

TAHOE TRANSPORTATION DISTRICT (TTD)

TRANSIT OPERATIONS COMMITTEE

Meeting Agenda

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

**September 13, 2012
3:00 p.m.**

<u>Item</u>	<u>Action Requested</u>	<u>Page</u>
A. Approval of Lease Agreement between Tahoe Transportation District and the City of South Lake Tahoe for Use of Transit Facilities and Authorization for District Manager to Execute Agreement (Item X.A.)	Recommend Approval	185
B. Review and Acceptance of BlueGO's Monthly July 2012 Operations Report and Presentation by John Busskohl of Keolis, Highlighting the First-Year Accomplishments (Item XI.A.)	Recommend Acceptance	200
C. Approval of the Creation of a Mobility Manager Contractual Staff Position for Federal Fiscal Year 2013 (Item XI.B.)	Recommend Approval	205

BUDGET FINANCE COMMITTEE

Meeting Agenda

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

**September 14, 2012
8:30 a.m.**

<u>Item</u>	<u>Action Requested</u>	<u>Page</u>
A. Approval of Task Order for Design Workshop for Nevada Stateline to Stateline Bikeway Project – Phase 2 (North Demonstration Project) (Item X.B.)	Recommend Acceptance	198
B. Approval of Revised Approach for US 50 South Shore Community Revitalization Project Management Support for Public Planning Process and Associated Contract and Task Order Amendments for Wood Rodgers (Item XI.C.)	Recommend Approval	207
C. Update on Tahoe Transportation District Capital Improvement Program Funding and Public Outreach Strategies; Approval of Contract and Task Order for Smith, Watts & Company for State Advocacy and Consulting Services; and Approval of Contract and Task Order Amendments for Smith & Jones for Public Outreach Efforts (Item XI.D.)	Recommend Approval	210

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

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

**September 14, 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 September 14, 2012
- C. Approval of Minutes of August 10, 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. BLUEGO EMPLOYEE RECOGNITION

IV. BUDGET FINANCE COMMITTEE REPORT

V. TRANSIT OPERATIONS COMMITTEE REPORT

VI. TAHOE REGIONAL PLANNING AGENCY ADVISORY PLANNING COMMISSION APPOINTEE REPORT

VII. TAHOE TRANSPORTATION COMMISSION (TTC) CONSENT ITEMS

<u>Items for Possible Action</u>	<u>Action Requested</u>	<u>Page</u>
A. Recommendation of Approval of the 2013 Federal Transportation Improvement Program to the Tahoe Metropolitan Planning Organization Governing Board	Recommend Approval	1

VIII. TAHOE TRANSPORTATION COMMISSION (TTC) BUSINESS ITEMS

<u>Items for Possible Action</u>	<u>Action Requested</u>	<u>Page</u>
A. Summary of Proposed Changes to Public Draft Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), <i>Mobility 2035</i> , in Preparation For Final Approval	Informational Only	163

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. Approval of Lease Agreement between Tahoe Transportation District and the City of South Lake Tahoe for Use of Transit Facilities and Authorization for District Manager to Execute Agreement	Approval	185
B. Approval of Task Order for Design Workshop for Nevada Stateline to Stateline Bikeway Project – Phase 2 (North Demonstration Project)	Approval	198

XI. TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS

<u>Items for Possible Action</u>	<u>Action Requested</u>	<u>Page</u>
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B. Approval of the Creation of a Mobility Manager Contractual Staff Position for Federal Fiscal Year 2013	Approval	205
C. Approval of Revised Approach for US 50 South Shore Community Revitalization Project Management Support for Public Planning Process and Associated Contract and Task Order Amendments for Wood Rodgers	Approval	207
D. Update on Tahoe Transportation District Capital Improvement Program Funding and Public Outreach Strategies; Approval of Contract and Task Order for Smith, Watts & Company for State Advocacy and Consulting Services; and Approval of Contract and Task Order Amendments for Smith & Jones for Public Outreach Efforts	Approval	210
E. Adoption of Resolution Supporting State of California Acquisition of Right-of-Way on Behalf of Tahoe Transportation District for Transit Stop Improvements	Adoption	240

XII. DISTRICT MANAGER REPORT

XIII. BOARD, COMMISSION MEMBER AND STAFF COMMENTS

XIV. LEGAL BRIEFING - CLOSED SESSION

CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION.

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

XV. ADJOURNMENT

COMPLIANCE WITH PUBLIC NOTICE REQUIREMENTS

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

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

California Open Meeting Law Compliance

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
August 10, 2012**

TTD/C Board Members in Attendance:

Will Garner, Placer County, Vice 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
Jim Mallery, Carson City
Mike Bradford, Alternate Member at Large
Jason Van Havel, NDOT
Gary Arnold, Caltrans
Mike Gabor, U.S. Forest Service

TTD/C Board Members Absent:

Others in Attendance:

Carl Hasty, Tahoe Transportation District
Alfred Knotts, Tahoe Transportation District
Joanie Schmitt, Tahoe Transportation District
Derek Kirkland, Tahoe Transportation District
Curtis Garner, Tahoe Transportation District
Nick Haven, Tahoe Regional Planning Agency
Karen Fink, Tahoe Regional Planning Agency
Judy Weber, Tahoe Regional Planning Agency
Judi White, Tahoe Transportation District
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 Vice-Chair Garner at 9:30 a.m., at the North Lake Tahoe Event Center. Roll call was taken and it was determined a quorum was in attendance for the TTD/TTC.

