plan. The Sustainable Service Plan adopted by the Board on March 11, 2011 must be amended in order to expand the area of service to include the East Shore Express.

Discussion:

Operations

The East Shore Express is planned to operate June 15 through September 3 from 9:00 a.m. to 6:00 p.m. seven (7) days per week, with service every 20 minutes between Incline Village (Old Incline Elementary School) and Sand Harbor Nevada State Park. The service plan for the East Shore Express provides the main parking at the Old Incline Elementary School, with overflow parking at the New Elementary School and Old Incline Library. Based on previous data collected, the approximate 55 spaces at the Old Incline Elementary School would provide sufficient parking for midweek and the overflow parking areas would only be used on peak days (Friday through Sunday and holidays).

Fares for the East Shore Express will be collected on the buses at the parking area only and will be \$3 per person with half fares for children under 12, seniors, and disabled. Two BlueGO buses would be utilized the majority of the time with two additional BlueGO buses used during peak times to maintain the 20 minute service. The East Shore Express will also provide a connection with TART with a transfer arrangement similar to what is done on the west shore between TTD and TART.

The agreement with TTD's current operator of BlueGO, Keolis, allows for changes to the service plan without alteration to the contract, as long as the total number of revenue hours does not increase or decrease by more than 20%. The original agreement specified 54,495 revenue hours. The 1,940 revenue hours proposed in this service plan represents an increase of 3.5%, and is within the parameters of the contract. Keolis has no objections to operate the East Shore Express and has agreed to do so. The total number of revenue hours paid to Keolis to provide the service will not exceed 1,940 and the associated fees will not exceed \$103,557. The total estimated cost to operate the East Shore Express is estimated at \$273,400, with anticipated farebox revenue of \$30,000.

Funding

The total estimated East Shore Express funding necessary is \$243,400, which would be provided by both NDOT and the USFS-LTBMU. NDOT has awarded TTD a Federal Transit

Administration (FTA) 5311 grant for the East Shore Express in the amount of \$146,040, which is 60% of the funding. The USFS-LTBMU has agreed to provide Southern Nevada Public Lands Management Act (SNPLMA) funds as the match to the NDOT grant for the remaining 40% of the funding needs of \$97,360. Both grant applications have been approved by NDOT and USFS.

Parking Facility Use Agreements

WCSD will require a Facility Use Agreement for both the old and new Incline Elementary School sites. The Facility Use Agreement fee for use of both sites is \$10 per hour per day. The total use fee for 81 days at nine hours per day totals \$7,290. In addition to the \$7,290, there will also be a fee of \$4,150 for WCSD to put up temporary fencing, striping, and cleanup of the parking areas at the old Elementary School site in order to use the vacant facility for parking. TTD staff and WCSD staff are working together to get the agreement in place by May 22.

WC will require a Right of Entry Agreement for use of the old Incline Library parking area and will not be charging a fee for TTD to utilize that parking facility. TTD staff and WC staff are working together to get the agreement in place by May 22.

Media Plan

In order to educate the public and inform them of the new safer alternative access to Sand Harbor before the June 15 start of the East Shore Express, TTD is planning to release an extensive public outreach campaign following the execution of the parking area agreements on May 22. TTD's public outreach team will be developing the messaging and content for the campaign in the most effective manner possible to reach not only the Lake Tahoe area, but the Reno area as well, which is planned to generate the largest ridership for the East Shore Express based on recent surveys conducted by both TTD and Nevada Division of State Parks. The media plan for the public outreach campaign is provided as Attachment A. As this is the first year of service, it will be very important to educate people on how to use the service. After this first year, the media plan will be significantly reduced for following years.

Services Necessary for Operations

In order to ensure the parking locations are properly maintained and secured, TTD will need to provide parking lot attendants to help direct traffic and provide security of the Incline Elementary facilities, as well as trash service, portable restrooms, and proper signage to direct traffic to the appropriate parking areas. The multiple parking locations have increased the cost of maintenance services. In an effort to accommodate items passengers may be carrying onto the bus, such as coolers, chairs, etc., TTD is temporarily removing a couple rows of seats in the five buses planned for service and installing luggage racks that can be easily removed after the seasonal service ends and reinstalled each year. TTD followed the Federal Transit Administration (FTA) procurement procedures and obtained a minimum of three quotes for all necessary services over \$2500 and selected the lowest responsible bids. All of the service costs are included in Table 1 on the following page.

Monitoring Plan

LSC Transportation Consultants (LSC) will be preparing a monitoring plan as identified in the East Shore Demonstration Transit Shuttle Concept Development/Feasibility Study they previously prepared. LSC will monitor the performance and ridership characteristics of the East Shore Express for the 2012 summer operating season. The data identified in the monitoring will be used in the SR 28 Corridor Management Plan for further consideration in future transit operations along SR 28. Specific elements will be as follows:

- Data Collection: Number of missed runs, on-time service performance, ridership by day, ridership by stop, ridership by time of day
- Parking counts at the intercept lots: Maximum observed parking count, days that parking capacity is reached, time that parking capacity is reached, any observed overflow parking activity
- On-Board surveys of passengers: Demographics (age, gender, permanent resident / seasonal resident / overnight visitor / day visitor status, disability status), size of travel group, travel mode to and from the transit stops, parking location, how the traveler would have accessed the East Shore beaches if not for the shuttle service, perception of the shuttle service
- An on-line survey will be established and made available throughout the service season, and the website advertised on the buses and on marketing materials
- Conduct interviews with State Parks, transit contractor, and TTD staff regarding perceptions and problems
- Review public comments/input received by State Parks, TTD, and other organizations regarding the service
- Review program costs and revenues

Task Orders and Purchase Orders necessary for implementation of the East Shore Express:

TABLE 1

Firm	Work Element	Type of Agreement	Phase	Work to be Performed/Deliverable	Cost
Varies-See Media Plan	4.3	Purchase Order	Transit	Media Plan	\$50,000
Print Company TBD	4.3	Purchase Order	Transit	Print Transit Rider information and guides	\$8,000
Total Security Solutions	4.3	Purchase Order	Transit	Provide security/parking lot attendant services for intercept parking lot	\$28,000
Waste Management	4.3	Purchase Order	Transit	Provide trash services for intercept parking lots	\$1,600
Nevada Johns	4.3	Purchase Order	Transit	Provide up to 4 portable restrooms, 2 at each sites for passengers use	\$3,000
Silver State Barricade & Sign	4.3	Purchase Order	Transit	Rental of 3 portable reader boards on trailers, purchase 15 collapsible signs	\$12,250
Fuel	4.3	Purchase Order	Transit	Fuel for East Shore Express Route	\$30,650
Tectrans/Creative Bus Sales	4.3	Purchase Order	Transit	Modifications to 5 buses and installation of luggage racks	\$4,600
Washoe Cty School District	4.3	Purchase Order/ Agreement	Transit	Facility Use Fees	\$11,440
LSC Transportation Consultants	3.10	Task Order	Transit Planning	Develop the monitoring plan for East Shore Express, data collection, performance monitoring, to be used in the 28 Corridor Management Plan	\$14,440

Fiscal Analysis:

Program	Description	Total	Grantor	Grant Amount	Match	Match Amount
Transit	Media Plan	\$ 50,000	NDOT 5311	\$ 30,000	SNPLMA	\$ 20,000
Transit	Print Rider Info/Guides	\$ 8,000	NDOT 5311	\$ 4,800	SNPLMA	\$ 3,200
Transit	Security/Parking Services	\$ 28,000	NDOT 5311	\$ 16,800	SNPLMA	\$ 11,200
Transit	Trash Services	\$ 1,600	NDOT 5311	\$ 960	SNPLMA	\$ 640
Transit	Portable Restrooms	\$ 3,000	NDOT 5311	\$ 1,800	SNPLMA	\$ 1,200
Transit	Sign rental/purchase	\$ 12,250	NDOT 5311	\$ 7,350	SNPLMA	\$ 4,900
Transit	Fuel	\$ 30,650	NDOT 5311	\$ 18,390	SNPLMA	\$ 12,260
Transit	Luggage racks	\$ 4,600	NDOT 5311	\$ 2,760	SNPLMA	\$ 1,840
Transit	WCSD Use Fee	\$ 12,940	NDOT 5311	\$ 6,864	SNPLMA	\$ 4,576
Transit	LSC Monitoring Plan	\$ 14,440	FLH 1/2%	\$ 14,440	N/A	\$ -

RECAP:		
Total Expenses		\$ 163,980
Less Farebox Revenue		\$ 30,000
FLH ½%		\$ 14,440
Transit Grant Funding		\$ 119,540
	NDOT 5311	\$ 71,724
	SNPLMA	\$ 47,816

Work Program Analysis:

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

Additional Information:

If you have any questions or comments regarding this item, please contact Curtis Garner at cgarner@tahoetransportation.org or (775) 589-5505 or Derek Kirkland at dkirkland@tahoetransportation.org or (775) 589-5504.

Attachments:

- A. East Shore Express Media Plan
- B. East Shore Express Flyer/Map
- C. Draft WCSD Facility Use Agreement
- D. Draft WC Right of Entry Agreement
- E. Existing TTD Sustainable Service Plan

EAST SHORE EXPRESS MEDIA PLAN

PRINT

Each of the following publications chosen are the top publishers in each of their respective markets. Therefore, we do not have any other competitive bids from others in this media plan.

Publication	Cost	Notes
Mountain News	\$1,050.00	Full Page Color, Run June & July.
Tahoe Bonanza	\$789.60	1/3 page Color, Run 6 consecutive Thursdays starting June 7, 2012
Sierra Sun	\$789.60	1/3 page Color, Run 6 consecutive Wednesdays starting June 6, 2012
Lake Tahoe Action	\$789.60	1/3 page Color, Run 6 consecutive Thursdays starting June 7, 2012
Reno Gazette Journal	\$4,981.80	3" x 7" Color, 2 Sundays June & 2 Sundays July
Reno News & Review	\$4,760.00	1/2 Page Color, Run 8 consecutive Thursdays starting June 7, 2012.
El Sol Reno (Spanish)	\$4,500.00	1/4 page Color, Run 8 consecutive Wednesdays starting June 6, 2012
Subtotal	\$17,660.60	

ONLINE

Each of the following online selections will cover all areas in reaching our potential customers in TTD's target markets across the Internet. Therefore, we do not have any other competitive bids for this media plan.

Online	Cost	Notes
Facebook	\$2,000.00	
Google Banners	\$2,000.00	
Tahoebonanza.com	\$200.00	728x90 banner ad, 20,000 total impressions
Sierrasun.com	\$200.00	728x90 banner ad, 20,000 total impressions
Laketahoenews.net	\$600.00	728x90 banner ad, Run June & July
Southtahoenow.com	-	300x250 banner ad, included in Mountain News Print Ad Buy, Run June & July
RGJ.com	-	Included in RGJ Print Ad Buy, 728x90 banner ad, 200,000 impressions
NewsReview.com/Reno	\$600.00	728x90 banner ad, 50,000 total impressions
Subtotal	\$5,600.00	

EMAIL BLASTS

Each of the following Email Blast selections will reach all businesses that are members of their local Chamber of Commerce in Reno/Sparks and North Lake Tahoe. Therefore, we do not have any other competitive bids for other Email Blasts in this media plan.

Eblasts	Cost	Notes
Reno Chamber of Commerce	\$2,000.00	3.25" x 5" Color, Run 4 consecutive Bi-Weekly RGJ Business Matters Insertion
N. Lake Tahoe Chamber of Commerce	\$400.00	Free "News About Your Fellow Members" email insertion
Subtotal	\$2,400.00	4x Database eblast

TELEVISION

In local news channels, we received competitive bids from KTVN, KRNV, and KOLO. KTVN's bid was for total of 97 spots at a Cost Per Point (CPP) of \$39.33. KOLO's bid was for a total of 67 spots at a CPP of \$27.77. KRNV's bid was for a total of 116 spots at a CPP of \$17.00. We have decided to go with the KRNV and KOLO as they have the two lowest CPP and can help us reach a majority of the target market. Charter Communications will handle the cable portion of the television advertising as they are the market share leader in the Northern Nevada area.

Television	Cost	Notes
Charter	\$6,537.35	Reno/N. Lake Tahoe - The Weather Channel, ESPN, MTV, Discovery, Fox News, Comedy Central, CNBC, Univision, Telemundo, Fox Sports Espanol.
KRNV	\$5,000.00	8 week run beginning June 4. 54 spots total in News 4 Today, 16 spots total in evening news. :30 spots. 46 times total news/weather sponsorship. :05 spots.
KOLO	\$5,005.00	8 week run beginning Jun 7. 25 spots total in Morning News, 20 spots total in evening news. :30 spots. 22 times total news/weather sponsorship. :05 spots.
Subtotal	\$16,542.35	

OUTDOOR

We received a competitive bid from CBS Outdoor Advertising of \$1,850.00 for one billboard on Hwy 395 just south of the Mt. Rose and Hwy 395 junction, which would not reach our target market effectively. We also received another competitive bid from Yesco Outdoor Advertising of \$8,072 for one billboard on Hwy 395 visible from the freeway heading south just past Neil Road exit. We have chosen to go with Clear Channel for the increased visibility at four different locations compared to just one billboard from the other proposals.

Outdoor	Cost	Notes
Clear Channel	\$5,960.00	Total of 4 selected panels around Reno/Sparks. Run June and July. Includes production of posters.
Mt. Rose Reader Board	-	
Subtotal	\$5,960.00	

RADIO

The radio frequency channel listed on the signage of the Mt. Rose Reader Board is the only selection we have for no charge. Therefore, we do not have any other competitive bids from others in this media plan.

Radio	Cost	Notes
Radio Frequency listed on Signage	-	
Subtotal	\$0.00	

TOTAL**\$ 48,162.95**

SR 28 Scenic Byway Management Plan

East Shore Express Transit



CONCEPT

Developed in response to Incline Village community and public safety officials' concerns about traffic congestion, pedestrian safety and the recreational and environmental assets along Nevada State Route 28 (SR 28), the National Scenic Byway of "America's Most Beautiful Drive."

IMPLEMENTATION

Tahoe Transportation District (TTD) with local, state and federal partners, including the Nevada Department of Transportation (NDOT), Nevada Highway Patrol (NHP), and Nevada Division of State Parks (NDSP)

FACILITATION

Tahoe Transportation District In 1969, California and Nevada legislators agreed to a unique Compact for sharing Lake Tahoe resources/responsibilities. The U.S. Congress amended the Compact in 1980, with public law 96-551, which also established the Tahoe Transportation District (TTD).

The TTD is tasked with facilitating and/or developing Tahoe Basin transportation solutions that lower the percentage of transportation system-related particulates (over 70%) impacting lake clarity. With the cooperation of local residents, the District promotes safe and environmentally positive transportation choices.

The TTD is currently facilitating six transportation projects in the Tahoe

Basin: the Incline Gateway, America's Most Beautiful Bikeway, North Shore-South Shore Transit, US 50/South Shore Community Revitalization Project, SR 89/Fanny Bridge Community Revitalization Project, and the multi-faceted SR 28 Scenic Byway Management Plan.

SITUATION OVERVIEW

During the past decade, the Nevada SR 28/National Scenic Byway, between Incline Village and US 50 (especially the first three miles to Lake Tahoe Nevada State Park - Sand Harbor) has become increasingly congested and hazardous, both to residents/visitors and the environment. A long line of vehicles clogs this route as more than 2,000 people wait to enter the park on a typical June, July or August day. Other drivers, including emergency vehicles, can be caught in gridlock, unable to travel south.

On busy days, and with the number of visitors to Sand Harbor increasing each year, there is simply not enough paved parking, or room at Sand Harbor to construct new parking, resulting in:

- more congestion at the state park entrance and, as a result, on SR 28
- safety concerns as conflicts between motorists, bicyclists and pedestrians increase
- higher demand for/use of shoulder parking, adding to traffic congestion as drivers slow down to pull off/on the highway and avoid pedestrians walking to the park

- increased erosion, due to off-road parking and impromptu trails, contributing to loss of lake clarity

PROPOSED SOLUTIONS

Multi-pronged initiatives, many to be implemented in 2012, may include:

- new striping, signage and installation of wooden bollards, restricting parking in a 1.5-mile stretch, starting at Memorial Point and continuing to south of Sand Harbor, with stricter enforcement
- safe and appropriate parking areas with emergency pullouts
- state park entrance redesign, adding multiple in-lanes to shift vehicles off SR 28 during peak times
- off-site parking with shuttle service
- off-highway bicycle/pedestrian path (currently under environmental review)

PROPOSED EAST SHORE EXPRESS SHUTTLE

To alleviate traffic congestion due to vehicles accessing the state park at Sand Harbor, TTD and its project partners propose a shuttle service:

- running between Incline Village and Sand Harbor on BlueGo buses
- operating June 15 through Labor Day, 9am to 6pm daily departing/arriving approximately every 20-30 minutes
- starting August 20, service will be limited to weekends only to accommodate the school schedule

Longer-term, the route may be extended along the SR 28 Scenic Byway to the junction with US 50 at

Spoooner Summit. Offering shuttle service on the shorter route in summer 2012 (and possibly 2013) would identify needed capacity.

Shuttle Terminus

A TTD-commissioned analysis suggests parking capacity for up to 150 cars, with an initial capacity of 110 spaces for the first two summers (In 2011, Sand Harbor closed its gates from 11am to 3pm on 40 peak days when the 600-space parking lot was full.) The analysis concluded, of the potential short-term sites in Incline Village that could accommodate shuttle service that Diamond Peak, Sierra Nevada College, and the Washoe County School District sites were all

viable short term options with existing parking areas. After further analysis and public meetings held at IVGID, it was determined that Diamond Peak and some of the school sites would not be available leaving the former Incline Village Elementary School, the new Incline Village Elementary School, and the Washoe County Community Services (also known as the Old Library) parking lots. TTD determined that these parking areas provide good options due to their proximity to each other and central location on the community as well as surrounding businesses. Shuttle riders would first be directed to the old Elementary School followed by the old Library parking area with the new Elementary school

ATTACHMENT B only providing capacity on peak days. Starting August 20, shuttle service will be limited to weekends only to accommodate the school schedule.

To reduce its temporary impact, TTD is planning to work with the Washoe County School District, Incline Elementary School Organization, and nearby residents to provide solutions that would make the parking and shuttle service to Sand Harbor a community benefit while improving safety along the SR 28 corridor for families visiting Incline Village.

TTD is only proposing to utilize the new Elementary School on a temporary basis for the East Shore express over the next two summers to operate the transit pilot program. While the interim site is being used (summer 2012 and possibly 2013), TTD is already in the process of securing a permanent terminus along SR 28 on Incline Village's east side. Other bus stops would be added as the route expands.



PROJECT PARTNERS

- Tahoe Transportation District
- Incline Village GiD
- Nevada Division of State Lands
- Nevada Division of State Parks
- Nevada Department of Transportation
- Tahoe Regional Planning Agency
- US Forest Service
- Washoe County
- Washoe Tribe
- Nevada Highway Patrol

FOR DETAILS, UPDATES, QUESTIONS, SUGGESTIONS

Visit our website:
www.tahoetransportation.org
 Contact: Lee Weber-Koch, Outreach Specialist at suggestions@americasmostbeautifuldrive.org
 Or contact: Tahoe Transportation District
 Derek Kirkland
 775 589 5504
 128 Market Street, Suite 3F
 Stateline, NV 89449
dkirkland@tahoetransportation.org





WASHOE COUNTY SCHOOL DISTRICT FACILITY USE FORM

Please refer to procedures sheets attached for complete instructions
Refer to WCSD Facility Use Application Terms and Conditions for additional information

Today's Date: _____ WCSD Site: _____
WCSD Site Responsible Party: _____
Name of Organization: _____
Representative Name: _____ Title: _____
Billing Address: _____
City: _____ State: _____ Zip Code: _____
Phone: _____ Cell: _____ Email: _____

Requested Facility Room #'s: _____

INTERIOR - ROOMS

- Classroom(s) Conference Room Multipurpose Room Commons Area Small Gym Large Gym
- Technology Lab Theater Auditorium Computer Lab Library Small Kitchen Large Kitchen Shop
- Other: _____

EXTERIOR - FIELDS

- Amphitheater Quad Area Pavilions Football Soccer Baseball Softball Practice Field Track
- Joint Use Field Parking Lot Other: _____

Purpose of Use:

- Community Education Educational Literary Scientific Religious Public Business Political
- Precinct Meeting Organizational Election Meeting / Caucus Census Meeting General / Primary Election
- Non-Profit Fundraiser Booster / PTA Community Political Nutrition Services Use Training
- WCSD Association Use Joint Use Agreement Non-WCSD Recreational /Athletic Event Other WCSD Site
- Public Agency: _____ Other: _____

Type of Event: _____

Special Services Required: _____

(Please attach a layout of setup for furniture and equipment. A brief description of event is required.)

Will food be served at this event? Yes No. **Do you have proper health certifications?** Yes No.

Type: Light Refreshments Meal w/ Meeting using WCSD Nutrition Service

Meal w/ Meeting using other Catering Service

Name of Caterer: _____

Audio/Visual Equipment – Charges per equipment rental sheet. Not all WCSD sites have listed equipment. Equipment provided upon availability. A minimum of two weeks notice is required.

- Microphone Wireless Microphone Podium Portable Audio VCR / DVD / CD Player ELMO
- Overhead Flip Chart/Marker Projection Screen TV AV Cart LCD Projector
- Extension Cord(s) Other: _____

Equipment Rental Use Costs:

Equipment Type: _____ # Needed: _____ Days Needed: _____ Cost: \$ _____
Equipment Type: _____ # Needed: _____ Days Needed: _____ Cost: \$ _____
Equipment Type: _____ # Needed: _____ Days Needed: _____ Cost: \$ _____

Facility Rental Use Costs:	Date(s) of Use	Time In	Time Out	Facility Cost
Weekdays _____/_____	_____	_____	_____	\$/_____
Weekends _____/_____	_____	_____	_____	\$/_____

ROOM RENTAL RATES ON A PER HOUR BASIS.