B. Approval of TTD/TTC Agenda of August 10, 2012

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

C. Approval of TTD/TTC Meeting Minutes for July 20, 2012

Motion/Second by Mr. Teshara/Mr. Breternitz to approve the TTD and TTC minutes. The motion passed, with Mr. Treabess abstaining.

II. PUBLIC INTEREST COMMENTS

Jan Colyer let the Board know the North Lake Tahoe Water Shuttle is running. She had rack cards and posters to give out.

Mr. Treabess thanked Ms. Colyer and Adam Spear for their hard efforts in getting the water shuttle going.

Mr. Teshara thanked Mr. Treabess for all his hard work in getting the water shuttle going.

III. TRANSIT OPERATIONS COMMITTEE REPORT

Curtis Garner reported there was not a quorum at the committee meeting, however the items were discussed and the committee had no issues with any item.

IV. TAHOE REGIONAL PLANNING AGENCY ADVISORY PLANNING COMMISSION APPOINTEE REPORT

Mr. Teshara reported the APC met last Wednesday with one item on the agenda which was consideration of the technical adequacy for the final EIS for Edgewood Lodge and Golf Course improvement project. A presentation was given and public comment was held. The APC action was to recommend certification of the environmental document to the Governing Board and to recommend approval of the height amendment for that project.

V. PUBLIC HEARING

A. Public Hearing on the Draft 2013 Federal Transportation Improvement Program

Ms. Weber reviewed this item.

Action Requested: Conduct public hearing

There were no public comments.

Ms. Santiago, Ms. Swanson, and Ms. McDermid arrived at 9:49 a.m.

VI. TAHOE TRANSPORTATION COMMISSION (TTC) BUSINESS ITEMS

A. Summary of Public Comments on the Draft Regional Transportation Plan, Mobility 2035, and the Draft Regional Plan

Mr. Haven reviewed this item. Ms. Fink gave a presentation. Mr. Teshara distributed a handout. Mr. Teshara asked where the invasive aquatic inspection stations were to be located. Ms. Fink responded that the stations are located at the entry points to the lake. A discussion was held regarding the air quality mitigation funds. Vice-chair Garner asked if a procedure has been developed on how to spend the air quality mitigation funds across the jurisdictions for one regional project. Mr. Haven stated that has not yet been determined. Vice-chair Garner suggested the development of a type of borrowing program between the

jurisdictions for use of the funds. The Board suggested that the plan encourage collaboration among jurisdictions on the effective use of the funds and a long lead notification by the jurisdictions of the intent to use those funds. Mr. Hasty suggested incorporating into the plan a description of the region's population situation as it relates to being an MPO. He also suggested identifying more regional mitigations instead of mitigating individual projects in order to utilize the dollars more effectively. Vice-chair Garner suggested to direct staff to comment directly on the RPU to convey the Board's thoughts expressed today. Mr. Teshara supported that and would also be at the meeting to advocate the two initiatives.

Action Requested: Discussion and Possible Action

No action was taken. Direction was given to staff to attend the RPU meeting and express the comments discussed.

VII. ADJOURN AS TTC AND RECONVENE AS TTD

VIII. TAHOE TRANSPORTATION DISTRICT (TTD) CONSENT ITEMS

- A. Review and Acceptance of BlueGO's Monthly June 2012 Operations Report
- B. Review and Approval of Proposed BlueGO Transit Bicycle Policy Requiring Placement of Bicycles on Bus Mounted Exterior Bicycle Racks Only and Prohibiting Bicycle Placement Inside Buses Except for Fold-Up Storable Bicycles

Ms. Santiago recused herself from the vote and left the room. Mr. Teshara motioned to approve the consent calendar, Ms. Swanson seconded the motion. The motion passed unanimously. Ms. Santiago returned to the meeting.

IX. TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS

- A. Request for Nomination and Election of Tahoe Transportation District Chair and Vice Chair Officers for Fiscal Year 2013
Ms. McDermid nominated Mr. Teshara for Chair. Ms. Swanson seconded the nomination. The nomination passed unanimously.

Ms. McDermid nominated Ms. Swanson for Vice-Chair. Mr. Bradford seconded the nomination. The nomination passed unanimously.

Action Requested: Discussion and Decision

Mr. Arnold left at 10:44 a.m.

B. Approval of Legislative and Funding Strategy, and Related Contract and Task Order with ESI for the District's Program of Projects

Mr. Hasty reviewed this item and distributed a handout.

Mr. Bradford and Mr. Gabor left at 10:49 a.m.

Action Requested: Approval

Mr. Treabess made the motion to approve ESI's task order for \$199,310, pending Mr. Hasty sending the Board an identification of the tasks with names attached, with the detail to be included in next month's agenda, and support of the activities described in the staff summary. Ms. McDermid seconded the motion. The motion passed unanimously.

Mr. Teshara requested a monthly update from staff to the Board on the status of the Trans-Sierra Coalition and also requested details of future surveys to be included in future task orders brought to the Board for approval.

C. Authorization for District Manager to Execute an Interlocal Agreement with the Nevada Department of Transportation and Douglas County Related to the Nevada Stateline to Stateline Bikeway – Phase 1C Construction Manager at Risk Process Pending Legal Counsel Review and Approval

Mr. Knotts reviewed this item.

Action Requested: Approval

Mr. Treabess made the motion to authorize the District Manager to execute an Interlocal Agreement with the Nevada Department of Transportation and Douglas County related to the Nevada Stateline to Stateline Bikeway – Phase 1C Construction Manager at Risk process pending legal counsel review and approval. Ms. McDermid seconded the motion. The motion passed unanimously.

D. Approval of a Revised Resolutions and Claims for the State Transit Assistance Funds from the California Transportation Development Act for the El Dorado County Portion of Lake Tahoe for Transit Operations for Fiscal Year 2011-2012 and Fiscal Year 2012-2013

Mr. Hasty reviewed this item.

Action Requested: Approval

Ms. Santiago made the motion to approve the revised claim resolutions and claims for fiscal years 2012 and 2013 State Transit Assistance funds. Ms. Swanson seconded the motion. The motion passed unanimously.

E. Approval of a Fiscal Policy Procedure for Use of Cash and Line Of Credit Accounts

Ms. Schmitt reviewed this item. Mr. Garner suggested adding another column to the form of the anticipated date of reimbursement.

Action Requested: Approval

Ms. McDermid made the motion to approve of the proposed fiscal policy including the suggested changes and comments. Mr. Treabess seconded the motion. The motion passed unanimously.

Mr. Breternitz left at 11:43 a.m.

F. Approval of a Policy Governing Requests for Additional or Special Transit Service in Addition to Published Route Schedules

Mr. Curtis Garner reviewed this item.

Action Requested: Approval

Ms. McDermid made the motion to approve a policy for the Tahoe Transportation District transit services, based out of the South Shore of Lake Tahoe, governing the provision of public transit service outside of, or in addition to, the published route schedule. Ms. Swanson seconded the motion. The motion passed unanimously.

Ms. Santiago left at 11:54 a.m.

G. Approval of Adopting Resolution for Tahoe Transportation District Transit Bus System Interior Advertising Policy

Mr. Curtis Garner reviewed this item.

Action Requested: Approval

Ms. McDermid made the motion to approve the resolution adopting the policy governing the sale of advertising space in the interior of the District's buses and the content thereof, subject to legal review and approval by legal counsel. Ms. Swanson seconded the motion. The motion passed unanimously.

Mr. Teshara left at 12:19 p.m.

X. DISTRICT MANAGER REPORT

Mr. Hasty had nothing further to report.

XI. BOARD, COMMISSION MEMBER AND STAFF COMMENTS

Ms. Swanson commented the City will be taking action on an upcoming city council agenda to bring forward a clear and comprehensive

recommendation from the city's perspective on how to proceed forward on the Hwy 50 realignment project.

Mr. Van Havel noted that as of September 6, NDOT has a new director, Rudy Malfabon. He also introduced Graham Dollarhide who replaced Kevin Verre and will attend some of the Board meetings.

XII. LEGAL BRIEFING - CLOSED SESSION

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

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

XIII. ADJOURNMENT

The meeting adjourned at 12:43 p.m.

Respectfully Submitted:

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

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



MEMORANDUM

Date: September 10, 2012
To: Tahoe Transportation Commission (TTC) Board of Directors
From: TMPO Staff
Subject: Recommendation of Approval of the 2013 Federal Transportation Improvement Program to the Tahoe Metropolitan Planning Organization Governing Board

Action Requested:

It is requested the TTC Board recommend approval of the 2013 Federal Transportation Improvement Program (FTIP) (Attachment A) to the TMPO Governing Board.

Background:

On July 23, 2012, the TMPO released the draft 2013 FTIP for public comment and review. Staff held a public hearing at the TTC Board meeting on August 10, 2012. The public comment period closed on August 23, 2012 and all comments received have been addressed and incorporated into the FTIP comment matrix.

Discussion:

The FTIP document has been developed in accordance with the United States Department of Transportation's metropolitan planning regulations 23 Code of Federal Regulations Part 450. Regulations require the FTIP to be updated at least every four years, cover a programming period of not less than four years and contain a priority list of projects grouped by year. The 2013 FTIP for the Lake Tahoe Region is a four-year program of transportation projects consisting of highway, transit, bicycle, and pedestrian projects that are consistent with the Tahoe Regional Transportation Plan and related local, state, and federal planning processes. The document covers federal fiscal years 2013 through 2016. The FTIP must be financially constrained by year, meaning that the amount of dollars committed to the projects must not exceed the amount of dollars estimated to be available and include sufficient financial information to demonstrate that projects can be funded as programmed.

Next Steps:

With the TTC's recommendation of approval, the 2013 FTIP is scheduled for approval at the September 26, 2012 TMPO Governing Board meeting. Once approved, the FTIP will be submitted to Caltrans and NDOT on October 1, 2012. On November 15, 2012, the FTIP will be forward to FHWA and FTA for their review with the federal approval scheduled for December 17, 2012.

Additional Information:

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

Attachment:

A. TMPO 2013 FTIP

JAW/jw

AGENDA ITEM: VII.A.