WCSD Staff Required For This Event:

Custodian @ weekday / off hour rate \$30.00 x _____ hours = \$ _____
 Custodian @ weekend / off hour rate \$30.00 x _____ hours = \$ _____
 Custodian @ holiday hour rate \$40.00 x _____ hours = \$ _____
 School Police @ weekend / off hour / holiday rate \$____.00 x _____ hours = \$ _____
 Technician @ weekend / off hour / holiday rate \$____.00 x _____ hours = \$ _____
 Other: _____ @ _____ hourly rate \$____.____ x _____ hours = \$ _____

Total Charges \$ _____

SECURITY/CLEANING DEPOSIT: \$500 - \$1,000 WHEN APPLICABLE.

Payment must be included with request as well as the Insurance Certificate (designates coverage amount and expiration date), Non-Profit Form (5013C), and other necessary certificates, permits, or licenses if applicable. Please make checks payable to the Washoe County School District.

APPLICATION REQUIREMENTS ATTACHED (Applications must be submitted at least 30 days prior to event) :

Insurance Non-Profit (5013C) Business License Fees Payment Security Deposit Other _____

Facility Rental Refund Policy: If reservations are canceled at least 30 days prior to the event, a full refund less a \$25 administration fee will be issued. There will be no refunds for reservations canceled with less than a 30-day notice

Hold Harmless Agreement:

I, the undersigned organization/ User hereby state that I have read the Facility Use Application Terms and Conditions for use of Washoe County School District Facilities. I agree to all rules therein stated and that the intended meeting and/or event meet all the criteria stated therein. My organization agrees to indemnify, defend and hold the WCSD, its Trustees, employees, agents, and volunteers harmless from any and all liabilities, claims, losses, costs or expenses to the person or property of another, lawsuits, judgments, and/or expense. including attorney fees, arising either directly or indirectly from any act or failure to act by User or any of its officers, r employees, or volunteers which may occur during or which may arise out of the use of this and any WCSD facility they have contracted for use. The undersigned organization/User will not hold the WCSD responsible for any injury or illness sustained by any individual while participating in any activity at a WCSD facility. The undersigned organization/ User fully understand that medical insurance is the sole responsibility of the participants and not that of the WCSD. The undersigned organization/ User also understands and agrees to take full responsibility for any and all damages that may result from the use of or to the facilities or WCSD equipment, which shall include but is not limited to extra custodial charges and possible repair/replacement costs.

I, the undersigned organization/User, have the authority to sign this agreement on behalf of the undersigned organization. I, the undersigned organization/User, have read and understand the Facility Use Application Terms and Conditions and recognize and understand that such Terms and Conditions are incorporated here and by reference:

User Signature: _____

User Print Name: _____

User Title: _____ Date: _____

WCSD Site Administrator Signature: _____ Date: _____

WCSD Site: _____

WCSD Facility Use Administrator Signature: _____ Date: _____



WASHOE COUNTY SCHOOL DISTRICT
FACILITY USE APPLICATION
TERMS & CONDITIONS

The operation and maintenance of such premises is under the jurisdiction of the Washoe County School District and the User is subject to its power and authority. In consideration of the mutual covenants herein contained, the parties agree as follows:

DEFINITIONS: As used herein, the following terms shall have the following meanings,

- A. "Site" shall mean the Washoe County School District, abbreviated as WCSD.
- B. "Facility" shall mean the WCSD facility (site, building and/or room) scheduled.
- C. "User" shall mean the contracting party to this agreement.
- D. "Board of Trustees" shall mean the Board of Trustees for the Washoe County School District.

1. Subject to the terms and conditions hereof, the WCSD representative grants to the User the right and privilege to use the herein described facility located in the premises stated on the WCSD Facility Use Application.

2. The terms of this agreement shall be for the following date(s) and times only as outlined in the WCSD Facility Use Application. The days and dates may not be changed without written authorization and approval of the Site Administrator and the Facilities Use Administrator.

3. The User of the premises is subject to the payment of all fees as described in the WCSD Facility Use Application at the time the completed application is presented to the Site Administrator. The application will not be accepted without said fees presented at the time the application is received.

4. The User of the premises is subject to the filing of all proper permits (i.e., non-profit form 501C3, health department permits, business permits, etc.) as described in the WCSD Facility Use Application at the time the completed application is presented to the Facilities Use Administrator. The application will not be accepted without said permits presented at the time the application is received.

5. Throughout the term of this agreement, the User shall maintain general liability insurance with minimum limits of liability of \$500,000 per occurrence, combined single limit for bodily injury, personal injury and property damage. The WCSD shall be named as an additional insured on all applicable policies. A certificate(s) evidencing such insurance(s) shall be attached to the completed WCSD Facility Use Application. The WCSD Facility Use Application will not be accepted without said certificates presented at the time the application is received.

6. The WCSD has inspected the premises, which are the subject of this agreement, and has noted the premises' existing condition. The User is responsible to maintain said premises as noted by the WCSD representative.

7. All materials used by the User must conform to all existing fire and safety codes. The provision of the fire prevention code that prohibits open flame (i.e. Candles), smoking, flammable decorations, pen flames, and explosive or inflammable fluids, gases and compounds must be observed. The WCSD may require written evidence that all such codes have been observed and that operators have the required license(s).
8. Maximum occupancy for all WCSD rooms must be adhered to in compliance with existing fire and safety codes.
9. User agrees that at all times they will conduct activities with full regard to public safety, and will observe and abide by all applicable regulations and requirements by duly authorized governmental agencies responsible for public safety.
10. Should it become necessary in the judgment of the WCSD to evacuate the facility because of public safety, the User will make every attempt to comply and help the WCSD to evacuate the facility.
11. Should the fire alarm be activated accidentally, the User shall immediately notify the WCSD facility contact on site. In the event of an actual emergency, the User shall immediately dial 911.
12. The WCSD shall maintain the right to cause the interruption or termination of any event when, in the sole judgment of the WCSD, such action is necessary in the interest of public safety.
13. The WCSD maintains the right to determine appropriate number of staff and security arrangements necessary to serve and protect the public, at the expense of the User.
14. The WCSD will provide within the normal course of business heating/air conditioning, and overhead light for ordinary use. Off-hour requests for heating/air conditioning, overhead light, and all other services or equipment needs will be at the expense of the User as established in the WCSD Facility Use Fees Schedule. WCSD Site equipment does not leave the WCSD facility.
15. The premises shall be used for the purpose stated in the application filed by the site User and no other use will be permitted. User agrees not to assign, transfer or sublet the facility without the previous written consent of the WCSD.
16. The WCSD does not permit the possession, sale or consumption of alcoholic beverages or controlled substances by any person upon any property of the WCSD or at any school-sponsored function. The use of tobacco at WCSD facilities is also prohibited. WCSD's "Prohibitive Conduct Procedure SSDA- P101" also applies to all User activities.
17. The User shall not bring or have caused to have present, without prior written approval on the part of the WCSD, any animals into the facility. Animals used as aids for a disabled person are permitted.
18. The User shall furnish and install at its own expense all additional equipment that may be necessary for the activity and use to which it will be put on premises.

19. The User, at its expense, shall leave the premises and all fixtures, if any, in same working condition, as they were prior to use. No alterations or additions shall be made to the premises without the prior written consent of the WCSD. All approved alterations and additions to the premises become the property of the WCSD upon the termination of this agreement.

20. Arrangements for catering are the responsibility of the User. The WCSD's Nutrition Food Services Department must be given first option to be the food provider for any event held on WCSD sites. If they decline to provide the services, only then can an off-campus licensed caterer be contacted to provide the food services for the particular event and this requires approval by the WCSD Nutrition Services Director. The caterer shall maintain general liability insurance with minimum limits of liability of \$1,000,000 per occurrence, combined single limit for bodily injury, personal injury, completed products and property damage. The WCSD shall be named as an additional insured on all applicable policies. A certificate(s) evidencing such insurance(s) shall be attached to the completed WCSD Facility Use Application. The WCSD Facility Use Application will not be accepted without said certificates presented at the time the application is received. The User must also provide the required Food handler permits. If using a licensed caterer, User shall enlist their assistance in ensuring that all food and other materials will be removed at the close of User's program. Food and drink are only allowed in designated areas as authorized by the WCSD. All food events are subject to Health Department safety guidelines.

21. The User is responsible for set-up, takedown, and return of tables, chairs, and other equipment to their proper locations, and the User shall be responsible for general clean-up and removal of any debris. Users who do not return the room to the same prior use condition may be denied future use of WCSD Facilities and may not receive a full refund of deposit.

22. The **User** and attendees of the event may park in the WCSD facility parking lot free of charge. Attendees are to observe all WCSD Parking Rules. User and attendees are not to park in red zones, **yellow zones**, or in front of exit doors.

23. Any User wishing to use the sound system or theater lighting system on the facility must first obtain permission from the WCSD representative or designee. The system may only be operated by authorized WCSD personnel and a fee to cover the WCSD's cost will be charged to the User.

24. Any user wishing to hang or otherwise display instructional materials on or in the WCSD facility being used as per the Facility Use Agreement, must have authorization and proper instruction from WCSD staff before placing materials on wall surfaces. Glue and other adhesive products may not be used on WCSD facility wall, window, and door surfaces. Glitter and/or confetti may not be used on or in WCSD facility rooms. Special decorations (such as balloons, etc.) or special equipment must be approved from WCSD staff.

25. The User shall not charge admission or fee to the public without the prior written consent of the WCSD site representative and the Facility Use Administrator.

26. The User shall comply with all rules and regulations of the WCSD with respect to the use of the premises. It is understood that through this agreement the WCSD does not relinquish its right to control the management of the facility and to enforce all necessary laws, rules and regulations.

27. The User shall maintain and be responsible for the premises but only during the times previously specified when it will be occupying the premises. At no time shall the user abandon or leave the facility unattended. User shall be responsible for any and all damages to the facility from said abandonment.

28. User agrees that all advertising of the event will be honest and true and will include accurate information on the event. No advertising or publicity may state or imply that the WCSD sponsors, endorses, or is responsible for the user's activities without the express written consent of the WCSD. The use of the WCSD site name in your publicity is prohibited other than to describe location of the meeting or event. Use of the WCSD name for political activities is strictly prohibited.

29. The User and all persons associated with User on WCSD property are required to abide by WCSD policies and regulations and shall identify themselves upon request to WCSD officials acting in the performance of their duties. Violation of WCSD policies may subject a person to removal from the premises and/or possible legal penalties.

30. The WCSD reserves the right to remove from the facility any person or persons whose behavior is deemed to be objectionable, and neither the WCSD nor its employees shall be liable to the User for any damages that may be sustained through the exercise of this right.

31. The WCSD is not responsible for accidents, injury, illness or loss of group or individual property.

32. The WCSD shall have the sole right to collect and have custody of any article left in the facility by persons attending any event in the facility.

33. The WCSD shall not be responsible for losses by user, its agents, employees, patrons, or ticket holders due to theft or disappearance of any personal property.

34. The User shall be responsible for any damages caused to the WCSD facility and damages, theft or loss of WCSD equipment during use. The User hereby assumes full responsibility for the character, acts, and conduct of all persons acting for or in behalf of said User.

35. User will comply with all laws, ordinances and regulations, including tax and license fees of federal, state, and local governmental agencies or bodies, and District rules and regulations.

36. If, for any reason, an unforeseen event occurs, including but not limited to fire, casualty, labor strike, or other occurrence, which renders impossible the fulfillment of the

terms of this agreement, the User shall have no right to make a claim for damages against the WCSD.

37. Upon breach of this agreement for any reason, the WCSD shall have full authority to retake possession of the premises and terminate this agreement.

38. The waiver or failure of the WCSD to insist upon strict or prompt compliance with this agreement herein shall not constitute nor be construed as a termination of the WCSD's right thereafter to enforce the same rights under this agreement.

39. The User will not use or have caused to use the Site or WCSD address, telephone numbers, e-mail, addresses, fax numbers or any other form of communication in any form whatsoever without the express written permission of the WCSD.

40. It is expressly understood that this is a Facilities Use Agreement and that except for the contractual obligations set forth herein, the WCSD does not accept any responsibility for the supervision, direction, or control of service of user's employees and/or agent for the manner, means, and/or details by which user's employees and/or agents carry out the terms of this agreement. It is understood that the User is not an employee or agent of the WCSD and the user agrees to assume all liabilities normally accruing thereto. Persons engaged by the user to provide labor and service shall not be deemed or considered employees, agents or independent contractors of the WCSD.

41. The user may not assign any right, privilege or license conferred by this agreement.

42. The person signing this agreement on behalf of the WCSD is fully empowered by appropriate action to execute this agreement on behalf of the WCSD.

43. Final payment is due upon receipt of invoice of items beyond the original payment for the room, labor, and equipment fees.

This Facility Use Agreement shall be governed by the laws of the State of Nevada. Jurisdiction and venue for any disputes arising from this Facility Use Agreement shall be Washoe County, State of Nevada.

**ENTRY AGREEMENT FOR TEMPORARY USE OF THE INCLINE
SERVICE CENTER AND THE WASHOE COUNTY MAINTENANCE YARD
TO SUPPORT THE TAHOE TRANSPORTATION DISTRICT, EAST
SHORE EXPRESS PROJECT**

THIS AGREEMENT, entered into this _____ day of May 2012, is made by and between the COUNTY OF WASHOE, a political subdivision of the State of Nevada, through its Department of Public Works (the “Licensor”), and THE TAHOE TRANSPORTATION DISTRICT, a Non-Title 7, Exempt government entity, located at 128 Market Street Suite 3F, Stateline, Nevada (the “Licensee”). The term Licensee includes the Tahoe Transportation District, East Shore Express, and any employees, representatives, consultants, contractors, subcontractors, vendors, material men and other agents.

1. GENERAL.

1.1 Property. Licensor is the owner of two parcels of real property located at Incline Village, Washoe County, Nevada, more commonly known as (1) the Incline Service Center, located at 855 Alder Avenue, Incline Village, NV (APN 132-020-23) and (2) the Washoe County Maintenance Yard, (APN 124-032-34) and incorporated herein by reference (hereinafter referred to as the “Properties”).

1.2. Entry/Improvements. Licensee wishes to utilize the properties (1) as a Bus Interception parking area at the Incline Service Center location, and (2) to enter the Washoe County Maintenance Facility Yard after regular business hours, to access the Card Key Fueling System, at Licensee’s sole cost and expense, for the East Shore Express project.

1.3. Consideration. In consideration for Entry, Licensee shall pay the sum of \$0 per month and shall be responsible for all liability insurance, also any costs and expenses related to any damage that may occur to the properties through Licensee’s activities. The parties recognize and agree that this Right of Entry is only for a temporary use due to the anticipated construction of the Incline Elementary School. Once the school has been constructed, it will provide a permanent location for Licensee’s program. Completion of construction of the Incline Elementary School is expected in the year 2014.

2. TERMS OF ENTRY.

2.1. Entry and Work. Subject to compliance with the provisions of this Agreement, Licensee is hereby granted a Right of Entry on to the Properties during the term of this Agreement for a Bus Interception access and parking area related to the Incline Service Center location and to the Washoe County Maintenance Facility Yard to access the Card Key Fueling System, for the facilitation of the East Shore Express project..

All activities shall be performed and made at Licensee’s sole cost and expense. Licensee shall be strictly liable for all claims of, all activities of, and compliance with all

contractors, vendors, material men, and other third parties involved with the Right of Entry. All access to the Properties shall be subject to the Licensor's approval and designation of route. Licensee shall notify all property owners within a reasonable distance of its intent to utilize the site. Licensee shall not traverse, trespass on or disturb other real property owned by Licensor, unless prior written consent from Licensor is obtained.

2.2. Non-exclusive Right. The Right of Entry granted herein is non-exclusive. Licensor, its Lessee's and other occupants may continue to use and to enjoy the Properties in any manner not inconsistent with the Right of Entry granted herein. .

3. TERM.

3.1. Commencement and Termination. This Agreement shall commence, and be binding and effective on the parties, effective on the last date of the execution by all parties hereto. This Agreement shall terminate on October 31, 2013. The term of usage will be predominately from May 15, 2012- September 8, 2012 and again from May 15, 2013 – September 8, 2013. The intended time of use shall be from 9:00 am through 6:00 pm, 7 days per week.

4. COMPLIANCE WITH REQUIREMENTS. Licensee shall comply with all applicable permits, authorizations, laws, rules and regulations of the local, state and federal governmental authorities, including, without limitation, all Environmental Laws (hereinafter defined) in performing their Work, and shall take every precaution to protect and safeguard the Property.

5. LIENS. Licensee shall pay when due all bills and amounts due for labor, services or materials provided for or incorporated in the Properties. Licensee shall remove or cause to be removed within fifteen (15) days after recordation thereof any claims of mechanic's or materialmen's liens or other charges or encumbrances against the Properties that arise from or relate to this Right of Entry.

6. RESTORATION AND INDEMNITY. Licensee agrees to restore the Properties to its original condition or to the extent reasonably possible upon completion of the Work and termination of this Agreement. Licensee's obligation hereunder to restore the Properties shall include, without limitation, the removal of any debris, equipment, structures, fixtures, supplies, materials and other items necessary and incidental to this Right of Entry and performance of the Work. Licensee shall indemnify and hold Licensor harmless and at Licensor's option, defend Licensor and the Properties from all liens, encumbrances, attorney's fees, costs, expenses, environmental remediation or clean-up costs, fines, penalties, damages, charges, claims, demands or liability whatsoever arising out of, resulting from or in any manner connected with the Right of Entry and the Work, including Licensee's employees, agents', independent contractors', licensees', invitees' or assigns' activities on the Properties or the default in the performance of any warranty, term or condition hereof.

Licensee shall grade and recontour all disturbed areas, and shall take all actions necessary to control dust emissions from disturbed areas. Licensee shall restore the site to its original condition prior to the termination of this License.

7. ENVIRONMENTAL. Licensee will not, nor will Licensee authorize any other person or entity, during the term of this Agreement, to manufacture, process, store, distribute, use, discharge, place, or dispose of any Hazardous Substances (hereinafter defined), in, under or on the Properties or any property adjacent thereto. For purposes hereof, "Hazardous Substances" shall include: 1) those substances defined as "hazardous substances", "hazardous materials", "toxic substances", "toxic material"; or "regulated substances" under any federal, state or local law, ordinance, regulation, statute or rule; 2) any petroleum based or related products except petroleum products used in construction of the Work performed hereunder; and 3) any other substance, material or waste regulated under any federal, state or local law, ordinance, regulation, statute or rule relating to the aforementioned, to the environment or to industrial hygiene (collectively, "Environmental Laws").

8. NOTICES. All notices and demands by any party hereto to any other party, required or desired to be given hereunder shall be in writing and shall be validly given or made only if personally delivered or deposited in the United States mail, postage prepaid, return receipt requested or if made by Federal Express or other similar delivery service maintaining records of deliveries and attempted deliveries, or if made by facsimile. Service shall be conclusively deemed made upon receipt if personally delivered or, if delivered by mail or delivery service, on the first business day delivery is attempted or upon receipt, whichever is sooner.

Any notice or demand to Licensor shall be addressed to Licensor at:

Dave Solaro, RA, P.E., Acting Director, Public Works
Washoe County, Department of Public Works
1001 E. Ninth Street
Reno, NV 89502

And to Licensee at:

Tahoe Transportation District
P.O. Box 499
Zephyr Cove, NV 89448

Carl Hasty, District Manager
chasty@tahoetransportation.org
(775) 589-5500

The parties may change their addresses for the purpose of receiving notices or demands as herein provided by a written notice given in the manner aforesaid to the others, which notice of change of address shall not become effective, however, until the actual receipt thereof by the others.

9. INSURANCE. Licensee agrees to secure and maintain automobile liability in an amount of not less than \$1,000,000 and a policy of comprehensive or commercial general liability coverage (occurrence form), in an amount of not less than \$1,000,000 per occurrence, and at least \$1,000,000 annual aggregate during the term of this Agreement. Licensors shall be added as an additional “insured” to the general liability policy for any injury to person or damage to properties occurring on the premises. Licensors shall be provided with a certificate of insurance and endorsements evidencing such coverage.

10. Miscellaneous.

A. Assignment. Neither this Agreement nor any rights or obligations of Licensee hereunder may be transferred, assigned or conveyed by Licensee without the prior written consent of Licensors, provided that Licensee may delegate performance of obligations hereunder to contractors or others performing the Work on the Properties. Said delegation shall not relieve Licensee of liability hereunder.

B. Survival of Covenants. Any of the representations, warranties, covenants and agreements of the parties, as well as any rights and benefits of the parties, pertaining to a period of time following the termination shall survive the termination and shall not be merged therein.

C. Severability. If any of the terms and conditions hereof shall for any reason be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other of the terms and conditions hereof and the terms and conditions hereof thereafter shall be construed as if such invalid, illegal, or unenforceable term or conditions had never been contained herein.

D. Waiver. Either party may specifically waive any breach of the terms and conditions hereof by the other party, but no waiver specified in this Section shall constitute a continuing waiver of similar or other breaches of the terms and conditions hereof. All remedies, rights, undertakings, obligations, and agreements contained herein shall be cumulative and not mutually exclusive.

E. Attorney's Fees. Should either party hereto, institute any legal action or proceeding of any kind to enforce any provision hereof or for damages by reason of an alleged breach of any provision of this Right of Entry, neither party shall be entitled to recover any amount as a reasonable attorney’s fee, for any reason, even if said party is deemed to be the prevailing party in such action or proceeding. Costs of suit may be awarded as allowed by law.

F. Governing Law. The terms and conditions hereof shall be governed by and construed in accordance with the laws of the State of Nevada, and venue shall be in Washoe County, Nevada.

G. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an executed original, and all of which together shall constitute one and the same instrument.

H. Entirety and Amendments. This Agreement embodies the entire Agreement between the parties and supersedes all prior Agreements and understandings if any, relating to the Properties, and may be amended or supplemented only by an instrument in writing executed by the party against whom enforcement is sought. No oral statements or representations made before or after the execution of this Agreement regarding the subject matter of this Agreement are binding on a party, nor may any such oral statements or representations be relied on by a party.

I. Headings. Headings used in this Agreement are used for reference purposes only and do not constitute substantive matter to be considered in construing the terms of this Agreement.

J. Not a Partnership. The provisions of this Agreement are not intended to create, nor shall they be in any way interpreted or construed to create, a joint venture, partnership, or any other similar relationship between the parties.

K. Recordation. This Agreement shall be recorded in the office of the Washoe County Recorder.

IN WITNESS WHEREOF, the parties hereto or a representative or either have set their hands and subscribed their signatures as of the date and year indicated.

LICENSOR: COUNTY OF WASHOE, a political subdivision of the State of Nevada

By: _____ Date: _____
David Solaro, Acting Director of Public Works

STATE OF NEVADA

COUNTY OF WASHOE

On the _____ day of _____, 2012, _____ personally appeared before me, a Notary Public, and acknowledged to me that the party executed the above instrument for the purpose therein contained.

Notary Public
My Commission Expires _____

LICENSEE: Tahoe Transportation District

By: _____ Date _____
Carl Hasty, District Manager

STATE OF NEVADA

COUNTY OF WASHOE

On the _____ day of _____, 2012, _____ personally appeared before me, a Notary Public, Carl Hasty, District Manager, Tahoe Transportation District and acknowledged to me that the party executed the above instrument for the purpose therein contained.

Notary Public
My Commission Expires _____

TABLE L: BlueGO Operating Budget Estimate -- Recommended Plan

Annual Figures

Route/Service	Change	Revenue Vehicle-Hours	Revenue Vehicle-Miles	Total Vehicle-Miles	Marginal Operating Cost	Ridership	Fare Revenue	Required Operating Subsidy	% of Mileage in Nevada
20x	Triangle Plan (SRT Daily)	4,106	91,323	99,353	\$143,000	23,500	\$16,500	\$126,500	97.50%
21x	Triangle Plan (SRT Daily)	4,102	107,493	115,523	\$149,600	19,400	\$37,700	\$111,900	97.80%
Min/Gdvl-CC	Triangle Plan (SRT Daily)	2,651	100,631	108,661	\$65,700	14,000	\$27,580	\$38,120	100.00%
23	None	6,378	85,686	90,066	\$290,900	81,900	\$19,000	\$271,900	90.10%
24x	None	284	9,614	20,297	\$15,500	3,200	\$200	\$15,300	100.00%
30	None	2,394	49,343	49,642	\$132,600	13,470	\$15,200	\$117,400	0.00%
50	None	6,606	74,384	75,126	\$274,500	198,491	\$225,000	\$49,500	14.50%
53	None	6,606	101,728	106,497	\$320,800	115,804	\$138,300	\$182,500	0.00%
Winter Services	None	14,429	101,277	213,457	\$672,500	342,500	\$0	\$672,500	47.90%
On Call	Reduce Hours	6,939	117,743	184,618	\$248,600	27,640	\$26,400	\$222,200	-
Total Marginal Impact of Fare Plan B		54,495	839,222	1,063,239	\$2,313,700	(11,636)	\$39,939	\$1,767,881	61.11%
Fixed Costs									
Total				419,791	\$2,000,200	828,269	\$545,819	\$3,768,081	
Subsidy Sources									
<u>Private Contributions:</u>									
	Heavenly							\$850,000	
	Lakeside Inn & Casino							\$37,260	
	Harrah's/Harvey's							\$0	
	MontBleu Resort							\$0	
	The Ridge							\$150,000	
	Grace Academy							\$10,725	
<u>Local Government Contributions:</u>									
	CSLT - LTF							\$476,916	
	EDC - LTF							\$196,344	
	CSLT - STA							\$220,089	
	EDC - STA							\$62,633	
	STPUD							\$17,552	
	TTD - RCMF							\$20,000	
	Douglas County							\$50,000	
	Local Match for US 395 Leg of Triangle Plan							\$19,060	
<u>Federal/State Funding Sources:</u>									
	FTA 5311 - Caltrans							\$92,992	
	FTA 5311 - NDOT							\$1,069,617	
	CAMPO Federal Funds							\$100,000	
	SNPLMA							\$100,256	
	CMAQ							\$200,000	
	TOTAL AVAILABLE SUBSIDY							\$3,673,444	
	NET BALANCE							-\$94,638	

Calculation of FTA 5311 - NDOT	
Total Expenditures	\$ 4,313,900
Less Unallowable Expenses	\$ 103,960
Less Farebox Revenue	\$ 545,819
Net Expenditures	\$ 3,664,121
Nevada Portion	\$ 2,239,234
Less CAMPO	\$ 100,000
Subtotal	\$ 2,139,234
50% NDOT Grant	\$ 1,069,617

Lake Tahoe

Route Key

- Red Route 10** - Gondola Base and Staterline Transit Center via U.S. Hwy 50
- Orange Route 11** - Express service between Gondola Base, Staterline Transit Center and California Lodge via Pioneer Trail
- Green Route 12** - Casino area to Gondola Base and Staterline Transit Center
- Gold Route 13** - California Lodge to Ski Run Blvd. and U.S. Hwy 50
- Purple Route 14** - The Ridge Resorts to Boulder Lodge and Stagecoach Lodges, Nevada
- Blue Route 15** - Gondola Base and Staterline Transit Center through Casino area to Boulder and Stagecoach Lodges, Nevada
- Violet Route 18X** - The Ridge Resorts to Stagecoach Lodge, Nevada



Please call (530) 541-7149 prior to using Shuttle during inclement weather as road conditions may limit operations.

Ski Shuttle Stop Locations

The shuttles display colored signs. Please board appropriate shuttle when returning to your lodge.

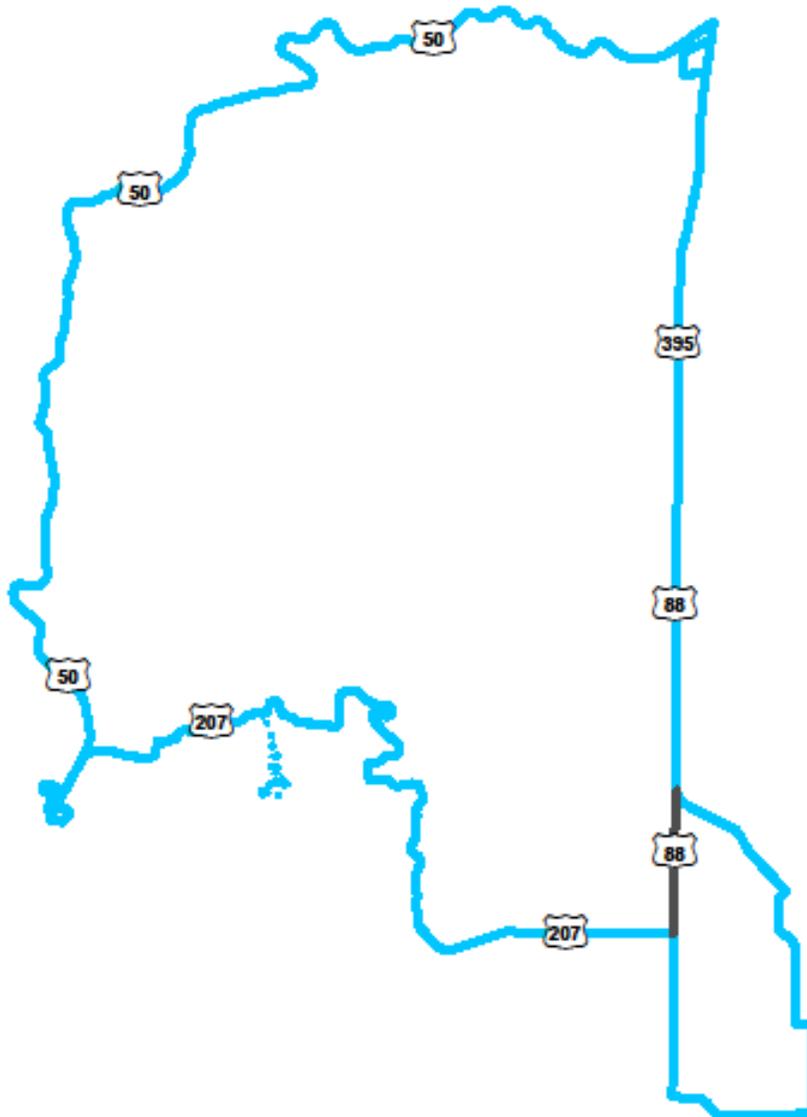


- | | |
|---|--|
| <ul style="list-style-type: none"> 1 Staterline Transit Center 2 Bellamy Court / Forest Suites Resort 3 Heavenly Village Way / Shops at Heavenly Village 4 U.S. Highway 50 / Holiday Inn Express 5 U.S. Highway 50 / Tahoe Beach & Ski 6 U.S. Highway 50 / Lakeland Village 7 Bal Bijou Road / Lakeshore Lodge & Spa 8 U.S. Highway 50 / Best Western Timber Cove Lodge 9 Freemont Avenue / Inn By The Lake 10 U.S. Highway 50 / Johnson Blvd (Safeway) 11 U.S. Highway 50 / Super 8 Motel 12 Ski Run Blvd / Lake Tahoe Vacation Resort 13 U.S. Highway 50 / Ski Run Blvd (Fantasy Inn) 14 U.S. Highway 50 / Quality Inn 15 Pioneer Trail / 7-Eleven 16 U.S. Highway 50 / Gondola (Special Request Only) 17 U.S. Highway 50 / Embassy Suites Hotel 18 Harrah's Lake Tahoe Retail East Entrance 19 MontBleu Resort Casino & Spa Side Entrance 20 Horizon Casino Resort Side Entrance 21 Harveys Lake Tahoe Bus Center 22 Bavarian Village / Herbert Avenue | <ul style="list-style-type: none"> 23 Ski Run Blvd / Employee Parking 24 Ski Run Blvd / Alder Inn 25 Ski Run Blvd / Discount Ski 26 Ski Run Blvd / Across From Rainbow Mountain 27 Ski Run Blvd / Deerfield Lodge & Black Bear Inn 28 Ski Run Blvd / Pioneer Trail 29 Heavenly California Lodge 30 Ski Run Blvd / Inn At Heavenly 31 Ski Run Blvd / Willow Avenue 32 Pioneer Trail / Johnson Blvd (East) 33 Pioneer Trail / Aspenwald Road 34 Pioneer Trail / Glen Road 35 Pioneer Trail / Moss Road 36 Pioneer Trail / Americana Village 37 Pioneer Trail / Keller Road (West) 38 Lakeside Inn & Casino Side Entrance 39 U.S. Highway 50 / Lakeside Inn & Casino 40 State Route 207 / Mott Canyon Tavern 41 Heavenly Boulder Lodge 42 Heavenly Stagecoach Lodge 43 The Ridge Resorts Clubhouse 44 State Route 207 / Scotty's Hardware |
|---|--|



Heavenly is operated under permit of the USDA Forest Service Lake Tahoe Basin Management Unit. The USDA prohibits discrimination in its programs on the basis of race, color, national origin sex, religion, age disability, political beliefs and marital status. (Not all prohibited bases apply to all programs.) To file a complaint, write the Secretary of Agriculture, U.S. Department of Agriculture, U.S. Department of Agriculture, Washington, DC 20250, or call 1-866-632-9992. Persons with disabilities who need alternative means for communication of program information (Braille, large print, audiotype, etc.) should contact USDA's TARGET center at 202-720-2600 (voice and TDD.)

**PROPOSED
BLUEGO 'TRIANGLE PLAN' SERVICE AREA
WITH THE ADDITION OF A ROUTE ALONG 395/88 CONNECTING THE 20X AND 21X
ROUTES**

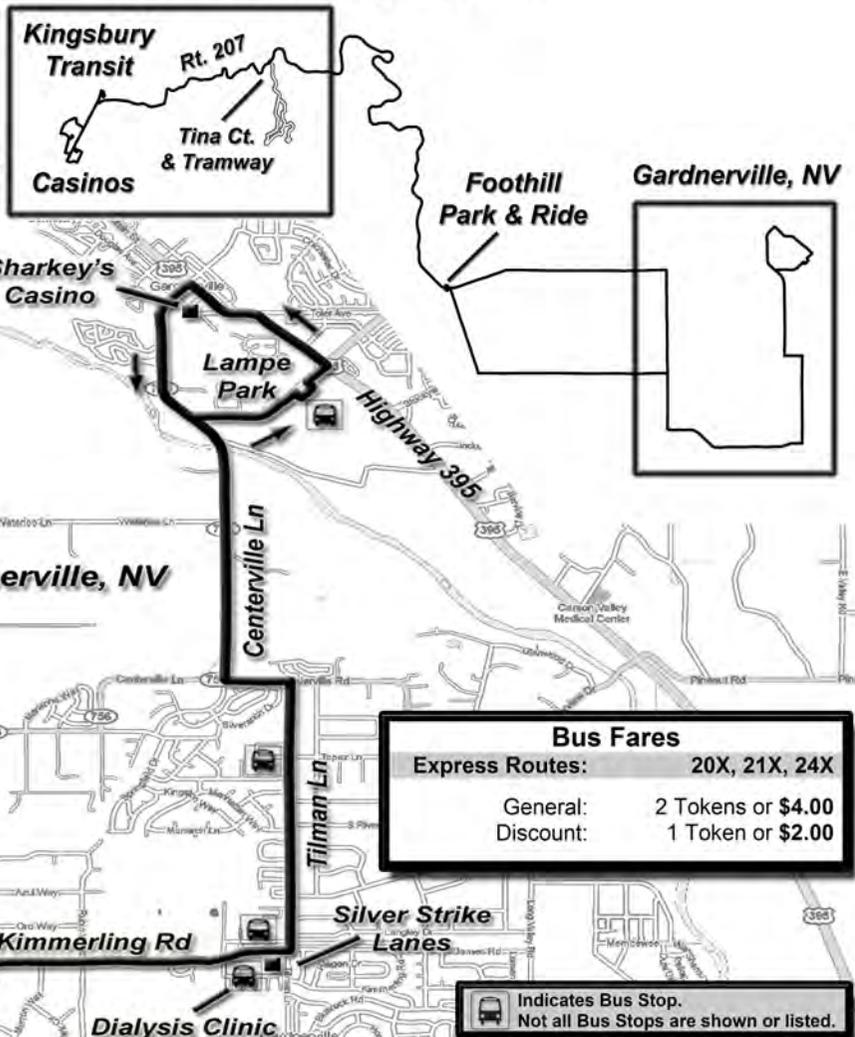


South Lake Tahoe to Gardnerville, NV

Casinos, Kingsbury Transit,
Foothill Park & Ride, Kimmerling Rd,
Lampe Park, Sharkey's Casino



See Route 23 for South Lake Tahoe details.



Bus Fares
Express Routes: 20X, 21X, 24X
General: 2 Tokens or \$4.00
Discount: 1 Token or \$2.00

Indicates Bus Stop.
Not all Bus Stops are shown or listed.

7 Days A Week Eastbound Express:	AM Service from 8:45 am to 9:50 am.
	PM Service from 3:40 pm to 7:45 pm.

7 Days A Week Westbound Express:	AM Service from 5:35 am to 8:38 am.
	PM Service from 2:25 pm to 3:35 pm.

Express Route 20X Eastbound: South Lake Tahoe to Gardnerville, NV						
Stataline Transit	Kingsbury Transit	Tramway & Tina Ct	The Ridge Resorts	Foothill Park & Ride	Ranchos Tilman Ln	Lampe Park
8:45 am	8:50 am	9:05 am	*	9:25 am	9:40 am	9:50 am
3:40 pm	3:45 pm	4:00 pm	*	4:20 pm	4:35 pm	4:45 pm
4:10	4:15	4:30	4:40 pm	5:00	5:15	5:25
4:40	4:45	5:00	5:10 pm	5:30	5:45	5:55
5:40	5:45	6:00	6:10 pm	6:30	6:45	6:55
6:40 pm	6:45 pm	7:00 pm	*	7:20 pm	7:35 pm	7:45 pm

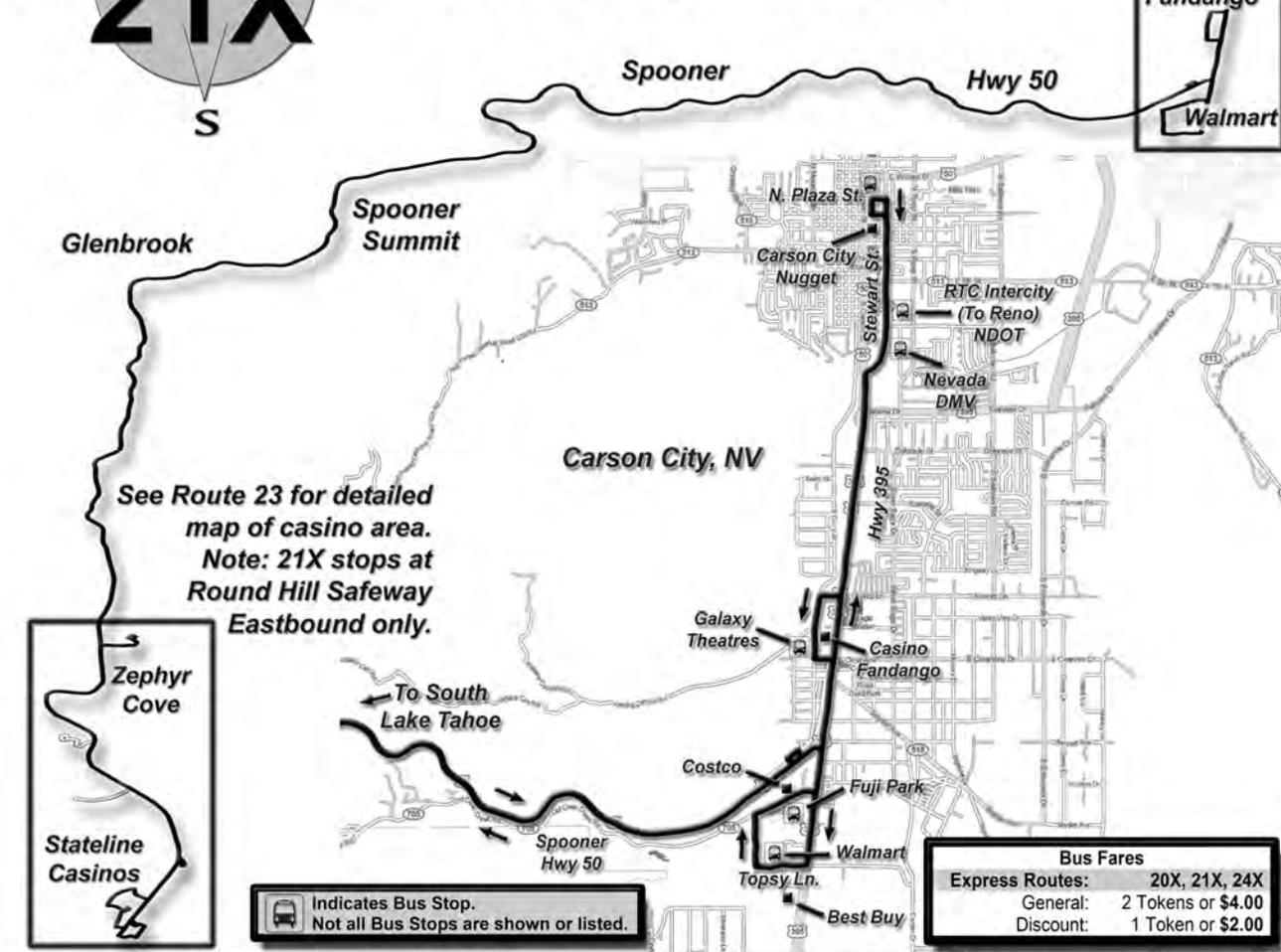
Express Route 20X Westbound: Gardnerville, NV to South Lake Tahoe						
Lampe Park	Sharkey's Gilman Ave	Ranchos Tilman Ln	Foothill Park & Ride	Tramway & Tina Ct	The Ridge Resorts	Stataline Transit
5:35 am	5:37 am	5:47 am	5:59 am	6:17 am	*	6:38 am
6:35	6:37	6:47	6:59	7:17	*	7:38
7:05	7:07	7:17	7:32	7:47	7:55 am	8:25
7:35 am	7:37 am	7:47 am	7:59 am	8:17 am	*	8:38 am
2:25 pm	2:27 pm	2:37 pm	2:52 pm	3:10 pm	*	3:35 pm

South Lake Tahoe to Carson City, NV

Casinos, Kingsbury Transit,
Round Hill, Marla Bay,
Zephyr Cove, Walmart, The Nugget



See Route 23 for detailed map of casino area.
Note: 21X stops at Round Hill Safeway Eastbound only.