2013 - 2016

TAHOE METROPOLITAN PLANNING ORGANIZATION FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

September 26, 2012



ABSTRACT

- Title:** Tahoe Metropolitan Planning Organization
2013 Federal Transportation Improvement Program
- Author:** Tahoe Metropolitan Planning Organization
- Subject:** Transportation Program of Projects
October 2012 through September 2016
- Date:** Tahoe Metropolitan Planning Organization Governing Board
Adoption Date: September 26, 2012
- Source of Copies:** Tahoe Regional Planning Agency
Tahoe Metropolitan Planning Organization
128 Market Street
Stateline, NV 89449
www.tahoempo.org
- Abstract:** The 2013 Federal Transportation Improvement Program for the Lake Tahoe Basin is a four-year program consisting of projects for highway, transit, bicycle, and pedestrian projects. The projects are recommended for various stages of development during the program period. The project listings include the location and description of proposed work, the project cost, the anticipated funding sources, and the scheduled year of work.
- Local Use Guidelines:** State and federal regulations mandate the development of the Federal Transportation Improvement Program. Local agencies and transportation operators must have their major projects approved in the Federal Transportation Improvement Program to qualify for most categories of state and federal transportation funding.

TAHOE METROPOLITAN PLANNING ORGANIZATION
TMPO RESOLUTION NO. 2012 - ____

ADOPTION OF THE 2013-2016 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
LAKE TAHOE REGION

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

WHEREAS, the 2013 TMPO Federal Transportation Improvement Program (FTIP) has been developed and maintained in accordance with the Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU); and

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

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

WHEREAS, the 2013 FTIP meets all applicable transportation planning requirements per Title 23 CFR Part 450; and

WHEREAS, the assurance of conformity to an implementation plan is the affirmative responsibility of the Tahoe Metropolitan Planning Organization; and

WHEREAS, the 2008 Regional Transportation Plan (RTP) for the Lake Tahoe Basin describes a transportation system envisioned for the horizon years and was adopted as a financially constrained plan by the TMPO Board on August 27, 2008; and

WHEREAS, the 2013 FTIP is consistent with the transportation system and financial plan described in the 2008 RTP; and

WHEREAS, the 2013 FTIP meets Air Quality Conformity requirements; and

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

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

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

WHEREAS, the 2013 FTIP does not interfere with the timely implementation of the Transportation Control Measures contained in the State Implementation Plan.

NOW, THEREFORE, BE IT RESOLVED, that the Governing Board of the Tahoe Metropolitan Planning Organization adopts this resolution approving the 2013 Federal Transportation Improvement Program for the Lake Tahoe Region.

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

BE IT FURTHER RESOLVED, that the TMPO Board authorizes its staff to administratively amend the 2013 FTIP as outlined in the Public Input and Project Selection Procedures outlined in the 2013 FTIP.

PASSED AND ADOPTED by the Governing Board of the Tahoe Metropolitan Planning Organization at its regular meeting held on September 26, 2012, by the following vote:

Ayes:

Nays:

Abstain:

Absent:

Norma Santiago, Chair
TMPO Governing Board

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1.0 WHAT IS THE FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)?

The 2013 Federal Transportation Improvement Program for the Lake Tahoe Region is a four-year program of surface transportation projects for the Tahoe Metropolitan Planning Organization (TMPO) that is consistent with the Tahoe Regional Transportation Plan (RTP) and related local, state, and federal planning processes. The FTIP is prepared by the TMPO in accordance with the TMPO Public Participation Plan and through cooperation with California Department of Transportation (Caltrans), Nevada Department of Transportation (NDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), local transit operators, local agencies, and the general public. The FTIP is a primary feature of TMPO's continuing, cooperative, and comprehensive transportation planning and programming process. Input and coordination is sought and obtained at all levels.

The current federal transportation bill known as the Safe, Accountable, Flexible, Transportation Efficiency Act: A Legacy for Users (SAFETEA-LU) was enacted into law in 2005 and has been extended through March 31, 2012. This bill is due to expire on March 31, 2012 and a clear successive transportation funding bill is still under debate. This document has been developed in accordance with the United States Department of Transportation's metropolitan planning regulations 23 Code of Federal Regulations Part 450. SAFETEA-LU requires all transportation projects that are regionally significant, federally funded, or requiring a federal action to be incorporated into the FTIP. According to SAFETEA-LU requirements, the FTIP must be updated at least every four years, cover a programming period of not less than four years and contain a priority list of projects grouped by year. This document covers federal fiscal years 2013 through 2016. The FTIP must be financially constrained by year, meaning that the amount of dollars committed to the projects must not exceed the amount of dollars estimated to be available and include sufficient financial information to demonstrate that projects can be funded as programmed. Funding shown in the first two years of the FTIP is available and committed. Funding shown in the third and fourth years is reasonably expected to be available. Funding shown after the fourth year is exhibited for information only. *On July 6, 2012, the new federal transportation bill "Moving Ahead for Progress in the 21st Century" (MAP-21) was signed into law. MAP-21 is a two-year bill commencing October 01, 2014 and will expire on September 30, 2014.*

The 2013 FTIP identifies a total of \$358,566,000 in revenue that supports new and existing transportation projects along with the operation and maintenance of the current transportation system in the Tahoe Region. The revenue is provided through local (12%), state (57%), federal transit (10%), and federal highway (21%) funds. See table below for break down per fiscal year. (Refer to Appendix A for Financial Summary.)

2013 FTIP Revenue x1000's					
	2012/13	2013/14	2014/15	2015/16	Total
Local	\$19,495	\$9,311	\$10,852	\$3,160	\$42,818
State	\$70,353	\$111,560	\$22,968	\$0	\$204,881
Federal Transit	\$7,051	\$24,254	\$2,857	\$2,860	\$37,022
Federal Highway	\$6,865	\$2,360	\$63,910	\$710	\$73,845
Total	\$103,764	\$147,485	\$100,587	\$6,730	\$358,566

2.0 SETTING

The Lake Tahoe Region is located on the border of the states of California and Nevada, between the Sierra Crest and the Carson Range. Approximately two-thirds of the Region is located in California and

one-third within Nevada. The Tahoe Region contains an area of about 501 square miles, of which approximately 191 square miles comprise the surface waters of Lake Tahoe. Lake Tahoe dominates the features of the Region and is the primary focus of local environmental regulations to protect its exceptional water clarity. Nearly 85 percent of the land area in the Lake Tahoe Basin is publicly owned and represents a major recreation attraction.