Bus Fares
Express Routes: 20X, 21X, 24X
General: 2 Tokens or \$4.00
Discount: 1 Token or \$2.00

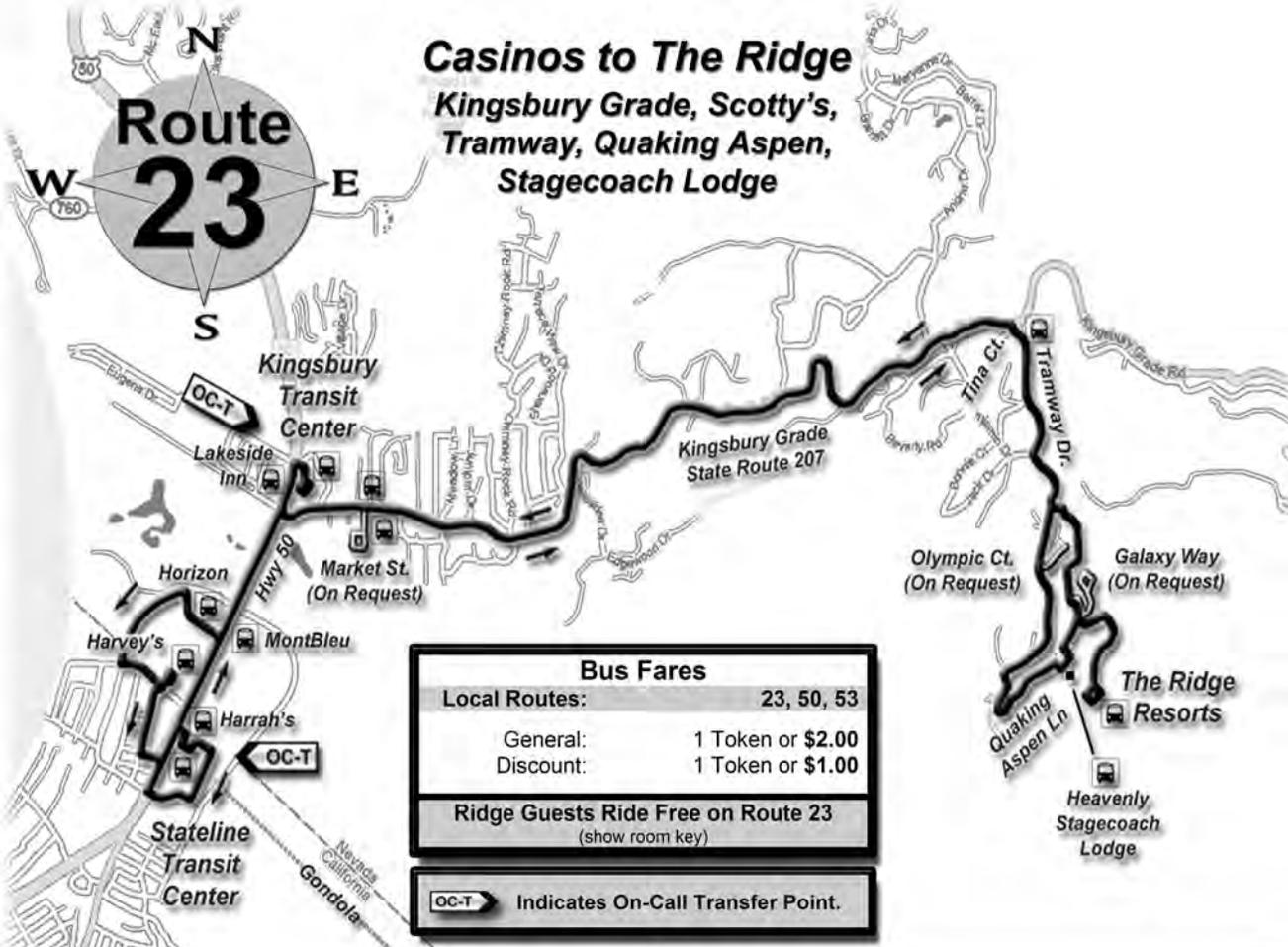
Indicates Bus Stop.
Not all Bus Stops are shown or listed.

Monday thru Friday: (Eastbound)	AM service from 5:30 am to 9:28 am. PM service from 2:30 pm to 6:28 pm.
Saturday & Sunday: (Eastbound)	AM service from 6:30 am to 9:28 am. PM service from 2:30 pm to 6:28 pm.

Monday thru Friday: (Westbound)	AM service from 6:30 am to 10:28 am. PM service from 3:30 pm to 7:28 pm.
Saturday & Sunday: (Westbound)	AM service from 7:30 am to 10:28 am. PM service from 3:30 pm to 7:28 pm.

Express Route 21X Eastbound: South Lake Tahoe to Carson City, NV					
Stataline Transit	Kingsbury Transit	Round Hill Safeway	Zephyr Cove	Walmart Topsy Ln	Nugget N Plaza St.
5:30 am	5:35 am	5:40 am	5:46 am	6:10 am	6:28 am
6:30	6:35	6:40	6:46	7:10	7:28
7:30	7:35	7:40	7:46	8:10	8:28
8:30 am	8:35 am	8:40 am	8:46 am	9:10 am	9:28 am
2:30 pm	2:35 pm	2:40 pm	2:46 pm	3:10 pm	3:28 pm
3:30	3:35	3:40	3:46	4:10	4:28
4:30	4:35	4:40	4:46	5:10	5:28
5:30 pm	5:35 pm	5:40 pm	5:46 pm	6:10 pm	6:28 pm

Express Route 21X Westbound: Carson City, NV to South Lake Tahoe						
Nugget N Plaza St.	Fandango S Curry St.	Walmart Topsy Ln	Park & Ride Hwy 50/395	Zephyr Cove	Elks Point	Stataline Transit
6:30 am	6:35 am	6:41 am	6:44 am	7:09 am	7:15 am	7:28 am
7:30	7:35	7:41	7:44	8:09	8:15	8:28
8:30	8:35	8:41	8:44	9:09	9:15	9:28
9:30 am	9:35 am	9:41 am	9:44 am	10:09 am	10:15 am	10:28 am
3:30 pm	3:35 pm	3:41 pm	3:44 pm	4:09 pm	4:15 pm	4:28 pm
4:30	4:35	4:41	4:44	5:15	5:28	
5:30	5:35	5:41	5:44	6:09	6:15	6:28
6:30 pm	6:35 pm	6:41 pm	6:44 pm	7:15 pm	7:28 pm	



Casinos to The Ridge
Kingsbury Grade, Scotty's,
Tramway, Quaking Aspen,
Stagecoach Lodge

Bus Fares	
Local Routes:	23, 50, 53
General:	1 Token or \$2.00
Discount:	1 Token or \$1.00
Ridge Guests Ride Free on Route 23 (show room key)	
OC-T Indicates On-Call Transfer Point.	

Indicates Bus Stop.
 Not all Bus Stops are shown or listed.

Sunday thru Thursday: Starts at 7:30 am and end at 12:25 am.
 Friday and Saturday: Starts at 7:30 am and ends at 1:25 am.

Route 23 Eastbound / Uphill: Casinos to Tramway Drive and The Ridge					
Stateline Transit	Kingsbury Transit	Market St. & Route 207	Tramway Tina Ct	Stagecoach Lodge	The Ridge Resorts
7:30 am	7:38 am	7:42 am	7:50 am	7:56 am	7:59 am
8:30	8:38	8:42	8:50	8:56	8:59
9:30	9:38	9:42	9:50	9:56	9:59
10:30	10:38	10:42	10:50	10:56	10:59
11:30	11:38	11:42	11:50	11:56	11:59
12:30 pm	12:38 pm	12:42 pm	12:50 pm	12:56 pm	12:59 pm
1:30	1:38	1:42	1:50	1:56	1:59
2:30	2:38	2:42	2:50	2:56	2:59
3:30	3:38	3:42	3:50	3:56	3:59
4:30	4:38	4:42	4:50	4:56	4:59
5:30	5:38	5:42	5:50	5:56	5:59
6:30	6:38	6:42	6:50	6:56	6:59
7:30	7:38	7:42	7:50	7:56	7:59
8:30	8:38	8:42	8:50	8:56	8:59
9:30	9:38	9:42	9:50	9:56	9:59
10:30	10:38	10:42	10:50	10:56	10:59
11:30	11:38	11:42	11:50	11:56	11:59
12:30 am	12:38 am	12:42 am	12:50 am	12:56 am	12:59 am

Route 23 Westbound / Downhill: The Ridge and Quaking Aspen to Casinos					
The Ridge Resorts	Tramway & Tina Ct	Market St. & Route 207	Kingsbury Transit	Harvey's Bus Lobby	Stateline Transit
8:00 am	8:06 am	8:12 am	8:15 am	8:21 am	8:25 am
9:00	9:06	9:12	9:15	9:21	9:25
10:00	10:06	10:12	10:15	10:21	10:25
11:00	11:06	11:12	11:15	11:21	11:25
12:00 pm	12:06 pm	12:12 pm	12:25 pm	12:21 pm	12:25 pm
1:00	1:06	1:12	1:25	1:21	1:25
2:00	2:06	2:12	2:25	2:21	2:25
3:00	3:06	3:12	3:25	3:21	3:25
4:00	4:06	4:12	4:25	4:21	4:25
5:00	5:06	5:12	5:25	5:21	5:25
6:00	6:06	6:12	6:25	6:21	6:25
7:00	7:06	7:12	7:25	7:21	7:25
8:00	8:06	8:12	8:25	8:21	8:25
9:00	9:06	9:12	9:25	9:21	9:25
10:00	10:06	10:12	10:25	10:21	10:25
11:00	11:06	11:12	11:25	11:21	11:25
12:00 am	12:06 am	12:12 am	12:25 am	12:21 am	12:25 am
1:00 am	1:06 am	1:12 am	1:15 am	1:21 am	1:25 am

Bus Fares

Local Routes:	23, 50, 53
General:	1 Token or \$2.00
Discount:	1 Token or \$1.00
*Route Deviation:	\$1.00

Express Routes:	20X, 21X, 24X
General:	2 Tokens or \$4.00
Discount:	1 Token or \$2.00

Day Pass:	
General:	2 Tokens or \$5.00
General Express:	4 Tokens or \$9.00
Discount:	2 Tokens or \$2.50
Discount Express:	3 Tokens or \$6.00

BlueGO On-Call: Door-to-Door Service
 and the On-Call Transfer Service

Reservations: (530) 541-7149 ext 3

Door-to-door General:	\$6.00
Discount:	\$2.00
ADA Paratransit:	\$4.00
Transfer Service:	\$4.00 / \$2.00

Service Area: South Lake Tahoe, Meyers to Camp Richardson, Stateline to Cave Rock, Kingsbury Grade to Tramway and The Ridge

Discount Fares apply to Youth (5-16), Seniors (60 years and older), Persons with Disabilities, Medicare Card Holders, ADA Certified and Special Needs Pass Holders.

Exact fare required, drivers do not carry change.
 *Route deviations upto 3/4 miles, time permitting, available on Route 23 only.



Bus Schedule

ATTACHMENT E
 The Ridge, Carson City,
 Gardnerville & Minden, NV

Routes 20X, 21X, 23



Get there on BlueGO!

BlueGO service changes effective:
October 3rd, 2010

BlueGO is a public transportation service of the Tahoe Transportation District. BlueGO provides fixed route, On-Call, summer trolley and winter ski shuttle services on the south shore of Lake Tahoe with express commuter service to Carson City, Gardnerville and Minden, NV.

Please see BlueGO.org for additional information including other route and schedule brochures.

Rider Info: (530) 541-7149 ext 0

AGENDA ITEM XLB
 Effective Date: October 3, 2010
 www.BlueGO.org

Minden Express to Kingsbury Transit Center

→ Eastbound to Minden/Tahoe Airport

US Hwy 50/ Lakeside Inn & Casino	State Route 207/Market St (Mott Canyon Tavern)	Tina Court/ Tramway Dr (Upper Kingsbury)	Foothill Park & Ride Lot	Grace Christian Academy (2320 Heybourne Rd)	Minden/ Tahoe Airport
7:44	7:46	7:56	8:10	8:25	8:30

→ to discontinuance on 12/31/09
→ meet the passenger per hour

→ Monday-Friday when Grace is open - Monday, August 17, 2009 - August 29, 2010 excluding the following dates: October 30, November 11, 26 & 27, 2009 and January 1 & 18, February 20, 2009 and January 1-9 and May 31, 2010. Please call 541-7149 for more details.

→ as shown. Buses will stop at all stops along the route.

→ Buses may depart all stops starting at Market Street earlier than times shown.

→ This is the minimum school day. Buses operate, the 3:05 pm trip will operate on the following days: November 5, 6 & 25, 2010, 16, 2010. Please call BlueGO at 541-7149 for more details.

AM Times are shown in lightface type
PM Times are shown in boldface type

Schedules are subject to change without notice.
Times are approximate and may vary depending on traffic conditions, weather in winter, and other conditions.

Route 24X Minden to Kingsbury Transit Center

Express Route - Westbound to Kingsbury Transit Center

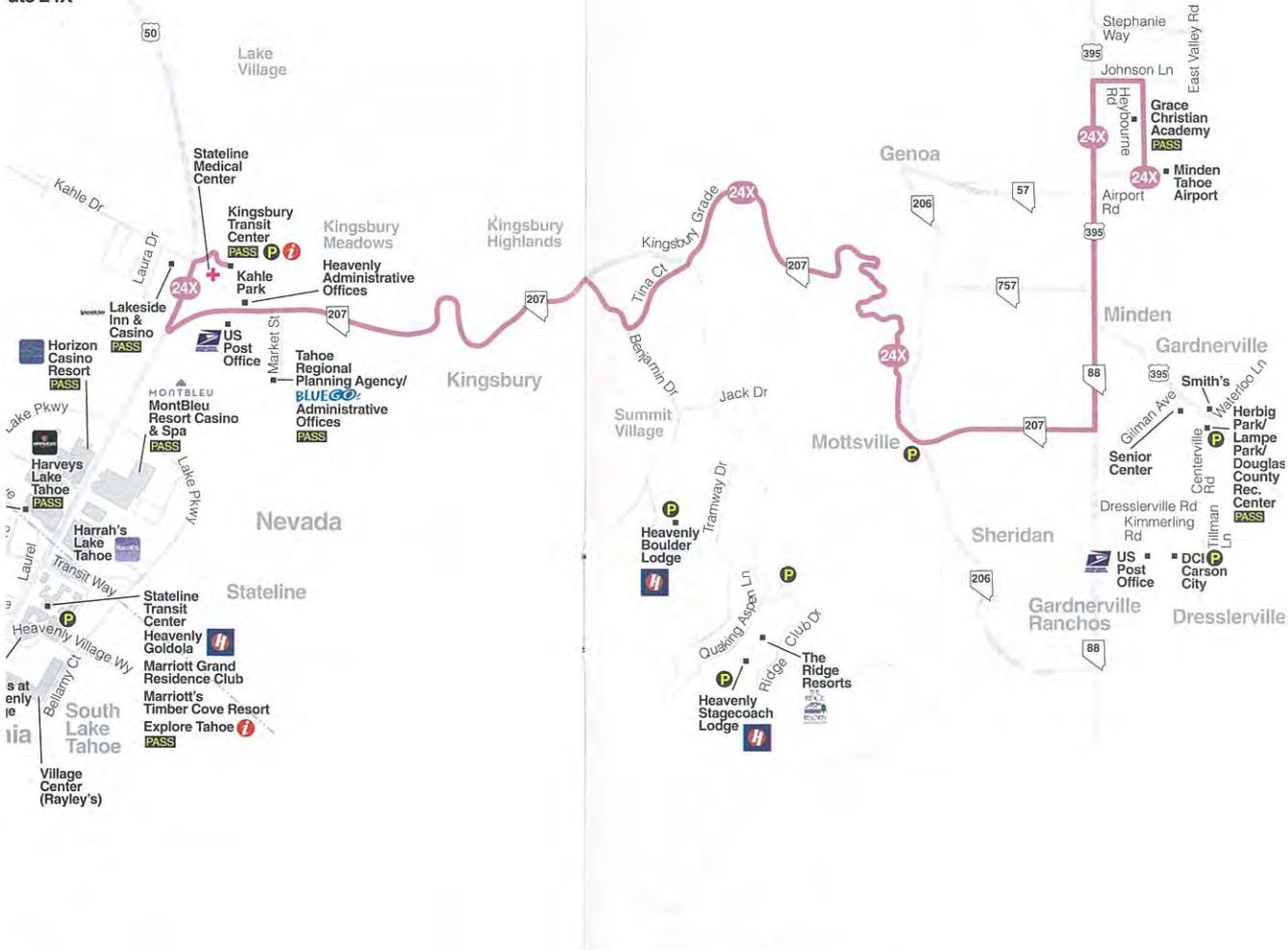
Minden/ Tahoe Airport	Grace Christian Academy (2320 Heybourne Rd)	Foothill Park & Ride Lot	Tina Court/ Tramway Dr (Upper Kingsbury)	State Route 207/Market St (Mott Canyon Tavern)	Kingsbury Transit Center
12:50*	12:55	1:15	1:28	1:38	1:40
3:05	3:10	3:30	3:43	3:53	3:55

ATTACHMENT E

- Route 24X Bus Stop List**
Westbound to Kingsbury Transit Center
- Minden/Tahoe Airport Terminal
 - Grace Christian Academy (2320 Heybourne Road)
 - US Highway 88 @ Carson Valley Swim Center
 - Foothill Park and Ride Lot
 - Tina Court @ Tramway Drive
 - Benjamin Drive @ Tina Court
 - Benjamin Drive @ State Route 207
 - State Route 207 @ Scotty's Hardware (Across Market Street)
 - State Route 207 @ Kahle Drive
 - US Highway 50 @ Kingsbury Transit Center
 - Kingsbury Transit Center

- Route 24X Bus Stop List**
Eastbound to Minden
- Kingsbury Transit Center
 - US Highway 50 @ Lakeside Inn & Casino
 - State Route 207 @ Across From Kahle Drive
 - State Route 207 @ Market Street
 - Benjamin Drive @ State Route 207
 - Tina Court @ Benjamin Drive
 - Tina Court @ Tramway Drive
 - Tramway Drive @ Tina Court
 - Foothill Park and Ride Lot
 - US Highway 88 @ Across From Carson Valley Swim Center
 - Grace Christian Academy (2320 Heybourne Road)
 - Minden/Tahoe Airport Terminal

Route 24X



BIG GEORGE VENTURES A portion of this route costs are funded by Big George Ventures

Route 30 Trolley Bus : South Lake Tahoe to Tahoma (Northbound)

Note: Not all bus stops are listed, a complete bus stop list is located at the right.

South Y Transit Center	Tahoe Valley Campground	Pope Beach Entrance	Camp Richardson Resort	Tallac Historic Site	USFS Visitor Center	Baldwin Beach Entrance	Emerald Bay Vikingsholm	Rubicon Bay Realty	Meeks Bay Resort	Tahoma PDQ Market
9:15 AM	9:17	9:21	9:23	9:26	9:27	9:30	9:46	9:52	9:59	10:08 AM
10:15	10:17	10:21	10:23	10:26	10:27	10:30	10:46	10:52	10:59	11:08
11:15	11:17	11:21	11:23	11:26	11:27	11:30	11:46	11:52	11:59	12:08
12:15	12:17	12:21	12:23	12:26	12:27	12:30	12:46	12:52	12:59	1:08
1:15	1:17	1:21	1:23	1:26	1:27	1:30	1:46	1:52	1:59	2:08
2:15	2:17	2:21	2:23	2:26	2:27	2:30	2:46	2:52	2:59	3:08
3:15	3:17	3:21	3:23	3:26	3:27	3:30	3:46	3:52	3:59	4:08
4:15	4:17	4:21	4:23	4:26	4:27	4:30	4:46	4:52	4:59	5:08
5:15 PM	5:17	5:21	5:23	5:26	5:27	5:30	5:46	5:52	5:59	6:08 PM

LAST TROLLEY LEAVES SOUTH LAKE TAHOE Y TRANSIT CENTER TO NORTH SHORE 5:15 PM

Route 30 Trolley Bus : Tahoma to South Lake Tahoe (Southbound)

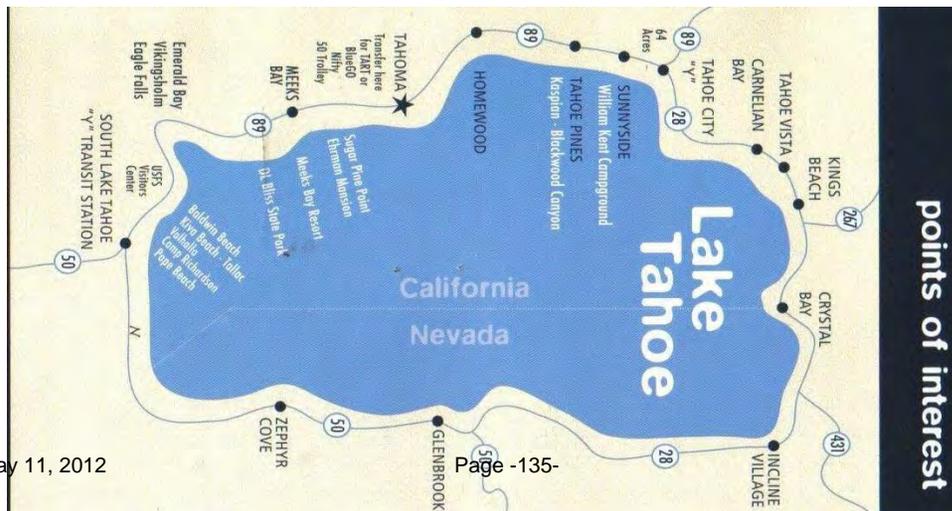
Note: Not all bus stops are listed, a complete bus stop list is located at the right.

Tahoma PDQ Market	Tahoma Post Office	Meeks Bay Campground	Rubicon Bay Glen Drive	Eagle Falls Trailhead	across from Baldwin Beach	Hwy 89 / Visitor Center	across from Tallac Historic Site	across from Camp Richardson	across from Pope Beach	South Y Transit Center
10:10 AM	10:12	10:21	10:26	10:35	10:46	10:50	10:54	11:00	11:04	11:10 AM
11:10	11:12	11:21	11:26	11:35	11:46	11:50	11:54	12:00	12:04	12:10
12:10	12:12	12:21	12:26	12:35	12:46	12:50	12:54	1:00	1:04	1:10
1:10	1:12	1:21	1:26	1:35	1:46	1:50	1:54	2:00	2:04	2:10
2:10	2:12	2:21	2:26	2:35	2:46	2:50	2:54	3:00	3:04	3:10
3:10	3:12	3:21	3:26	3:35	3:46	3:50	3:54	4:00	4:04	4:10
4:10	4:12	4:21	4:26	4:35	4:46	4:50	4:54	5:00	5:04	5:10
5:10	5:12	5:21	5:26	5:35	5:46	5:50	5:54	6:00	6:04	6:10
6:10 PM	6:12	6:21	6:26	6:35	6:46	6:50	6:54	7:00	7:04	7:10 PM

LAST TROLLEY LEAVES TAHOMA TO SOUTH SHORE 6:10 PM

The South Shore Nifty Fifty Trolley meets the TART North Shore Bus at Tahoma PDQ Market every hour at :10 past the hour.

If you are traveling from the South Shore Casino area or along Lake Tahoe Blvd. and want to catch the Trolley, you must catch route 50, ride to the South Y Transit Center and board the Trolley.



Northbound Bus Stops to Tahoma

- ATTACHMENT E
- South Y Transit Center
- Tahoe Valley Campground
- Across from the Y Post office
- 7th Street & 10th Street
- 13th St. / Anderson Bike Rentals
- 15 th Street / Fireside Lodge
- Pope Beach Entrance
- Camp Richardson Resort
- Valhalla Entrance
- Tallac Historic Site / Kiva Beach
- USFS Visitor Center
- Stream Profile
- Mt. Tallac Trailhead / Baldwin Beach
- Spring Creek
- Emerald Bay State Park
- Inspiration Point
- Vikingsholm Parking Lot
- D.L. Bliss State Park
- Rubicon Realty (Rubicon Bay)
- Meeks Bay Avenue
- Meeks Bay Campground
- Meeks Bay Resort
- Sugar Pine Point State Park
- Across from Sugar Pine Point Campground
- Across from Tahoma Post Office
- PDQ Market / Tahoma

Southbound Bus Stops to So. Lake Tahoe

- PDQ Market & Tahoma Post Office, Pine St.
- Sugar Pine Point Campground
- Across from Meeks Bay Campground
- Glen Drive (Rubicon Bay)
- Across from D.L. Bliss State Park
- Eagle Falls Trailhead / Vikingsholm
- Inspiration Point
- Emerald Bay State Park
- Spring Creek Road
- Mt. Tallac Trailhead / Baldwin Beach
- Across from USFS visitor center entrance
- Across from Tallac Historic Site Entrance
- Camp Richardson Stables
- Camp Richardson Resort
- Across from Pope Beach Entrance
- 15 th Street
- Sky Forest Acres Apartments
- 8 th Street & 5th Street
- South Y Transit Center

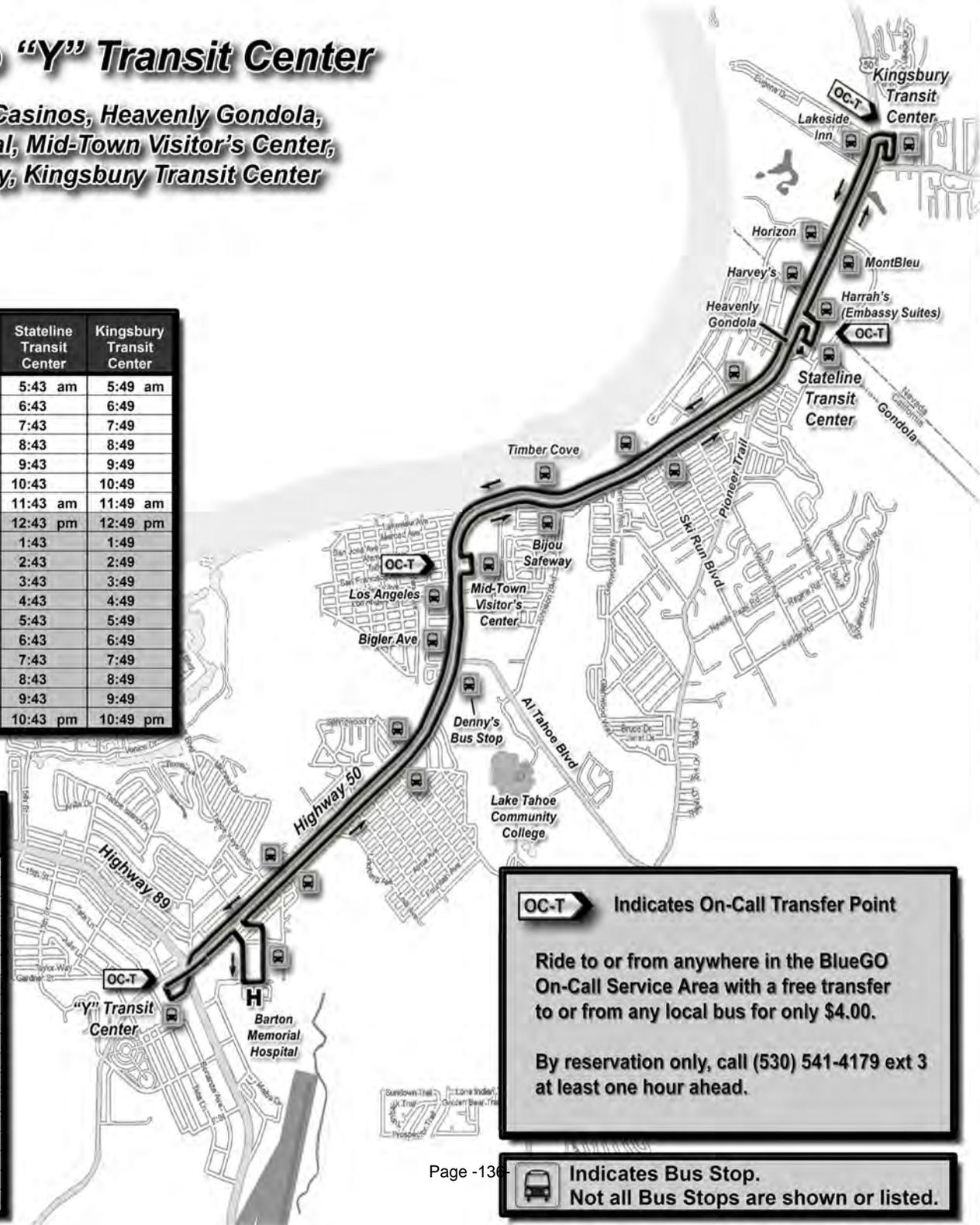
Casinos to "Y" Transit Center

Highway 50, Casinos, Heavenly Gondola,
Barton Hospital, Mid-Town Visitor's Center,
Bijou Safeway, Kingsbury Transit Center



Route 50	All Week	Eastbound						
"Y" Transit Center	Barton Memorial Hospital	Hwy 50 / Al Tahoe Denny's	Hwy 50 / Visitor's Center	Hwy 50 / Bijou Safeway	Hwy 50 / Heavenly Gondola	Stateline Transit Center	Kingsbury Transit Center	
5:15 am	5:19 am	5:27 am	5:29 am	5:33 am	5:38 am	5:43 am	5:49 am	
6:15	6:19	6:27	6:29	6:33	6:38	6:43	6:49	
7:15	7:19	7:27	7:29	7:33	7:38	7:43	7:49	
8:15	8:19	8:27	8:29	8:33	8:38	8:43	8:49	
9:15	9:19	9:27	9:29	9:33	9:38	9:43	9:49	
10:15	10:19	10:27	10:29	10:33	10:38	10:43	10:49	
11:15 am	11:19 am	11:27 am	11:29 am	11:33 am	11:38 am	11:43 am	11:49 am	
12:15 pm	12:19 pm	12:27 pm	12:29 pm	12:33 pm	12:38 pm	12:43 pm	12:49 pm	
1:15	1:19	1:27	1:29	1:33	1:38	1:43	1:49	
2:15	2:19	2:27	2:29	2:33	2:38	2:43	2:49	
3:15	3:19	3:27	3:29	3:33	3:38	3:43	3:49	
4:15	4:19	4:27	4:29	4:33	4:38	4:43	4:49	
5:15	5:19	5:27	5:29	5:33	5:38	5:43	5:49	
6:15	6:19	6:27	6:29	6:33	6:38	6:43	6:49	
7:15	7:19	7:27	7:29	7:33	7:38	7:43	7:49	
8:15	8:19	8:27	8:29	8:33	8:38	8:43	8:49	
9:15	9:19	9:27	9:29	9:33	9:38	9:43	9:49	
10:15 pm	10:19 pm	10:27 pm	10:29 pm	10:33 pm	10:38 pm	10:43 pm	10:49 pm	

Route 50	All Week	Westbound				
Kingsbury Transit Center	Hwy 50 / Friday Ave	Hwy 50 / Timber Cove	Hwy 50 / Bigler Ave	Hwy 50 / Jack in the Box	"Y" Transit Center	
5:49 am	5:53 am	6:01 am	6:05 am	6:07 am	6:15 am	
6:49	6:53	7:01	7:05	7:07	7:15	
7:49	7:53	8:01	8:05	8:07	8:15	
8:49	8:53	9:01	9:05	9:07	9:15	
9:49	9:53	10:01	10:05	10:07	10:15	
10:49	10:53	11:01 am	11:05 am	11:07 am	11:15 am	
11:49 am	11:53 am	12:01 pm	12:05 pm	12:07 pm	12:15 pm	
12:49 pm	12:53 pm	1:01	1:05	1:07	1:15	
1:49	1:53	2:01	2:05	2:07	2:15	
2:49	2:53	3:01	3:05	3:07	3:15	
3:49	3:53	4:01	4:05	4:07	4:15	
4:49	4:53	5:01	5:05	5:07	5:15	
5:49	5:53	6:01	6:05	6:07	6:15	
6:49	6:53	7:01	7:05	7:07	7:15	
7:49	7:53	8:01	8:05	8:07	8:15	
8:49	8:53	9:01	9:05	9:07	9:15	
9:49	9:53	10:01	10:05	10:07	10:15	
10:49 pm	10:53 pm	11:01 pm	11:05 pm	11:07 pm	11:15 pm	



OC-T Indicates On-Call Transfer Point

Ride to or from anywhere in the BlueGO On-Call Service Area with a free transfer to or from any local bus for only \$4.00.

By reservation only, call (530) 541-4179 ext 3 at least one hour ahead.

Bus Stop Icon Indicates Bus Stop.
Not all Bus Stops are shown or listed.

Bus Schedule

ATTACHMENT E
South Lake Tahoe

Routes 50 and 53



Get there on BlueGO!

BlueGO service changes effective:
October 3rd, 2010

BlueGO is a public transportation service of the Tahoe Transportation District. BlueGO provides fixed route, On-Call, summer trolley and winter ski shuttle services on the south shore of Lake Tahoe with express commuter service to Carson City, Gardnerville and Minden, NV.

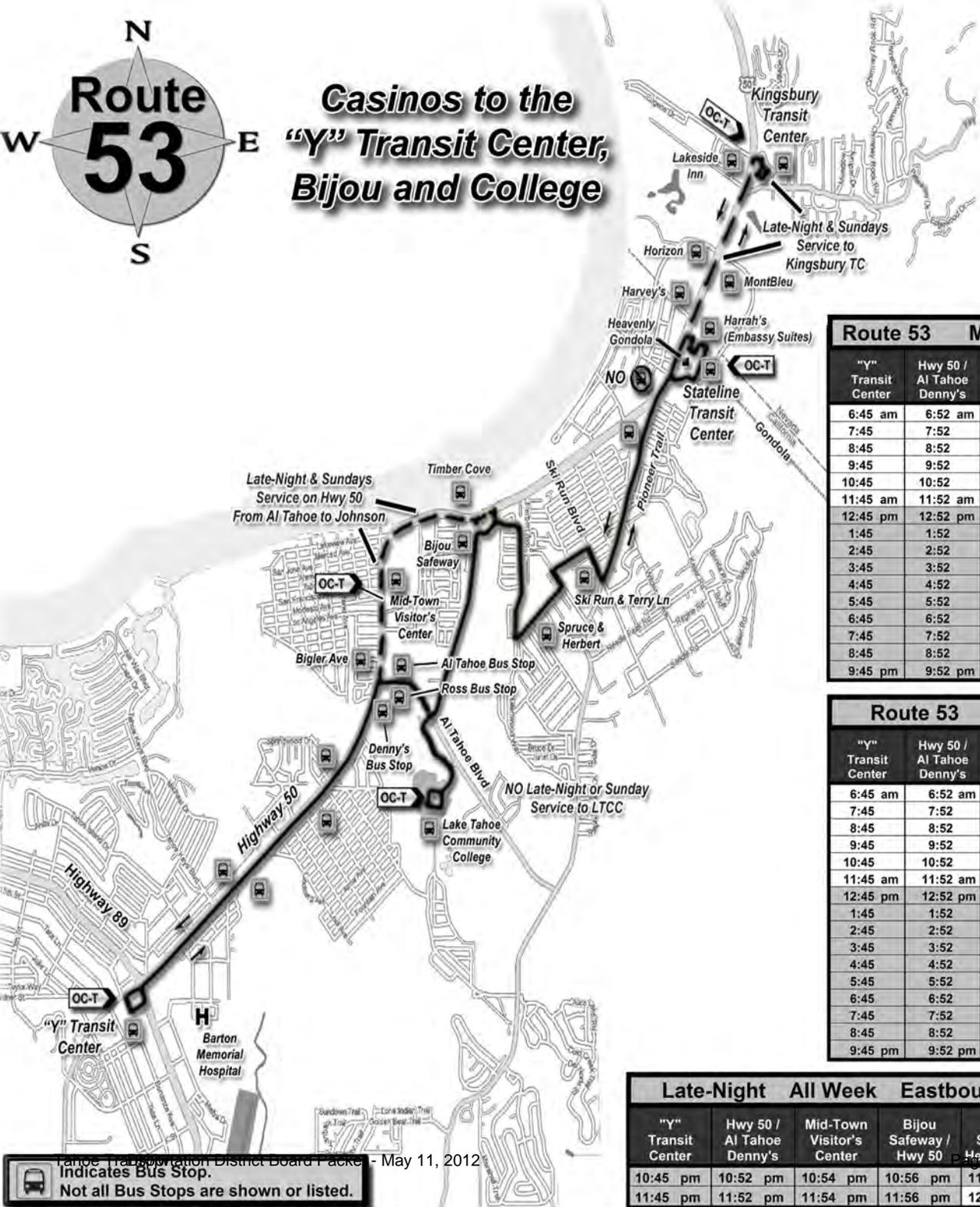
Please see BlueGO.org for additional information including other route and schedule brochures.

Rider Info: (530) 541-7149 ext 0

AGENDA ITEM XLB
Effective Date: October 3, 2010
www.BlueGO.org



Casinos to the "Y" Transit Center, Bijou and College



Bus Fares

Local Routes: 23, 50, 53

General: 1 Token or \$2.00
Discount: 1 Token or \$1.00

Express Routes: 20X, 21X, 24X

General: 2 Tokens or \$4.00
Discount: 1 Token or \$2.00

Day Pass:

General: 2 Tokens or \$5.00
General Express: 4 Tokens or \$9.00
Discount: 2 Tokens or \$2.50
Discount Express: 3 Tokens or \$6.00

BlueGO On-Call: Door-to-Door Service and the On-Call Transfer Service

Reservations: (530) 541-7149 ext 3

Route 53 Monday- Saturday Eastbound

"Y" Transit Center	Hwy 50 / Al Tahoe Denny's	Lake Tahoe Community College	Bijou Safeway / Johnson	Bijou Spruce / Herbert Ave	Ski Run Blvd / Terry Ln	Hwy 50 / Heavenly Gondola	Stateline Transit Center	Pioneer Trail / Keller Rd	Ski Run Blvd / Willow Ave	Bijou Spruce / Herbert Ave	Bijou Safeway / Johnson	Lake Tahoe Community College	Hwy 50 / Jack in the Box	"Y" Transit Center
6:45 am	6:52 am	6:56 am	7:00 am	7:05 am	7:07 am	7:12 am	7:15 am	7:20 am	7:23 am	7:26 am	7:30 am	7:34 am	7:38 am	7:45 am
7:45	7:52	7:56	8:00	8:05	8:07	8:12	8:15	8:20	8:23	8:26	8:30	8:34	8:38	8:45
8:45	8:52	8:56	9:00	9:05	9:07	9:12	9:15	9:20	9:23	9:26	9:30	9:34	9:38	9:45
9:45	9:52	9:56	10:00	10:05	10:07	10:12	10:15	10:20	10:23	10:26	10:30	10:34	10:38	10:45
10:45	10:52	10:56	11:00 am	11:05 am	11:07 am	11:12 am	11:15 am	11:20 am	11:23 am	11:26 am	11:30 am	11:34 am	11:38 am	11:45 am
11:45 am	11:52 am	11:56 am	12:00 pm	12:05 pm	12:07 pm	12:12 pm	12:15 pm	12:20 pm	12:23 pm	12:26 pm	12:30 pm	12:34 pm	12:38 pm	12:45 pm
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1:45	1:52	1:56	2:00	2:05	2:07	2:12	2:15	2:20	2:23	2:26	2:30	2:34	2:38	2:45
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7:45	7:52	7:56	8:00	8:05	8:07	8:12	8:15	8:20	8:23	8:26	8:30	8:34	8:38	8:45
8:45	8:52	8:56	9:00	9:05	9:07	9:12	9:15	9:20	9:23	9:26	9:30	9:34	9:38	9:45
9:45 pm	9:52 pm	9:56 pm	10:00 pm	10:05 pm	10:07 pm	10:12 pm	10:15 pm	10:20 pm	10:23 pm	10:26 pm	10:30 pm	10:34 pm	10:38 pm	10:45 pm

Route 53 Monday- Saturday Westbound

"Y" Transit Center	Hwy 50 / Jack in the Box	Lake Tahoe Community College	Bijou Safeway / Johnson	Bijou Spruce / Herbert Ave	Ski Run Blvd / Willow Ave	Pioneer Trail / Keller Rd	Stateline Transit Center	Hwy 50 / Heavenly Gondola	Ski Run Blvd / Terry Ln	Bijou Spruce / Herbert Ave	Bijou Safeway / Johnson	Lake Tahoe Community College	Hwy 50 / Al Tahoe Denny's	"Y" Transit Center
7:45 am	7:38 am	7:34 am	7:30 am	7:26 am	7:23 am	7:20 am	7:15 am	7:12 am	7:07 am	7:05 am	7:00 am	6:56 am	6:52 am	6:45 am
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Route 53 Sunday & Holidays Eastbound

"Y" Transit Center	Hwy 50 / Al Tahoe Denny's	Mid-Town Visitor's Center	Bijou Safeway / Hwy 50	Bijou Spruce / Herbert Ave	Ski Run Blvd / Terry Ln	Hwy 50 / Heavenly Gondola	Stateline Transit Center	Pioneer Trail / Keller Rd	Ski Run Blvd / Willow Ave	Bijou Spruce / Herbert Ave	Hwy 50 / Timber Cove	Hwy 50 / Bigler Ave	Hwy 50 / Jack in the Box	"Y" Transit Center
6:45 am	6:52 am	6:54 am	6:58 am	7:03 am	7:05 am	7:10 am	7:15 am	7:20 am	7:23 am	7:26 am	7:31 am	7:35 am	7:37 am	7:45 am
7:45	7:52	7:54	7:58	8:03	8:05	8:10	8:15	8:20	8:23	8:26	8:31	8:35	8:37	8:45
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9:45 pm	9:52 pm	9:54 pm	9:58 pm	10:03 pm	10:05 pm	10:10 pm	10:15 pm	10:20 pm	10:23 pm	10:26 pm	10:31 pm	10:35 pm	10:37 pm	10:45 pm

Route 53 Sunday & Holidays Westbound

"Y" Transit Center	Hwy 50 / Jack in the Box	Hwy 50 / Bigler Ave	Hwy 50 / Timber Cove	Hwy 50 / Al Tahoe Denny's	Bijou Spruce / Herbert Ave	Ski Run Blvd / Willow Ave	Pioneer Trail / Keller Rd	Stateline Transit Center	Hwy 50 / Heavenly Gondola	Ski Run Blvd / Terry Ln	Bijou Spruce / Herbert Ave	Mid-Town Visitor's Center	Hwy 50 / Al Tahoe Denny's	"Y" Transit Center
7:45 am	7:37 am	7:35 am	7:31 am	7:26 am	7:26 am	7:23 am	7:20 am	7:15 am	7:10 am	7:05 am	7:03 am	6:58 am	6:54 am	6:45 am
8:45	8:37 am	8:35 am	8:31 am	8:26 am	8:26 am	8:23 am	8:20 am	8:15 am	8:10 am	8:05 am	8:03 am	7:58 am	7:54 am	7:45 am
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Late-Night All Week Eastbound

"Y" Transit Center	Hwy 50 / Al Tahoe Denny's	Mid-Town Visitor's Center	Bijou Safeway / Hwy 50	Bijou Spruce / Herbert Ave	Ski Run Blvd / Terry Ln	Hwy 50 / Heavenly Gondola	Stateline Transit Center	Kingsbury Transit Center	Hwy 50 / Friday Ave	Ski Run Blvd / Willow Ave	Bijou Spruce / Herbert Ave	Hwy 50 / Timber Cove	Hwy 50 / Bigler Ave	Hwy 50 / Jack in the Box	"Y" Transit Center
10:45 pm	10:52 pm	10:54 pm	10:56 pm	11:00 pm	11:02 pm	11:07 pm	11:10 pm	11:15 pm	11:19 pm	11:25 pm	11:28 pm	11:32 pm	11:36 pm	11:38 pm	11:45 pm
11:45 pm	11:52 pm	11:54 pm	11:56 pm	12:00 am	12:02 am	12:07 am	12:10 am	12:15 am	12:1						



MEMORANDUM

Date: May 7, 2012
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Update Regarding North Lake Tahoe Water Shuttle Pilot Project, Including Progress Towards a Contract for Services Between Tahoe Transportation District and Fineline Industries, Inc. and License Agreements with Individual Property Owners

Action Requested:

It is requested the Board discuss the progress update for the North Lake Tahoe Water Shuttle Pilot Project and provide direction.