The communities of the Lake Tahoe Region span five counties, two states, and one incorporated city. Located within the California portion of the Tahoe Region is the incorporated City of South Lake Tahoe, and portions of El Dorado County and Placer County. This part of the Region is within the fourth Congressional Districts of California. The Nevada portion of the Region contains portions of Carson City, Douglas County, and Washoe County. 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. This population decline has occurred more or less evenly in the North Shore and the South Shore, with each decreasing in population by about 13 percent. Of the 54,862 population, 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.

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. Destination visitors to the Region arriving via Reno Tahoe International and Sacramento International Airports have increased over the past 10 years, however the recent periods of decline are attributable to global economic conditions.

Serving the resident and visitor populations are public and private fixed route transit, shuttles, trolleys, demand-responsive services, air transportation via the South Lake Tahoe Airport, and a local and regional highway network. There are seven access points to the Basin from outside the Region. A variety of state route segments encircle the Lake. The most important of these are the three major roads that ring Lake Tahoe: US Highway 50; Nevada State Route 28; and California State Route 89. These three roads connect community centers around Lake Tahoe to each other, and serve as the principal links to outside regions in both states. In addition to their important role as regional connectors, these roads serve as the 'main streets' of the region's largest community areas. Intersecting and supplementing these regional roadways are 619 miles of local streets. These local routes include a range of facility types from urban-style arterial streets and roadways in South Lake Tahoe, California and Stateline, Nevada with sidewalks and bicycle facilities, to rural county roads outside of urban centers. Public transit is provided on the north shore by Tahoe Area Regional Transit, which is operated by Placer County. Transit on the south shore is provided by BlueGO, a service of the Tahoe Transportation District, 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. North Lake Tahoe Express and the South Tahoe Express provide shuttle service to the Reno Tahoe International 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.

3.0 TAHOE BASIN TRANSPORTATION PLANNING/PROGRAMMING STRUCTURE

The Lake Tahoe Region holds federal, state, and local transportation planning authorities that do not always align due to various timing, institutional, and policy limitations. The Region's planning complexity requires the utmost coordination and collaboration among transportation and land use

planning partners. The following section will attempt to describe some of the transportation planning authorities that are applicable for regional transportation planning, and a brief description of the transportation-related entities that have a role in the policy or technical decision-making process.

3.1 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 serving as the fifteenth member. Each state has seven representatives, including one representative from each local jurisdiction. 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.

3.2 Tahoe Metropolitan Planning Organization

The Tahoe Metropolitan Planning Organization (TMPO), created in 1999, is responsible as the forum for taking the required actions under federal regulations regarding metropolitan planning organizations. The TMPO defined area is concurrent with that of the TRPA. The TMPO Board of Directors is comprised of the fourteen voting members of the TRPA Governing Board, and a voting representative of the United States Forest Service, Lake Tahoe Basin Management Unit (USFS). The TMPO voted to provide that the Chair and Vice-Chair of the TRPA serve as Chair and Vice-Chair of the TMPO unless the TMPO votes otherwise.

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

It is important to note that these two policy bodies, although they embody many of the same individuals, have diverse responsibilities. The TRPA's overriding obligation is adherence to the Compact, including attaining and maintaining environmental thresholds. The TMPO's mission, on the other hand, is to provide policy decisions on transportation plans and programs. In many circumstances these two differences will be minor, while in some cases conflicting philosophies may develop.

3.3 Regional Transportation Planning Agency (California Only)

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

3.4 Tahoe Transportation District

Established under Article IX of the TRPA Bi-State Compact (PL-96-551), the Tahoe Transportation District (TTD) has the authority to own and operate public transportation systems and to issue transportation bonds to pay for transit services in the Basin. The TTD is responsible for the implementation of transportation plans, programs and projects. The TTD Board of Directors is comprised of representatives from the counties within the Region and the City of South Lake Tahoe, the private sector, South Shore and Truckee – North Tahoe Transportation Management Associations, transit providers and special transit districts formed under California law. The California Department of Transportation and the Nevada Department of Transportation each have a non-voting member on the

Board of Directors. TTD and TMPO work together closely to plan investments in transportation infrastructure and transit service.

3.5 Tahoe Transportation Commission

To ensure a collaborative venue for transportation planning, the TMPO established the Tahoe Transportation Commission (TTC) to review and discuss transportation plans, programs, and projects prior to making its recommendations to the policy board. The TTC provides an opportunity for coordinated technical review and public involvement with transportation related issues. The TTC is comprised of the voting membership of the TTD, with additional representatives from the Washoe Tribe of CA and NV, USFS and the TRPA Advisory Planning Commission.