Background:

As reported to the Board at its April meeting, the planning for this proposed three-year pilot water shuttle program continues to move forward to initiate west and north shore service starting this coming summer. The TTD is the project manager and will contract for the services necessary for the shuttle to operate. The \$380,000 funding request, approved by the North Lake Tahoe Resort Association (NLTRA) Board, received final approval by the Placer County Board of Supervisors at its April 10 meeting. The NLTRA and Truckee North Tahoe Transportation Management Association (TNT-TMA) continue to work very closely with TTD to ensure all the pieces are in place.

Last month, the Board approved a bid award to Fineline Industries. Director Ron Treabess and District Counsel have subsequently been working on agreements, a contract draft, and negotiations.

Project Updates:

Funding: The approved funding amount should be adequate to operate the one-boat service based on the project estimate and the cost proposal submitted by the selected operator. As revenues are substantiated during the first year, it is anticipated that the allocation will support a future two-boat service. While it is also estimated that the service will be self-sufficient after three years, some level of subsidy may continue to be necessary.

Vessel operator selection: At its April 13 meeting, the TTD Board approved the recommendation of Fineline Industries, Inc. and authorized the negotiation of a contract for service. TTD legal counsel has completed the draft "Agreement for Water Shuttle Service," which has been forwarded to Fineline for review and acceptance. Further progress will be reported at the TTD Board meeting.

Permitting: Based on continued dialogue with TRPA staff, a Public Service application has been submitted to TRPA this week. Consultant Jon-Paul Harries has told us that TRPA usually has a quick turn-around with respect to assigning these on-call projects, and thinks this application will move to the Hearings Officer fairly quickly.

Landside Facility Agreements: Draft agreements have been completed by legal counsel and sent to the five primary dock facility owner/operators for review and acceptance. They have committed to trying to meet our timelines. Once again, we will have additional progress to report at the Board meeting.

Ticketing/Marketing: Both programs are moving ahead, as far as type of system that will be utilized for reservations/ticket purchasing, as well as methods to be used for information dissemination and advertising. Site visits will be occurring for actual locating of the self-service ticketing devices. Initial marketing materials for summer brochures and visitors guides are being submitted.

Discussion:

While it is highly unlikely that the various agreements will be in place for Board approval at the May 11 meeting, we will have a good indication of when that may occur, so as to allow the Board to decide if it would be willing to schedule a special meeting for approval if necessary.

Fiscal Analysis:

There are small TTD expenditures at this time relevant to legal review and Staff time.

Work Program Analysis:

There has been minor staff time associated with this project this fiscal year to date and it is in association to the passenger ferry project which is in the work program.

Additional Information:

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



MEMORANDUM

Date: May 7, 2012
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Chair and Vice-Chair
Subject: Fiscal Year 2012 Work Program Mid-Year Performance Review and Discussion

Action Requested:

It is requested the Board accept the report and discuss its contents. No formal approval or other action is requested.

Background:

Following the February Board meeting, Chair Strain and Vice-Chair Garner reviewed the District Manager's 2011/2012 performance goals with District Manager Hasty. The purpose of the mid-year discussion is to review and discuss previously established priorities against current needs and determine if changes in priorities or direction are necessary in order to accomplish the District's mission and supporting goals. It provides a timely opportunity to update the District's work priorities without waiting until the end of the fiscal year.

Discussion:

Using the 2011/2012 Objectives from the most recent performance review as an outline, the status of each objective was reviewed and discussed. The District has a significant number of large and complex projects underway. In sum, they require sustained effort and focus on the part of the staff, which is occurring. Many of the twelve objectives are longer term or on-going tasks that will not necessarily be completed during this fiscal year. Overall, no major changes in priorities are being recommended; however, the following specific objectives were discussed in detail:

Objective 5: Meet District Financial and Budget Goals

We discussed the long-term need to add other funding participants, including the casinos and possibly Aramark.

Objective 6: Complete and Implement an Employee Handbook

This task will need to catch up in order to be completed by the end of the fiscal year.

Objective 7: Prepare and Adopt an Annual Work Plan

Going forward, this task should include the addition of a capital plan, particularly for the transit component.

Objective 9: Measureable Progress on Transition of TMPO from TRPA to TTD

This objective is recommended to be put on hold, pending the adoption of the Regional Plan Update and Regional Transportation Plan.

Fiscal Analysis:

All expenditures associated with this item are accounted for in the 2011/12 Work Program and associated budget.

Work Program Analysis:

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

Additional Information:

If you have any questions or comments regarding this item, please contact Chair Strain or Vice-Chair Garner.



MEMORANDUM

Date: May 7, 2012
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Discussion and Direction on District's Proposed Work Program and Preliminary Budget for Fiscal Year 2013

Action Requested:

It is requested the Board discuss the proposed work program and preliminary budget for Fiscal Year 2013, providing feedback and direction to Staff. A final work program and budget will be brought back to the Board for adoption next month.

Background:

Near the end of last fiscal year, Staff and the Board had a workshop in which a major push was discussed to address long-term funding for capital project construction, and transit and agency operations over a two-year period. One year has passed with progress on project construction, transit and agency operations, but little else in dedicated sources, including the passage of a federal transportation bill reauthorization or District general fund. This coming fiscal year will require a very concerted effort to positively affect the long-term funding sources. Opportunities and strategies are developing to that end.

This proposed budget and work program will be the fourth full fiscal year since the Board hired a District Manager and subsequent staff. In the prior three fiscal year periods, the full capital program has been launched and is into the environmental document phase, with the passenger ferry the last project preparing to go to scoping; administration and operation of the south shore transit system; seven bus shelters constructed and preparations to construct more; construction beginning on the first segment of bike trail on the Nevada side; NDOT's start of construction of the Incline roundabout with the District's sponsorship; and the launch of both a pilot anchor parking and shuttle service on the SR 28 corridor from Incline to Sand Harbor and a water shuttle service with its partners at the north shore who have worked hard to bring that to reality.

With the action by Congress to approve a final continuing resolution for the current federal fiscal year, staff expects to receive one more allocation, which will provide project planning funds through the end of the District's 2015 fiscal year. The outcome of the latest effort to reauthorize the federal transportation bill and the changes it proposes will dictate the future allocation of project planning funds.

Discussion:

The District's FY 2013 work program and budget continues to reflect three major work areas: projects and capital program, administration and agency development, and transit. A fourth

CH/jw

AGENDA ITEM: XI.E.

element was discussed at the beginning of last year and that was the incorporation of the Metropolitan Planning Organization (MPO) function upon development and agreement of a transition plan. With the Regional Plan Update and Regional Transportation Plan Update now entering the review and approval process, it is the time to formally propose a transition as part of the implementation efforts for the new plans, including consideration of the Regional Transportation Planning Agency function.

The summary Work Element outline for FY 2013 is found in Attachment A. The work program structure remains consistent with the past.

Administrative – Three major goals were targeted for FY 2012, financial and capital project management software acquisition, employee handbook development, and securing a line of credit. A fourth and fifth goal were added during the year to develop Title VI and DBE Compliance policies, and construction services procurement policies. The software has been acquired and will be fully operational by the end of the fiscal year, a draft handbook has been prepared, a \$500,000 line of credit has been established with Nevada State Bank, Title VI and DBE is completed, and a contract and task order issued for construction procurement policy development.

For FY 2013, no new initiatives are proposed. The primary work will be refining and perfecting our business management systems. This includes completing the policy development work for human resource management and construction services procurement. The increasing compliance demand as the District's budget sources have grown and diversified, along with the increase of activities for planning and construction across the concurrent project efforts, has created a need for an additional one and one-half person year hours. The Board gave conceptual approval for making the Executive Assistant/Clerk to the Board full-time for the District, and for adding a contract support position for project management and accounting compliance. This time is included in the work program and budget.

Aquabus Project and Potential Water Shuttle Pilot – The highlights of the current fiscal year goals were to conclude the FTA alternative analysis for the project and determine the feasibility of a pilot project in advance of the passenger ferry. Both have been accomplished. In regard to the pilot project, the pilot is on the verge of implementation for the summer season, thanks to the extraordinary efforts of the north shore partners at the TNT-TMA and North Lake Tahoe Resort Association.

For FY 2013, the primary focus will be the environmental document development for the aquabus. If possible, a market survey will also be conducted to assess potential ridership from the tourist base population. The pilot water shuttle service operation for the north shore will be through the District's partners.

Bus Shelters – The FY 2012 target was to construct ten shelters, five in the City of South Lake Tahoe and five in Douglas County. A total of seven were successfully constructed (four in CSLT, three in Douglas County), right of way acquisition issues prevented construction of two in Douglas County.

CH/jw

AGENDA ITEM: XI.E.

In FY 2013, Staff plans to construct five to eight more bus shelters for the south shore transit system in the City of South Lake Tahoe, pending right of way availability.

Environmental Documentation – The FY 2012 goal was to have all major projects in the environmental document phase. The last coming forward is the aquabus, with the other projects already engaged. The cumulative analysis for the programmatic document related to the Regional Transportation Plan is out for public comment.

For FY 2013, Staff expects to have all the major projects move into the environmental document certification process, design for permitting, and permitting process.

Stateline to Stateline South Demo Bike Trail – In FY 2012, it was expected the project would move into the construction phase. That is occurring and the project will be going out to bid for the section between Kahle Drive and Elks Point Road. This is a major step forward for the District in construction.

FY 2013, work will be the contracting and oversight of construction, as well as working with NDOT to develop the Construction Manager at Risk process for the Round Hill section of the trail. Construction on that section should commence next field season in partnership with NDOT.

SR 28 Corridor and North Demo Bike Trail – The FY 2012 major goals were the next phase of design and analysis for the bike trail, planning for seasonal transit shuttle service, and initiation of a Corridor Management Plan for SR 28 on the Nevada side. An environmental assessment (EA) and 30% design is underway for the trail, transit service has been planned and is ready for startup in June, and the Corridor Management Plan is underway.

FY 2013 goals are the completion of the EA and begin the permitting process, operation of the transit service, and completion of the Corridor Management Plan.

Meeks Bay Bike Trail – The goal for FY 2012 was to move into the environmental analysis phase, which has been accomplished.

For FY 2013, Staff expects to conclude environmental analysis and move into the permitting phase. If funding can be found for construction, then preparation for that will also commence.

Meyers – For FY 2012, Staff proposed that El Dorado County staff take the lead to address traffic operational and safety improvements in the US 50 Meyers corridor, spanning from the Pioneer Trail intersection to the North Upper Truckee intersection. Expected results are a corridor management plan and the development of alternatives. This did not occur.

Staff proposes no goals for work in Meyers by the District in FY 2013.

MPO – No specific goals were specified in the FY 2012 work program to address the potential merger of the Tahoe Metropolitan Planning Organization (TMPO) work program with the District, as no firm timetable had been established. Since the MPO has its own developed work program called the Overall Work Program (OWP), budget, and funding sources, which the Board has seen and made its recommendation, Staff proposed that it be adopted as a whole, once a

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AGENDA ITEM: XI.E.

timetable had been established and corresponding actions had been taken. No timetable or actions were taken.

For FY 2013, a decision and corresponding effort is proposed to be made for having the MPO and Regional Transportation Planning Agency (RTPA) function consolidate with the District. With the proposed new Regional Plan adoption by TRPA and a renewed focus on implementation to achieve environmental gain, the time is correct for this discussion on how best to implement transportation and fulfill planning functions. A Cooperative Agreement between TRPA and the District as the two bi-state agencies working to protect, restore, and improve the mobility of the Basin is one mechanism to achieve this.

Transit – The goals for FY 2012 was to continue with the transition of the south shore system under the District, including improving the fleet and operations. Staff expected to replace four buses and a trolley, install an AVL system and electronic fare box system on the fleet, and improve security and yard operations in the fiscal year. A new contract operator was also expected to be on board by the beginning of the fiscal year. All of these have been done or are in the process of completion, in regard to electronic fare box and the delivery of a trolley. In addition, the “triangle plan” was launched and successfully implemented.

In FY 2013, Staff has the potential to expand private sector participation in the system and some service routes. One expansion of the service plan discussed is the pilot seasonal shuttle on SR 28. Another goal is the development of a capital facilities plan for operations. Completing the technological upgrades to the fleet and yard will be done. Addressing mobility service needs for riders is also a goal dependent on additional funding. If the funding is awarded, a contract position to fill the mobility service role is proposed and included in the work program and proposed budget. Lastly, resolution to MV lawsuit is also a goal.

Fiscal Analysis:

A preliminary summary budget of revenues and expenses is attached (Attachment B). With projects and transit, the projected budget totals approximately \$16.9 million this coming fiscal year, compared to last year’s projected budget of \$14.2 million (actual now projected to be closer to \$10 million). The reason for the increase is attributed to the continuing work on the environmental documents and the construction of projects.

The funding sources available for the work program in the coming fiscal year continue to be varied and complicated. In general, the project planning work will be supported by the Federal Lands Highway (FLH) half percent funds, Southern Nevada Public Lands Management Act (SNPLMA), or Question 1 (NV) funds as the project phase dictates. The first allocation of FLH funds was drawn down and closed out as planned by the end of the FY 2011 fiscal year. The second allocation will be close to being drawn down at the end of FY 2012. The third allocation is available for FY 2013 work.

Transit funding sources include Federal Transit Administration (FTA) funds from programs 5311, 5309, 5311 ARRA, 5308, CMAQ, Rental Car Mitigation Funds (RCMF), Transit Development Act (TDA), Prop 1B TSSSDRA & PTMISEA, and private sector contributions dependent on whether the use is transit operations or capital acquisition.

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AGENDA ITEM: XI.E.

Other funds available to the District are member and regional contributions to the District's general fund. This is our weakest source of funding support.

The preliminary budget includes a four percent increase in staff salary costs. It also includes increasing the Executive Assistant/Clerk to the Board to a full-time position from the cost sharing relationship the District has had with the TMPO; a full-time staff support position for accounting and project management, and a mobility manager position, dependent on successful grant award. The latter two positions will be contractual positions.

Work Program Analysis:

Approval of the staffing levels will bring the District from a staff of six and one-half full-time position equivalents to eight and three-quarters. FY 2012 work program and budget approval anticipated two additional transit staff positions which would have brought the District staffing levels to eight and one-half full time equivalents. In FY 2012, the District Manager and Staff determined the two positions were not needed for the year on District Staff. The addition of construction activity and implementation of projects, combined with compliance demands requires additional support staff time. This work program can be accomplished with this staffing level, combined with the use of contractor project leads.

Additional Information:

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

Attachments:

- A. FY 2013 Work Program Work Elements
- B. FY 2013 Preliminary Budget

FY 2013 WORK ELEMENTS

WORK ELEMENT 1: TTD ADMINISTRATION AND OUTREACH

TASKS

- 1.1 – Board Relations, Policy Meetings, Community Relations
- 1.2 – Work Program and Budget Development and Management
- 1.3 – Report/Coordinate with TMPO and Federal Highways

WORK ELEMENT 2: PROGRAM MANAGEMENT FOR PROJECTS AND SERVICES

TASKS

- 2.1 – Strategic Plan Development
- 2.2 – Capital Improvement Program Development and Management
- 2.3 – Service Improvement Program Development and Management
- 2.4 – Informed Decision Program Development and Management
- 2.5 – Fiscal Administration and Controls, Risk Management, Record Keeping

WORK ELEMENT 3: TTD PROJECT DEVELOPMENT AND IMPLEMENTATION

TASKS

- 3.1 – US 50 Stateline Corridor Project
- 3.2 – Lake Tahoe Ferry/Waterborne Project
 - 3.2.1 – FTA Alternatives Analysis (*inactive as of FY12*)
 - 3.2.2 - Water Transit Pilot
- 3.3 – Nevada Stateline to Stateline Bikeway Project
 - 3.3.1 – South Demo-Phase I
 - 3.3.1B - Construction
 - 3.3.2 – North Demo-Phase II
 - 3.3.3 – Central Corridor-Phase III
- 3.4 – SR 89 Realignment-Fanny Bridge Project
- 3.5 – SR 28/431 Operational/Safety Improvement Project
- 3.6 – Other Projects
- 3.7 – El Dorado East (*inactive as of FY12*)
- 3.8 – Transit Shelters
 - 3.8.1 – California Phase I
 - 3.8.2 – Nevada Phase I
 - 3.8.3 – California Phase II
 - 3.8.4 – Nevada Phase II
- 3.9 – Meeks Bay Bike Trail
- 3.10 – SR 28 Corridor Management Project

WORK ELEMENT 4: TTD TRANSIT SERVICE AND ASSET MANAGEMENT

TASKS

- 4.1 – Apply for and Manage Transit Grants
- 4.2 – Manage TTD Insurance Policy
- 4.3 – Manage TTD Assets and Procurement Process
- 4.4 – Liaison with Local and Regional Public and Private Transit Operators and Transportation Management Associations
- 4.5 – Regional Transit Marketing Program
- 4.6 – North Shore Water Transit
- 4.7 – Transit System Administration

WORK ELEMENT 5: CAPACITY DEVELOPMENT FOR PROJECTS AND TRANSIT SERVICE

TASKS

- 5.1 – Regional Revenue Development for Transportation Program
- 5.2 – Legislative/ Association Coordination/ Development/ Outreach
- 5.3 – Planning and Resource Coordination/ Development (SCS, RPU)

Tahoe Transportation District
Proposed Budget
Fiscal Year 2013

ATTACHMENT B

	Projected Year-End FY 2012	Preliminary Budget FY 2013
Capital Improvement Projects		
Bikeway - So. Demo Construction Funding	168,039	2,222,901
Bikeway - So. Demo Construction Expenditures	<u>(168,039)</u>	<u>(2,222,901)</u>
Net (+ / -)	0	0
FLH 1/2 Percent Funding	2,583,728	5,185,448
FLH 1/2 Percent Expenditures	<u>(2,583,728)</u>	<u>(5,185,448)</u>
Net (+ / -)	0	0
SNPLMA - US 50 Funding	434,264	452,120
SNPLMA - US 50 Expenditures	<u>(434,264)</u>	<u>(452,120)</u>
Net (+ / -)	0	0
FTA 5309 CA Shelters / Transit Equip / Preventative Maintenance	285,965	189,035
FTA 5309 Match	71,493	152,834
FTA 5309 Expenditures	<u>(357,458)</u>	<u>(341,869)</u>
Net (+ / -)	0	0
ARRA 5311 NV Shelters	104,642	55,358
ARRA 5311 Match	773	7,227
ARRA 5311 NV Shelters Expenditures	<u>(105,415)</u>	<u>(62,585)</u>
Net (+ / -)	0	0
ARRA 5311 AVL / Electronic FareBoxes	200,000	50,000
ARRA 5311 AVL / Electronic FareBoxes Exp.	<u>(200,000)</u>	<u>(50,000)</u>
Net (+ / -)	0	0
NDOT FTA 5309 Trolley / Buses	184,316	102,964
NDOT FTA 5309 Match	46,079	25,741
NDOT FTA 5309 Trolley Expenditures	<u>(230,395)</u>	<u>(128,705)</u>
Net (+ / -)	0	0
NDOT 5308 Placer / TTD - Bus/Trolley Funding	0	1,000,000
NDOT 5308 Placer / TTD - Bus/Trolley Match	0	250,000
NDOT 5308 Placer / TTD - Bus/Trolley Expenditures	<u>0</u>	<u>(1,250,000)</u>
Net (+ / -)	0	0
Prop 1 B Funding	0	1,333,915
Prop 1 B Expenditures	<u>0</u>	<u>(1,333,915)</u>
Net (+ / -)	0	0
Prop 1B TSSSDRA Funding	16,445	53,772
Prop 1B TSSSDRA Expenditures	<u>(16,445)</u>	<u>(53,772)</u>
Net (+ / -)	0	0
ARRA 5311 Buses	579,603	0
ARRA 5311 Buses Expenditures	<u>(579,603)</u>	<u>0</u>
Net (+ / -)	0	0

Tahoe Transportation District
Proposed Budget
Fiscal Year 2013

ATTACHMENT B

	Projected Year-End FY 2012	Preliminary Budget FY 2013
General Fund		
Revenues		
Administrative Support Revenue	107,761	132,092
CNG Fuel Sales	113,500	114,098
Rental Car Mitigation Fees	75,000	75,000
Contributions	55,159	44,159
USFS SNPLMA Funding	142,424	0
Expenditures		
Administrative Support Expenditures	(111,460)	(137,350)
CNG Expenditures	(111,458)	(114,098)
Rental Car Mitigation Expenditures	(48,325)	(57,238)
General Expenditures	(61,170)	(117,663)
USFS SNPLMA Expenditures	(142,424)	0
Net (+ / -)	19,007	(61,000)
Transit Operations		
Transit Revenues	4,855,335	5,201,284
Transit Expenditures	(4,662,716)	(5,393,903)
Transit Depreciation	0	0
Transit Other Funds	0	0
Net (+ / -)	192,619	(192,619)
Revenue	10,024,526	16,647,948
Expenses	(9,812,900)	-16,901,567
Net (+ / -)	211,626	(253,619)

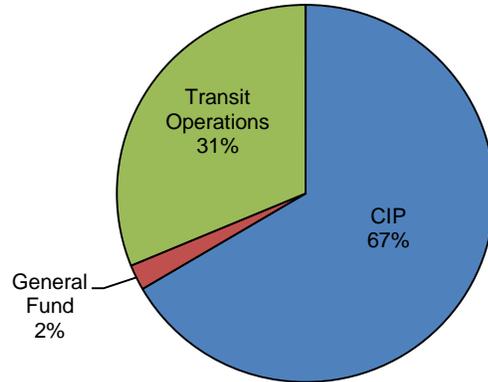
CIP Fund Balance	0
FY 2013 (+ / -)	0
Fund Balance @ 6/30/13	0

General Fund Balance	88,294
FY 2013 (+ / -)	(61,000)
Fund Balance @ 6/30/13	27,294

Transit Unrestricted Fund Balance	220,605
FY 2013 (+ / -)	(192,619)
Fund Balance @ 6/30/13	27,986

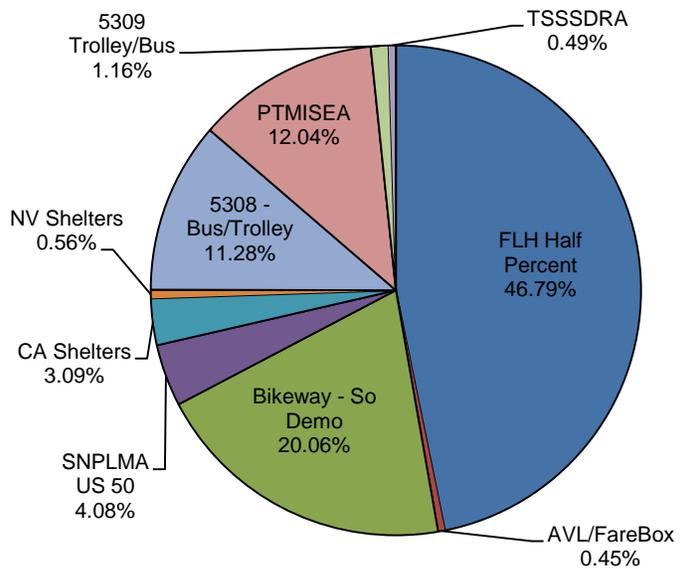
Revenues

CIP	\$ 11,081,315
General Fund	365,349
Transit Operations	5,201,284
Total	\$ 16,647,948



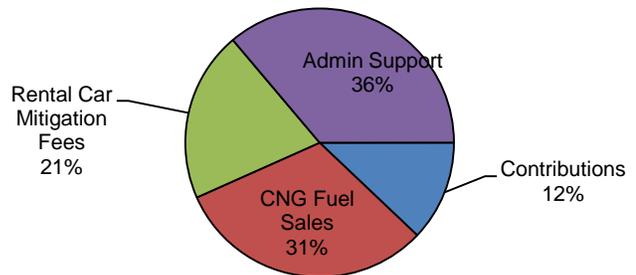
CIP Revenue

FLH Half Percent	\$ 5,185,448
ARRA 5311 AVL / FareBox	50,000
Bikeway - So Demo	2,222,901
SNPLMA - US 50	452,120
FTA 5309 - CA Shelters	341,869
ARRA 5311 - NV Shelters	62,585
FTA 5308 - Placer / TTD Bus/Trolley	1,250,000
Prop 1B - PTMISEA	1,333,915
NDOT FTA 5309 - Trolley/Bus	128,705
Prop 1B - TSSSDRA	53,772
Total	\$ 11,081,315



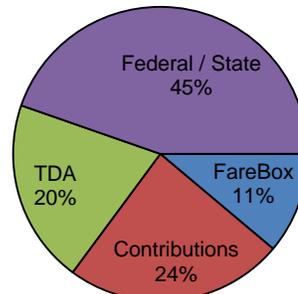
General Fund Revenue

Contributions	\$ 44,159
CNG Fuel Sales	114,098
Rental Car Mitigation Fees	75,000
Administrative Support	132,092
Total	\$ 365,349



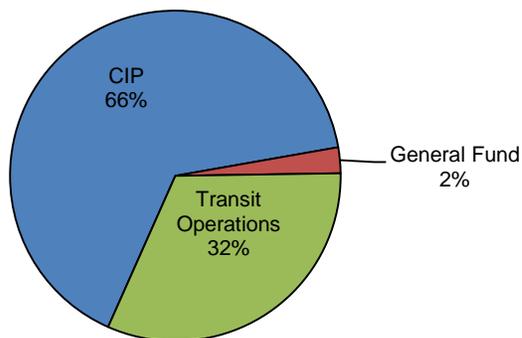
Transit Operations Revenue

FareBox	\$ 579,661
Contributions	1,247,876
TDA	1,051,577
Federal / State	2,322,170
Total	\$ 5,201,284



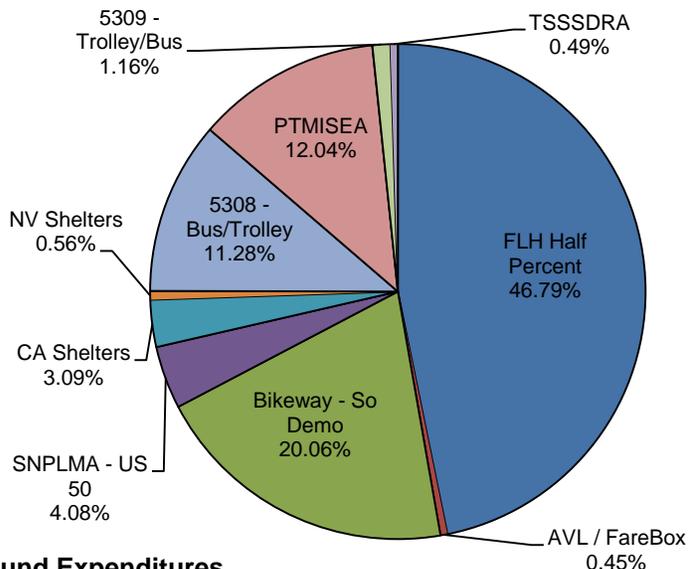
Expenditures

CIP	\$ 11,081,315
General Fund	426,349
Transit Operations	5,393,903
Total	\$ 16,901,567



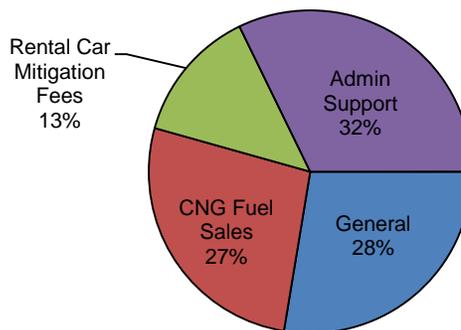
CIP Expenditures

FLH Half Percent	\$ 5,185,448
ARRA 5311 AVL / FareBox	50,000
Bikeway - So Demo	2,222,901
SNPLMA - US 50	452,120
FTA 5309 - CA Shelters	341,869
ARRA 5311 - NV Shelters	62,585
FTA 5308 - Placer / TTD Bus/Trolley	1,250,000
Prop 1B - PTMISEA	1,333,915
NDOT FTA 5309 - Trolley/Bus	128,705
Prop 1B - TSSSDRA	53,772
Total	\$ 11,081,315



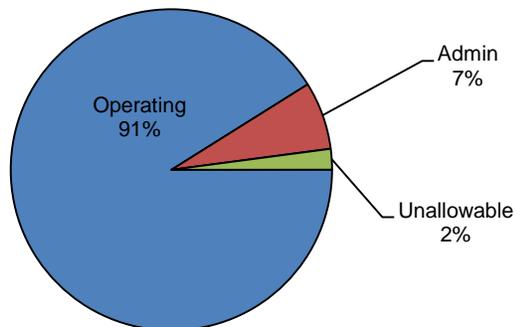
General Fund Expenditures

General	\$ 117,663
CNG Fuel Sales	114,098
Rental Car Mitigation Fees	57,238
Administrative Support	137,350
Total	\$ 426,349



Transit Operations Expenditures

Operating	\$ 4,912,770
Administrative	367,927
Unallowable	113,206
Total	\$ 5,393,903

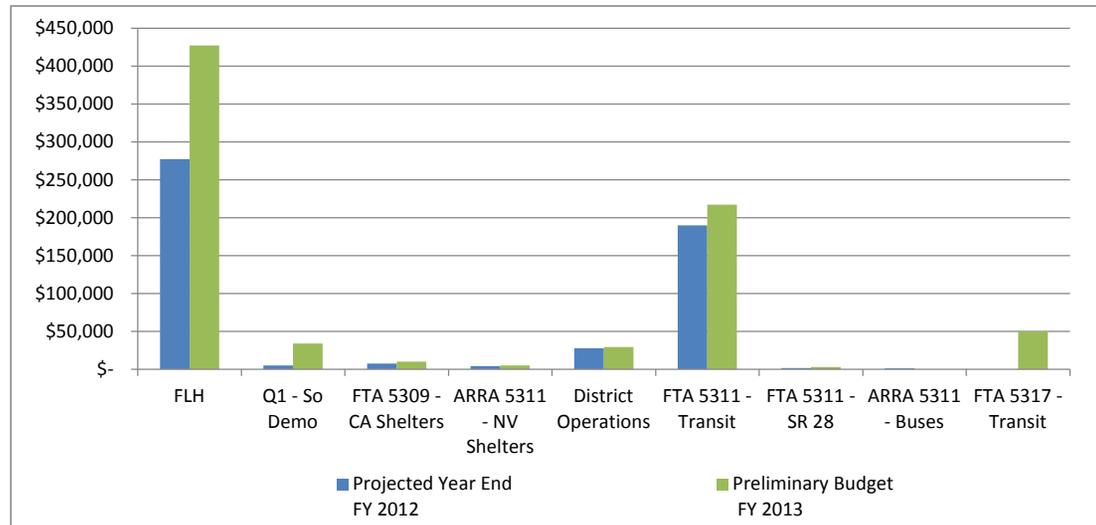


Tahoe Transportation District
 Personnel Preliminary Budget
 Fiscal Year 2013

ATTACHMENT B

Personnel Costs

	Projected Year End FY 2012	Preliminary Budget FY 2013	
FLH	\$ 277,556	\$ 427,164	55.0%
Q1 - So Demo	5,112	34,181	4.4%
FTA 5309 - CA Shelters	7,651	10,299	1.3%
ARRA 5311 - NV Shelters	4,406	5,088	0.7%
District Operations	28,000	29,763	3.8%
FTA 5311 - Transit	190,000	217,356	28.0%
FTA 5311 - SR 28	1,822	3,291	0.4%
ARRA 5311 - Buses	1,300		
FTA 5317 - Transit	-	50,176	6.5%
Total	\$ 515,847	\$ 777,318	



PERSONNEL	FLH	Q1 So Demo	FTA 5309 CA Shelters	ARRA 5311 NV Shelters	District Operations	FTA 5311 Transit	FTA 5311 Transit - SR 28	FTA 5317 Transit	TOTAL	Addtl Positions Isolated	Costs Excluding Addtl Staff
Salaries & Wages	300,124	24,103	7,246	3,592	21,363	156,817	2,396	31,961	547,602	98,572	449,030
Admin/Vacation/Sick	39,147	3,144	945	468	2,786	20,454	313	4,169	71,426	12,857	58,569
Medicare	4,919	395	119	59	350	2,570	39	524	8,975	1,615	7,360
FICA	1,136	32	8	8	65	243		1,120	2,612	2,612	0
Retirement	25,674	2,137	645	314	1,848	13,867	217	1,445	46,147	5,541	40,606
Medical Insurance	47,835	3,749	1,139	551	2,856	19,151	263	9,456	85,000	25,524	59,476
Dental	4,336	336	106	50	247	2,141	31	817	8,064	2,207	5,857
Life/ STD	1,403	102	32	16	88	736	11	253	2,641	723	1,918
Vision	748	56	18	9	44	379	6	135	1,395	375	1,020
Worker's Comp	1,842	127	41	21	116	998	15	296	3,456	888	2,568
TOTALS	427,164	34,181	10,299	5,088	29,763	217,356	3,291	50,176	777,318	150,914	626,404

Administrative Support Costs 137,350 137,350

Divided By Total Personnel Costs 777,318 626,404

Projected Admin Support Rate 17.7% 21.9%

Admin Costs	75,479	6,040	1,820	899	5,258	38,406	582	8,866	137,350	0	0
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Tahoe Transportation District
Capital Improvement Proposed Budget
Fiscal Year 2013

ATTACHMENT B

	FY 2012 Detailed Break Out	Projected Year-End FY 2012	FY 2013 Detailed Break Out	Preliminary Budget FY 2013
Revenues:				
Bikeway -South Demo Construction		168,039		2,222,901
FHWA - Recreation Trails	20,000		179,405	
Question 1	148,039		972,054	
NDOT	0		985,200	
NV Division of State Lands	0		50,000	
TRPA Mitigation Fees	0		36,242	
FLH Half Percent		2,583,728		5,185,448
Round 2			339,613	
Round 3			3,639,375	
Round 4			1,206,460	
SNPLMA - US 50		434,264		452,120
FTA 5309		285,965		189,035
CA Shelters	133,790		113,036	
Transit Equipment & Preventative Maintenance	152,175		75,999	
Prop 1B PTMISEA Match		48,017		130,671
CA Shelters	31,612		109,713	
Transit Equipment & Admin	16,405		20,958	
Classic Car Proceeds		1,837		16,163
Transit Match		16,639		6,000
In Kind Contribution		5,000		0
ARRA 5311 NV Shelters		104,642		55,358
Douglas County		773		7,227
ARRA 5311 AVL Equipment/Electronic FareBox		200,000		50,000
NDOT FTA 5309 Trolley / Bus		184,316		102,964
Prop 1B Match		46,079		25,741
FTA 5308 Placer / TTD - Bus / Trolley Purchases		0		1,250,000
Placer Bus			125,000	
Placer Match			31,250	
TTD - 5 Buses, 1 Trolley			875,000	
Prop1B PTMISEA Match - Pending			218,750	
Prop 1B PTMISEA		0		1,333,915
Electronic Fareboxes			200,190	
Bus Purchases - Pending			125,433	
Facility Improvements			8,292	
Facility Improvements - Pending			250,000	
Fueling Station Modernization - Pending			750,000	
Prop 1B TSSSDRA				
Security Cameras (Buses)		16,445		53,772
ARRA 5311 Buses		579,603		0
Total Revenues:		4,675,347		11,081,315

Tahoe Transportation District
 Capital Improvement Proposed Budget
 Fiscal Year 2013

ATTACHMENT B

	FY 2012 Detailed Break Out	Projected Year-End FY 2012	FY 2013 Detailed Break Out	Preliminary Budget FY 2013
Expenditures:				
Bikeway - South Demo Construction		168,039		2,222,901
Personnel	5,112		34,181	
Capital Project	122,250		1,852,680	
Contingency	0		300,000	
Professional Services - Legal	3,700		0	
Insurance	33,459		0	
Interest	0		30,000	
Other	2,500		0	
Admin Support	1,018		6,040	
FLH Half Percent		2,583,728		5,185,448
Personnel	277,556		427,164	
Capital Projects	1,212,620		3,676,545	
Program Management	1,025,052		1,006,260	
Administrative Support	68,500		75,479	
SNPLMA - US 50				
Capital Projects		434,264		452,120
FTA 5309 CA Shelters		357,458		341,869
Personnel	7,651		10,299	
Capital Project	156,302		226,793	
Transit Equipment	96,026		38,674	
Transit Buses/Tacoma	11,000		34,283	
Transit Preventative Maintenance	83,193		30,000	
Professional Services - Legal	500		0	
Other	1,325		0	
Administrative Support	1,461		1,820	
ARRA 5311 NV Shelters		105,415		62,585
Personnel	4,406		5,088	
Capital Project	97,098		55,128	
Professional - Legal	2,130		370	
Other	1,008		1,100	
Administrative Support	773		899	
ARRA 5311 AVL / FareBox		200,000		50,000
AVL Equipment	125,000		25,000	
FareBoxes	75,000		25,000	
NDOT FTA 5309 Trolley		230,395		128,705
Trolley	230,145		0	
Buses			128,455	
Other	250		250	
FTA 5308 Placer / TTD - Bus/Trolley		0		1,250,000
* Placer Bus - Pending			156,250	
* TTD 5 Buses, 1 Trolley - Pending			1,093,750	

Tahoe Transportation District
 Capital Improvement Proposed Budget
 Fiscal Year 2013

ATTACHMENT B

	FY 2012 Detailed Break Out	Projected Year-End FY 2012	FY 2013 Detailed Break Out	Preliminary Budget FY 2013
Prop 1B PTMISEA		0		1,333,915
Electronic Fareboxes			200,190	
* Bus Purchases - Pending			125,433	
Facility Improvements			8,292	
* Facility Improvements - Pending			250,000	
* Fueling Station Modernization - Pending			750,000	
 Prop 1B TSSSDRA				
* Bus Security Cameras - Pending		16,445		53,772
 ARRA 5311 Buses		579,603		0
Personel	1,300			
Capital Project (4 Buses)	542,232			
Software (Diagnostic)	9,971			
Other (Inspection, Registration)	25,694			
Admininstrative Support	406			
Total Expenditures:		4,675,347		11,081,315

* Pending CA Bond Sales

Tahoe Transportation District
 General Fund Proposed Budget
 Fiscal Year 2013

ATTACHMENT B

	FY 2012 Detailed Break Out	Projected Year-End FY 2012	FY 2013 Detailed Break Out	Preliminary Budget FY 2013
Revenues:				
Administrative Support		107,761		132,092
Transit	36,621		47,854	
FLH	68,500		75,479	
Q1 - South Demo	0		6,040	
FTA 5309 - CA Shelters	1,461		1,820	
FTA 5311 - NV Shelters	773		899	
ARRA 5311 - Buses	406			
CNG Fuel Sales		113,500		114,098
Rental Car Mitigation Fees		75,000		75,000
Contributions		55,159		44,159
NLTRA			9,000	
The Ridge	35,159		35,159	
TRPA	20,000			
USFS - SNPLMA		142,424		
Total Revenues:		493,844		365,349
Expenditures:				
Administrative Support		111,460		137,350
Rent	26,364		42,000	
Utilities	2,076		6,000	
Vehicles	6,000		6,000	
Professional Services - TRPA	71,076		75,000	
Supplies	5,724		7,500	
Post Office Box	220		250	
Dues & Subscriptions			600	
CNG Fuel		111,458		114,098
Insurance	3,639		3,900	
Rent	5,000		5,700	
Utilities	102,500		104,148	
Permits & Fees	319		350	
Rental Car Mitigation Fees		48,325		57,238
Professional - Auditing	5,000		5,100	
Transit Mgmt: South Shore	20,000		20,000	
Transit Mgmt: North Shore	20,000		20,000	
Advertising			1,000	
Travel & Training	3,325		10,138	
Auto Misc			1,000	
General		61,170		117,663
Personnel	28,000		29,763	
Professional Legal	12,000		13,500	
Professional Services			7,500	
Legislative Travel			4,400	
Dues			1,500	
Reproduction & Printing	670		1,000	
Legislative Outreach	20,500		60,000	
USFS SNPLMA		142,424		0
Total Expenditures:		474,837		426,349
Cash Fund Increase		19,007		61,000

Tahoe Transportation District
BlueGo Transit System Proposed Budget
Fiscal Year 2013

ATTACHMENT B

Revenues:	FY 2012 Detailed Break Out	Projected Year-End FY 2012	FY 2013 Detailed Break Out	Preliminary Budget FY 2013
Farebox Revenue		592,095		579,661
Farebox	592,095		620,000	
Save the Air Program (CMAQ)	0		-40,339	
Contributions		1,147,383		1,247,876
Vail Resorts - Heavenly	928,862		943,173	
The Ridge	118,535		105,478	
Aramark	2,500		27,500	
Carson Valley Inn	0		75,000	
Grace Academy	10,725		10,725	
STPUD	16,761		16,000	
Rental Car Mitigation Fees	20,000		20,000	
Douglas County	50,000		50,000	
TDA		1,282,167		1,051,577
LTF	877,220		672,929	
STA	404,947		378,648	
Federal/State Funding Sources:		1,833,690		2,322,170
FTA 5311 - NDOT	1,232,219		1,739,249	
FTA 5311 - Caltrans	92,992		92,992	
CMAQ	15,000		100,000	
FTA 5311 - CalTrans CMAQ	200,000		0	
FTA 5311 - NDOT (SR 28)	60,272		85,768	
SNPLMA - Match SR 28	40,181		57,179	
SNPLMA - Route 30	107,264		148,253	
RTAP - Caltrans	1,411		1,500	
RTAP - NDOT	1,158		2,000	
FTA 5317 - NDOT	0		65,229	
FTA 5309 - Preventative Maintenance	83,193		30,000	
Total Revenues:		4,855,335		5,201,284
Expenditures				
Operating:		4,248,192		4,912,770
Contract Operator	2,888,839		3,370,908	
Vehicle Fuel	614,581		749,983	
Insurance	271,225		160,000	
Professional Services	41,715		114,752	
Facility Rent	131,400		172,260	
Advertising Public Relations	65,000		121,166	
Vehicle Repair	151,454		90,001	
Facility Utilities	35,592		62,000	
Reproduction & Printing	21,790		36,000	
Telephone - System	25,094		30,500	
Sales Tax on Fuel	1,502		3,700	
Legal Notices	0		1,500	
Administrative:		267,664		367,927
Personnel	191,822		270,823	
Administrative Support	36,621		47,854	
Professional Services - Legal	22,348		17,000	
Professional Services - Auditing	8,720		12,000	
Training & Travel	4,335		15,500	
Licenses & Permits	2,359		2,500	
Subscriptions & Publications	1,459		2,000	
Supplies	0		250	

Tahoe Transportation District
BlueGo Transit System Proposed Budget
Fiscal Year 2013

ATTACHMENT B

Unallowable	146,860		113,206
Professional Services - Legal (MV vs STATA)	25,000		51,000
El Dorado County Transit Market Survey Contribution	0		10,000
 Additional Unallowable			
Professional Services - SNPLMA	0		36,000
Transit Reserve	71,195		0
Bank & CC Fees	3,006		7,481
Capital Match	16,639		6,000
LOC Fees	2,500		2,500
Financing Fee	221		225
Equipment under \$5000	28,299		0
Total Expenditures:	4,662,716		5,393,903
 Net Before Depreciation	 192,619		 -192,619
Depreciation			
Transit Operations Net + / - Prior to Other Fund Sources	192,619		-192,619
Other Funding Sources	0		0
Capital Outlay			
Preventive Maintenance			
Transfers			
Transit Operations Net + / -	192,619		-192,619



MEMORANDUM

Date: May 7, 2012
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Approval of the Creation of a Mobility Manager Contractual Staff Position Subject to Successful Award of 5317 Grant Funds Beginning of Federal Fiscal Year October 1, 2012

Action Requested:

It is requested the Board approve the creation of a Mobility Manager contractual staff position subject to grant funding being awarded at the beginning of the next Federal fiscal year on October 1, 2012.