3.6 TRPA Advisory Planning Commission

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

4.0 CONSISTENCY WITH TRPA/TMPO, LOCAL, STATE, AND FEDERAL PLANS AND PROGRAMMING POLICIES

The following are key planning documents that combine to create the context within which the 2013 FTIP was developed:

4.1 Lake Tahoe Regional Plan

The TRPA adopted the Regional Plan for the Lake Tahoe Basin in 1986. This document is required by the Tahoe Regional Planning Agency's Compact and is the overarching 20-year planning document in the Basin for the Tahoe Regional Planning Agency. The Regional Plan provides a blueprint for attaining and maintaining environmental threshold carrying capacities and balancing the environment and economy. The Regional Plan is currently undergoing an update that will look to further integrate transportation and land use to create sustainable livable communities throughout the Region. The Regional Plan update is scheduled to be adopted December 2012.

4.2 Regional Transportation Plan

The 2008 Regional Transportation Plan (RTP) or *Mobility 2030* is the most recent conforming long-range transportation plan that meets federal, state and local requirements. The next update of the RTP, *Mobility 2035*, is scheduled to occur in December 2012. The RTP sets forth goals, policies, and objectives to maintain, preserve, and enhance the existing transportation system and to guide future development of the transportation system. The 2013 FTIP includes projects from the RTP.

4.3 Public Participation Plan

The needs of the public are one of the most important foundations for transportation planning and programming. Seeking comprehensive public participation is critical for developing meaningful transportation plans and programs. The TMPO proactively strives to involve the public in identifying and addressing transportation issues, with the goal of creating a strong working relationship between the TMPO and its constituents. The TMPO Public Participation Plan was adopted by the agency in May 2008 (see Appendix J). This plan is intended to ensure that public participation is an integral and effective part of the TMPO's activities and decisions are made with the benefit and consideration of

important public perspectives. A copy of the TMPO Public Participation Plan can be downloaded at <http://www.tahoempow.org/planning.aspx?SelectedIndex=0>.

4.4 California Programming

California Regional Transportation Planning Agencies are the recipients of various transportation funds and bonds, primarily the State Transportation Improvement Program (STIP), as well as other federal funding sources that are distributed statewide. The TRPA/TMPO receives STIP funds each even numbered year. For STIP funding, projects are approved and included in the STIP by the California Transportation Commission directly from the TRPA Regional Transportation Improvement Program (RTIP). Projects selected for the RTIP are selected based on a number of criteria including safety, congestion, operational improvements, pedestrian, bicycle, and transit.

Caltrans is the recipient of transportation funds known as the State Highway Operation and Protection Program (SHOPP). The SHOPP includes projects designed to maintain the safety and integrity of the State Highway System. These include storm water quality improvements, pavement and bridge rehabilitation projects, traffic operational improvements, and seismic safety projects.

4.5 Nevada Programming

In Nevada, all state projects are programmed through the Nevada State Transportation Improvement Program (STIP). The STIP includes one and three year elements as well as a long-range element. Projects selected for the Nevada STIP are included based on similar criteria as in California, including safety, transit, air, and water quality improvements.

4.6 Federal Programming

The TRPA/TMPO receives federal funding sources such as Federal Transit Administration (FTA) programs, Congestion Mitigation and Air Quality (CMAQ), Regional Surface Transportation Program (RSTP), and other annual and discretionary grants that are allocated on an annual basis. These federal funds are funded through the current federal transportation bill known as the SAFETEA-LU. There is uncertainty in future federal transportation funding that involves congressional appropriations due to the SAFETEA-LU bill is currently under an extension, and a clear successive transportation funding bill is still under debate. Projects selected for federal funding are selected based on the specific fund criteria. Federal legislation requires projects to be included in the RTP and the FTIP in order to be eligible for federal transportation funding.

5.0 2011 FTIP ACCOMPLISHMENTS

The previous FTIP has been successful in moving projects forward. However due to the cost of developing transportation projects in the Tahoe Basin and the reduction of federal and state funding it has been difficult to make vast improvements to the transportation system over the short life of a FTIP cycle.

Notable achievements include:

- Tahoe City Transit Center
- US Highway 50 Phase I Improvement Project
- Nevada Stateline to Stateline Bikeway Project – South Demo

6.0 2013-2016 FTIP DEVELOPMENT

The 2013 FTIP development and approval process spans a total of 12 months. In January of 2012, TMPO staff initiated the FTIP development process at the regularly scheduled monthly Tahoe Transportation Commission meeting. The following dates outline significant milestones in this document's development:

January 13	TTC Board meeting - 2013 FTIP development announcement
January 13	FTIP development communication sent to jurisdictions
February 01	2013 FTIP Project Data Request posted to websites/sent to jurisdictions
March-June	Development of Draft FTIP
July 20	TTC Board review Draft FTIP - initiate 30 day public comment period
July 23	Commence 30 day public comment period for Draft FTIP
August 10	TTC Board meeting - FTIP public hearing
August 21	End 30-day public participation for Draft FTIP
September 14	TTC endorsement on Final FTIP
September 26	TMPO Governing Board approval of Final FTIP
October 01	Final FTIP to Caltrans and NDOT
December 17	FTIP/FSTIP Federal approval

6.1 Agency Consultation

Details of the draft FTIP have been circulated for intergovernmental review. A goal of the FTIP process is to promote stakeholder relationships that foster cooperative efforts to achieve common transportation goals. Agencies responsible for activities that may be affected by the proposed transportation projects have been consulted for their perspectives on planning issues, needs, and priorities.