Background:

After achieving fiscal stability and the implementation of system-wide improvements well under way, it is now possible for the District to begin work on the larger goal of integrating transportation options throughout the Tahoe Basin. Given the multiple jurisdictions that exist throughout the TTD's oversight area, it is often difficult for consumers to navigate among the variety of transportation options and equally difficult in many cases for service providers to accommodate the needs of local residents. Significant unmet transit needs persist and require remedy. Staff currently does not have the requisite time to adequately address the issues of coordinating available resources and devising alternative strategies.

The District's proposed Fiscal Year 2013 Budget includes both revenue and expenses for this position. This request is separate from what the Board approved in concept last month in regard to the 1.5 person years for project and executive administrative support, which is also included in the proposed budget.

Discussion:

Mobility Management is an effective approach for managing and delivering coordinated transportation services. The Mobility Manager will focus on delivering services to older adults and people with disabilities. The Mobility Manager will serve as a policy coordinator, a service broker and customer travel navigator.

In their capacity as policy coordinator, this person will help develop coordination plans, programs, policies and partnerships. As broker, they will coordinate transportation services among customer groups, service providers and funding agencies. As navigator, the Mobility Manager will work with human service agencies and/or workforce centers to coordinate the travel and trip planning needs of individuals that receive human services program assistance.

Some of the duties the Mobility Manager will perform are to:

- Represent the TTD at the Social Services Transportation Advisory Committee
- Address, as far as possible, service gaps identified in the unmet services study
- Coordinate with Human Resources Departments to improve employment-related transportation options
- Conduct travel-training activities
- Develop and/or improve customer information and trip planning systems
- Develop and support local partnerships
- Coordinate transit needs with funding sources and service providers
- Oversee the ADA and reduced-fare application process
- Work with both the North and South Shore TMA's to improve transportation alternatives

All of these activities together will improve existing access to transportation in the near-term and better position the TTD to accommodate increased demand in the future.

Fiscal Analysis:

Staff applied for an NDOT 5317 "New Freedom" grant which, if successful, will fund this position and all associated ancillary costs. The establishment and maintenance of this position will rely on successful grant funding, which means it will be a contract position affiliated with the grant. To that end, the budget will be balanced with revenue and expenses for the position.

Additional Information:

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



MEMORANDUM

Date: May 7, 2012
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Discussion and Direction Regarding the Future Role of the Metropolitan Planning Organization and Regional Transportation Planning Agency Designation and Implementation of the Regional Transportation Plan

Action Requested:

It is requested the Board discuss the future role of the Tahoe Metropolitan Planning Organization (TMPO) and Regional Transportation Planning Agency (RTPA) Designation and provide direction as it relates to a potential merge with the District and a cooperative agreement with TRPA for purposes of implementing the Regional Transportation Plan (RTP).

Background:

TRPA is the designated MPO for the Basin under federal law and the RTPA in California under California law. TRPA and the District are both creations of the Tahoe Regional Planning Compact. TRPA is the land use planning agency and environmental regulatory agency for the Basin, while the District is charged with implementing transportation and transportation systems, and can own and operate systems and support facilities. TRPA's regional plan is required to have a transportation plan with its land use plan. The District can adopt its own transportation plan. TRPA has multiple threshold resources to plan for and attain, and the District helps attain them through what it can achieve with transportation improvements. Transportation policy hasn't changed much in decades because land use is bounded by the Regional Plan, and the Compact provides direction to both TRPA and the District in what it is to achieve. The resultant RTP is a memorialization of those policies and more of a capital program of improvements and services to achieve them.

Over the last several years, the District has developed the ability envisioned as its role in the Compact. Given the discussion on what is to be achieved in the Basin in the next twenty years and how to best achieve it, it is now time to evaluate the consolidation of transportation authorities to achieve the vision of the RTP and Regional Plan working in partnership with TRPA.

Discussion:

The District's ability to focus on transportation, both planning and implementation, and its Board orientation on that mission means it can deliver the desired results as a cooperative partner, providing the opportunity for TRPA to focus on delivering what it is best at as the regional land use planning agency. The District and TRPA have a good working relationship and the District understands what TRPA is trying to achieve through its planning requirements.

Staff recommends the Board discuss the opportunities and constraints of merging the TMPO and RTPA roles with the District, and provide direction to Staff to formally and informally engage TRPA on the topic as part of the Regional Plan adoption and implementation process.

Additional Information:

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

MEMORANDUM

Date: May 7, 2012

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Discussion of Long-Term Funding Source Development as Part of the Work Program for Fiscal Year 2013 and Approval of California Assembly Constitutional Amendment 23 Support Letter or Preparation of a Support Resolution

Action Requested:

It is requested the Board discuss with Staff long-term funding source development as part of the work program for FY 2013 and provide direction, including but not limited to approval of a support letter or preparation of a support resolution for California Assembly Constitutional Amendment 23 (ACA 23).

Background:

A Board decision from the December 2011 meeting was to include a standing item on each subsequent agenda where legislative and political matters potentially affecting the District's programs could be heard and discussed. Much has transpired over the subsequent months and now that the District is contemplating a new Work Program and Budget for the 2013 Fiscal Year, a timely discussion on funding source opportunities and effort is warranted.

Discussion:

California Funding Update

The strategy for California is proposed as several fold with different timeframes and efforts. One is an opportunity that exists now at the legislature thanks to the efforts of the Lake Tahoe Partnership. It may be possible to change the funding Tahoe receives from the State. This appears to be the best short-term opportunity available.

A longer term prospect is participating in the California Self Help movement, which has worked well for the major urban areas in creating local funding sources for transportation system improvements. El Dorado and Placer Counties have yet to participate, so the opportunity exists to work with the Counties and others in the state over the next several years. One effort underway is to change the super majority threshold required. Attached are background materials, a resolution, and a letter of support for ACA 23 (Attachment A), being sponsored by Assemblyman Perea of Kern County. A number of "Aspiring Counties" are supporting this effort and have requested consideration of joining them. Staff requests the Board review, consider and discuss an action to send a letter of support or direct staff to prepare a resolution of support for next month's meeting.

The Self Help direction fits with the Trans Sierra Concept the District has been promoting.

CH/jw

AGENDA ITEM: XI.H.

Nevada Funding Update

No comparable efforts or opportunities exist on the Nevada side at this time. Nonetheless, exploring ideas and opportunities is an effort that is underway as interest and need exist in all Nevada transportation realms. With the proposed changes in the federal transportation bill, it is clear there will be less federal funds and the burden will shift to the state and local level, if implementation is going to keep pace with need.

Federal Reauthorization Update

MAP 21 Programs – The federal transportation reauthorization bill known by its Senate version name is currently the subject of a conference negotiation between the Senate and House conferees. The bill will drastically restructure programs as we have come to know them. The bill is also a two-year bill and not a five or six year authority. In review of the draft bill, the two program sections that most likely fit what we draw from now, the Federal Lands Highway Program, are Sections 203 - Federal Lands Transportation Program, and 204 - Federal Lands Access Program. A bill is expected to come out of the conference committee this summer. Passage in both houses is still in question.

Local

With the effort to adopt the new Regional Plan and the attention by all stakeholders at the local, state, and federal levels, underscored with SB 271 passage in Nevada, the outcome will likely articulate what each public sector level will do to implement the new plan. For transportation that needs to include developing dedicated local funding sources that don't exist for transit service. The Regional Plan adoption presents the political opportunity to have state and federal transportation funds dedicated to implementing what the plan identifies for the next twenty years. Local sources will leverage that potential and demonstrate local commitment.

Additional Information:

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

Attachment:

- A. California Assembly Constitutional Amendment 23 documents



2011 CA ACA 23

AUTHOR: Perea
VERSION: Introduced
VERSION DATE: 02/23/2012

BILL NUMBER: ACA 23 INTRODUCED

BILL TEXT

INTRODUCED BY Assembly Member Perea

FEBRUARY 23, 2012

A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by amending Section 4 of Article XIII A thereof, and by amending Section 2 of Article XIII C thereof, relating to taxation.

LEGISLATIVE COUNSEL'S DIGEST

ACA 23, as introduced, Perea. Local government transportation projects: special taxes: voter approval.

The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.

This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.

Vote: 2/3. Appropriation: no. Fiscal committee: no. State-mandated local program: no.

Resolved by the Assembly, the Senate concurring, That the Legislature of the State of California at its 2011-12 Regular Session commencing on the sixth day of December 2010, two-thirds of the membership of each house concurring, hereby proposes to the people of the State of California that the Constitution of the State be amended as follows:

First-- That Section 4 of Article XIII A thereof is amended to read:

Section 4. ~~Cities, Counties and special districts, Except as otherwise provided by Section 2 of Article XIII C, a city, county, or special district, by a two-thirds vote of the qualified electors of such district~~ its voters voting on the proposition , may impose ~~special taxes on such district~~ a special tax within that city, county, or special



**Kern Council
of Governments**

~~district~~ , except ~~an~~ ad valorem ~~taxes tax~~ on real property or a ~~transaction~~ transactions tax or sales tax on the sale of real property within ~~such City, County~~ that city, county, or special district.

Second-- That Section 2 of Article XIII C thereof is amended to read:

SEC. 2. ~~Local Government Tax Limitation.~~ Notwithstanding any other provision of this Constitution:

(a) ~~All taxes~~ A tax imposed by any local government ~~shall be deemed to be~~ is either a general taxes tax or a special ~~taxes.~~ Special purpose districts tax. A special district or agencies agency , including a school ~~districts,~~ district, has no power authority to levy a general taxes tax .

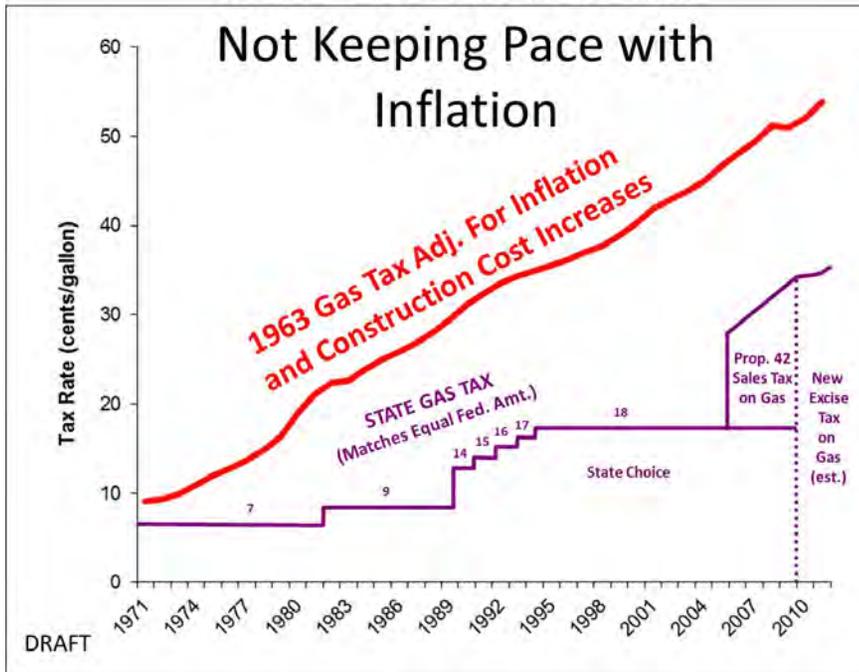
(b) ~~No~~ A local government ~~may~~ shall not impose, extend, or increase any general tax unless and until that tax is submitted to the electorate and approved by a majority vote. A general tax ~~shall is~~ not be deemed to have been increased if it is imposed at a rate not higher than the maximum rate so approved. The election required by this subdivision shall be consolidated with a regularly scheduled general election for members of the governing body of the local government, except in cases of emergency declared by a unanimous vote of the governing body.

(c) Any general tax imposed, extended, or increased, without voter approval, by any local government on or after January 1, 1995, and prior to the effective date of this article, ~~shall may~~ continue to be imposed only if that general tax is approved by a majority vote of the voters voting in an election on the issue of the imposition, which election ~~shall be is~~ held ~~within two years of the effective date of this article~~ no later than November 6, 1998, and in compliance with subdivision (b).

(d) ~~No~~ (1) Except as otherwise provided in paragraph (2), a local government ~~may~~ shall not impose, extend, or increase any special tax unless and until that tax is submitted to the electorate and approved by a two-thirds ~~vote~~ of the voters voting on the proposition . A special tax ~~shall is~~ not be deemed to have been increased if it is imposed at a rate not higher than the maximum rate so approved.

(2) The imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects under its jurisdiction, as may otherwise be authorized by law, requires the approval of 55 percent of the voters voting on the proposition. A special tax for the purpose of providing funding for local transportation projects is not deemed to have been increased if it is imposed at a rate not higher than the maximum rate previously approved in the manner required by law. The Legislature shall define local transportation projects for purposes of this paragraph.

State Gas Tax Revenue Not Keeping Pace with Inflation

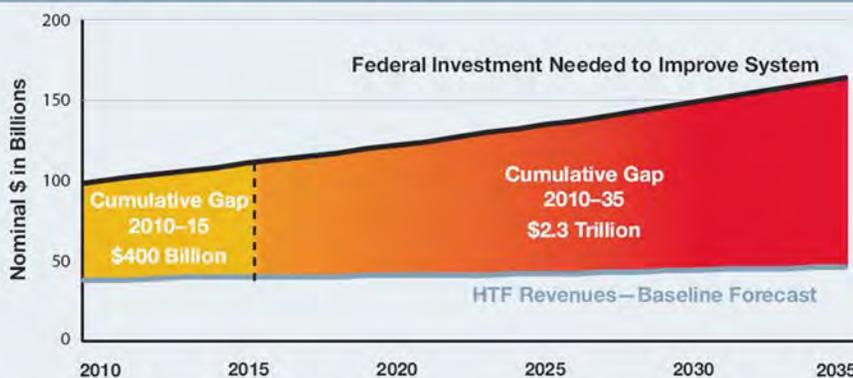


ACA 23 talking points

- Assembly Constitutional Amendment 23 recognizes that our state's neglected transportation system needs attention.
- Fuel tax purchasing power has continued its lengthy decline over the last decade as vehicles become more fuel efficient. While particularly noticeable in California, the declining purchasing power of fuel taxes has become a nationwide problem.
- Local governments and transportation agencies are meeting new demands for cleaner air, reduced congestion, and improved transit opportunities while facing uncertain state funding sources.
- According to Caltrans, 53 percent of transportation capital funding in California is coming from self-help counties.
- The existing two-thirds voter majority requirement allows local measures to be hijacked by special interests that seek payoffs to avoid their opposition.
- Local government funding measures remain local. These funds have NEVER been seized by the state.
- The two-thirds voter threshold for new, local transportation measures creates a nearly insurmountable hurdle for capital improvement, maintenance and public transportation projects. By the time enough voters recognize the need for such a measure, project deterioration costs have skyrocketed.
- A measure that requires a 55 percent majority has been acceptable for school bond measures for several years.

It's a National Problem

EXHIBIT ES-3: A LARGE AND WIDENING GAP BETWEEN FEDERAL REVENUES AND INVESTMENT NEEDS, 2010-35 (in nominal dollars)



February 27, 2012

The Honorable Henry Perea
Assemblymember, 31st District
State Capitol
P.O. Box 942849
Sacramento, CA 94249-0031

Assemblymember Perea:

Thank you for authoring Assembly Constitutional Amendment 23, which will reduce the voter threshold for local transportation sales tax measures to 55 percent. This is a fair and equitable solution to the ongoing revenue concerns California faces in attempting to solve its transportation infrastructure problems.

This amendment recognizes that our state's neglected transportation system needs attention. California has the third worst-deteriorated roads in the nation, and more than more than 6,000 of the state's bridges and overpasses are structurally deficient or no longer meet highway safety or design standards.

Furthermore, fuel tax purchasing power has continued its lengthy decline over the last decade as vehicles become more fuel efficient. While particularly noticeable in California, the declining purchasing power of fuel taxes has become a nationwide problem. After adjusting to account for growth in construction costs, the average state's gas tax rate has effectively fallen by 20 percent, or 6.8 cents per gallon since the last time it was increased.

Today, local governments and transportation agencies are meeting new demands for cleaner air, reduced congestion, and improved transit opportunities while facing uncertain state funding sources. If enacted by the Legislature and approved by the voters, ACA 23 has the potential to aid in the fight to keep our roads, highways and public transportation networks safe and efficient.

Many small counties have won majority votes for local transportation improvement sales taxes, but were unable to make the two-thirds requirement. Supporting ACA 23 gives counties majorities to establish their own measures to address transportation needs that are best understood at the local level. By giving these important measures a fighting chance, all regions of California, including the unique economies of the San Joaquin Valley, can participate in building a stronger transportation network. Now is a good time to help county majorities establish their own measures to fund badly needed transportation improvements.

Again, thank you for your work sponsoring this amendment. We believe it is an issue whose time has come.

Robert Ball, Executive Director
Kern Council of Governments

Exhibit A

**RESOLUTION SUPPORTING ACA 23, AN AMENDMENT TO THE CALIFORNIA
CONSTITUTION LOWERING THE VOTER THRESHOLD TO 55 PERCENT FOR LOCAL
TRANSPORTATION SALES TAX MEASURES**

WHEREAS, maintaining transportation and transit infrastructure is in the interest of all **[Jurisdiction]** residents, and;

WHEREAS, local sales tax measures help make our roads safer and reduce traffic by improving mass transit, highways and local roads, and;

WHEREAS, Assembly Constitutional Amendment 23, which would amend California's Constitution to lower the voter threshold to 55 percent for local transportation sales tax measures – is based on the principle that taxes paid at the gas pump should be used for transportation purposes, and;

WHEREAS, with our neglected transportation system needing attention, California has the third worst deteriorated roads in the nation, and more than more than 6,000 of the state's bridges and overpasses and structurally deficient or no longer meet highway safety or design standards, and;

WHEREAS, local transportation sales taxes provide a stable and ongoing source of transportation funding that will make it possible to plan for our future transportation needs, and;

WHEREAS, ACA 23 will help provide funds for cities and counties to help fix potholes, repair dangerous road conditions and improve the safety of children walking or biking to school, and;

WHEREAS, such an amendment will help speed up highway safety and traffic relief projects, and expand and improve mass transit systems, and;

WHEREAS, local sales tax measures are subject to an annual audit and standard accounting practices to ensure the projects they provide are delivered on time and on budget, and;

WHEREAS, by speeding up transportation projects thousands of new construction and other jobs will be created, our economy will be stimulated and every dollar invested in our highways will result in almost six times that in economic benefits.

NOW, THEREFORE BE IT RESOLVED BY **[JURISDICTION]**
As follows:

SECTION 1. That **[Jurisdictional Authority]** endorses and promotes the objectives and projected outcomes of an amendment to California's Constitution lowering the voter threshold to 55 percent for local transportation sales tax measures, and:

SECTION 2. That **[Jurisdictional Authority]** seeks the endorsement and support of all other city, county and state elected officials within Kern County for ACA 23, and;

SECTION 3.: That **[Jurisdictional Authority]** formally urges Kern County voters to support an amendment to California's Constitution lowering the voter threshold to 55 percent.

PASSED AND ADOPTED by **[Jurisdiction]**.

[Mayor or Chair]

ATTEST:

[City Manager or County Administrative Officer]

APPROVED AS TO FORM:

[Jurisdiction Counsel]