6.2 Preliminary Financial Estimates, Project Selection, and Project Priorities

The first step in developing a financially-constrained plan is to determine how much money is reasonably expected to be available to maintain, operate, and improve the Region's transportation system. During the development of the FTIP, projects that were already financially constrained were examined to explore if additional funding sources existed to incorporate new projects. The 2011 FTIP included projects that were financially constrained and based on limited federal, state, and local financial funding available for the 2013 FTIP cycle the incorporation of new projects into the 2013 FTIP is fairly limited. Project priorities were selected based on availability of additional funding. This outcome suggested that new projects that did not have additional funding sources associated to it could not be included in this FTIP. The priority projects in this document are projects that will continue to advance from the 2011 FTIP.

6.3 Visualization

In addition to the electronic availability of the FTIP and project related information at <http://www.tahoempoweb.org/ftip.aspx?SelectedIndex=2>, the TMPO has produced a Project Location Map for the FTIP projects (see Appendix B). TMPO has also partnered with the TTD in developing a visual "TIP tool" that allows for the mapping and provision of project information, including GIS maps, financial, and scope of project data throughout the basin. The TIP tool can be accessed at <http://tahoe.dtstiptool.com/>.

7.0 AMENDING THE FTIP

Since the TMPO is a bi-state MPO, complexities exist for amending the TIP that does not occur for other MPOs solely located in California or Nevada. (Refer to Appendix G for recommended procedures to follow when amending the FTIP.) When making changes to the FTIP there are three basic categories that a change will be classified as (defined below):

7.1 Amendments

An amendment is a revision to the FTIP that involves a major change to a project. This includes the addition or deletion of a project or a project group, a major change in project cost, project phase initiation dates, or a major change in project scope or design. An amendment also requires public review and comment, re-demonstration of financial constraint, and an air quality analysis. There are three types of amendments based on air quality conformity. The TMPO processes amendments on a quarterly basis. If there is an FTIP issue that needs addressing immediately, an amendment can be processed outside of the regular schedule to accommodate the situation. Also note, changes to projects that are included only for financial illustrative purposes outside of the four-year FTIP period do not require an amendment.

Amendment Types:

- Amendments requiring a New Air Quality Conformity Analysis: 30-day public review and comment period
- Amendments that rely on the Existing Air Quality Conformity Analysis: seven-day public review and comment period
- Amendments containing Exempt projects requiring no additional Air Quality Conformity Determination: seven-day public review and comment period

7.2 Administrative Modifications

An administrative modification is a minor revision to the FTIP that does not require formal public review and comment, re-demonstration of financial constraint, or a conformity determination and is approved by the executive director. The TMPO processes administrative modifications on an as needed basis. The TMPO executive director has delegated authority from Caltrans to approve administrative modifications for the Federal Statewide transportation Improvement Program (FSTIP). All administrative modifications and amendments are listed online at <http://www.tahoempow.org/ftip.aspx?SelectedIndex=2>. The following changes can be processed through administrative modifications:

- Revise description of a project or a grouped project without changing the project scope or without conflicting with the approved environmental
- Revise the funding amount listed for a project or a project phase; additional funding is limited to the lesser of 40 percent of the total project cost or \$10 million
- Minor changes to a project phase or initiation date

7.3 Expedited Project Selection Process

The Tahoe Metropolitan Planning Organization has a formal process in place for selecting projects for delivery in accordance with 23 Code of Federal Regulations (CFR) Part 450.332. Project programming allows for the advancement or delay of projects within the four-year Federal Transportation Improvement Program and Statewide Federal Transportation Improvement Program that is referred to as the Expedited Project Selection Process (EPSP) found in 23 CFR 450.220 and 450.330. TMPO as the Metropolitan Planning Organization for the Tahoe Basin has entered into an EPSP with Caltrans'

Office of Federal Programs and the Nevada Department of Transportation. These procedures have been agreed to by partnering agencies, including the State(s) and transit operators within the Region. The projects listed within the FTIP have all been selected based on the regulations of 23 CFR Part 450. The EPSP procedures are outlined below.

TMPO agrees that projects in the four-year FTIP period funded through Congestion Mitigation Air Quality, Regional Surface Transportation Program, Federal Transit Administration programs, Southern Nevada Public Lands Management Act, Federal Lands Highway Program in accordance with 23 U.S.C. 204, the Federal Emergency Relief Program, and all other programs must be programmed through a project selection procedure. This procedure includes consultation with member agencies, transit operators, State Department(s) of Transportation. These programmed projects may be advanced or delayed within the four-year FTIP period by TMPO staff consistent with TMPO's adopted EPSP.

TMPO agrees that projects funded within the State Transportation Improvement Program may be advanced or delayed within the FTIP subsequent to the approval by the California Transportation Commission. TMPO and Caltrans agree that Caltrans may move projects in the State Highway Operation and Protection Program document within the four-year FTIP period without amending the FTIP, with notification to TMPO.

TMPO agrees that projects funded within NDOT's STIP may be advanced or delayed within the four-year FTIP period without amending the FTIP, with notification to the TMPO.

TMPO agrees that if any projects were to be funded through the Highway Safety Improvement Program (HSIP), High Risk Rural Roads Program (HRRR), Safe Routes to School (SRTS) Program and/or the Highway Bridge Program (HBP) that have been programmed through a selection process by Caltrans Division of Local Assistance in cooperation with the Federal Highway Administration, that these projects may be advanced or delayed within the four-year FTIP period by the appropriate HSIP, HRRR, SRTS, and/or HBP program managers with notification to the TMPO.

All advancing or delaying of funds through the EPSP process must not negatively impact the deliverability of other projects in the regional program, and must not affect the financial constraint of the FTIP.

8.0 PROJECT MONITORING AND ANNUAL LISTING OF OBLIGATED PROJECTS

Projects are continuously monitored by TMPO staff. Additionally, projects that are subject to the California Assembly Bill 1012 "Use it or Lose It" are monitored to ensure that all available funding sources are expended in the Tahoe Basin. Project implementation is an important objective in the Tahoe Region and if any uncertainties arise then these issues are brought forth through funding recommendations to the Tahoe Transportation Commission for action.

Every year the TMPO, in cooperation with the state department of transportation, develop an Annual Listing of Obligated Projects for which federal funds were obligated as well as when certain federal funds will be obligated. The annual list includes investments in pedestrian and bicycle facilities as well as highway operational improvements. The Annual Listing of Obligated Projects is available on the TMPO website at www.tahoempo.org.

9.0 AIR QUALITY CONFORMITY ANALYSIS

The 2013 FTIP's air quality analysis is based on the air quality conformity analysis conducted for the 2008 RTP. Upon adoption of the 2012 RTP, the conformity analysis for the 2013 FTIP will be updated. The 2013 FTIP does not add any non-exempt projects in comparison to the previous FTIP. In air quality non-attainment and maintenance areas, all projects must be in conformance with the California and Nevada State Implementation Plans (SIP) for air quality standards before they can be included in the FTIP. The TMPO is responsible for conducting conformity determinations for both the California and Nevada portions of the Tahoe Region where conformity requirements apply. In California, EPA requires two 10-year CO Maintenance Plans for El Dorado and Placer Counties. In Nevada, where Douglas and Washoe counties are classified as Limited Maintenance Areas EPA includes provisions for interagency consultation procedures should Carbon Monoxide concentrations exceed pre-determined triggers. (Refer to Appendix H for 2008 Air Quality Conformity Analysis.)

10.0 FINANCIAL SUMMARY

The financial summary identifies the transportation funding revenues that are programmed in this document. The projects within this document are considered financially constrained and financial information will be adjusted accordingly with the most current information as it becomes available. Accompanying the financial summary are individual project tracking sheets that are produced in the California Transportation Improvement Program Systems program. Both California and Nevada projects are tracked within this database. (Refer to Appendix A for Financial Summary.)

11.0 OPERATIONS AND MAINTENANCE OF THE EXISTING SYSTEM

The Operations and Maintenance (O&M) of the existing transportation system is a priority investment in the Lake Tahoe Region. Keeping the region's transportation system in a state of good repair is a major challenge for all transportation agencies in the region. TRPA, Caltrans, NDOT, and the region's localities share this responsibility. There are 110 miles of state and federal highways in the Tahoe region. These routes, managed by Caltrans and NDOT, form the backbone of the region's transportation system. Typical projects include pavement maintenance, water quality treatment and operational improvements of these roadways. Caltrans utilizes, primarily, the State Highway Operation and Protection Program (SHOPP), while NDOT utilizes state funding and federal highway funding for its maintenance activities. The local jurisdictions are responsible for maintaining the 619 miles of local streets and roads. These local routes include a range of facility types from urban-style arterial streets and roadways in South Lake Tahoe, California and Stateline, Nevada with sidewalks and bicycle facilities, to rural county roads outside of urban centers. Typical projects include pavement maintenance, operational improvements, and snow removal of the local streets and roads.

The transit systems are operated and maintained by the two transit operators in the Lake Tahoe Region. The transit operators utilize federal (FTA 5311) and state (LTF and STA) transit funds as well as local/private (farebox and private contributions) funds to maintain the transit operations in the Lake Tahoe Region.

The expenditures for O&M in the FTIP are consistent with the expenditures listed in the RTP accessed at http://www.trpa.org/documents/docdwnlds/rtp_final.pdf. Estimates for expenditures represent Caltrans, Nevada DOT, and local jurisdiction figures. With the recent reduction of funding from the

state of California for local governments, roadway O&M expenditures have been reduced dramatically for local governments in the California portion of the Lake Tahoe Basin.

The TRPA tracks miles of roadway treated for stormwater runoff, however neither the TRPA nor the TMPO formally report on other road maintenance indicators. Individual jurisdictions have a variety of methods for monitoring maintenance needs over time. Road maintenance is an important component in how well the transportation system functions. Many jurisdictions have developed a performance measure for road maintenance. These measures use varying factors, including the amount of money spent on maintenance (as a percent of budget, an absolute amount, or a cost per capita); or the percentage of road miles needing rehabilitation.

appendix a

FINANCIAL SUMMARY SPREADSHEET

TABLE 1: REVENUE

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

Funding Source		NOTES	4 YEARS (FSTIP Cycle)				
			2012/13	2013/14	2014/15	2015/16	TOTAL
LOCAL	Sales Tax						
	-- City						
	-- County						
	Gas Tax						
	-- Gas Tax (Subventions to Cities)						
	-- Gas Tax (Subventions to Counties)						
	Other Local Funds		\$15,995	\$348	\$778		\$17,121
	-- County General Funds		\$15,842				\$15,842
	-- City General Funds				\$778		\$778
	-- Street Taxes and Developer Fees						
	-- RSTP Exchange funds		\$153	\$348			\$501
	Transit						
	-- Transit Fares						
Tolls (e.g. non-state owned bridges)							
Other (See Appendix 1)		\$3,500	\$8,963	\$10,074	\$3,160	\$25,697	
Local Total		\$19,495	\$9,311	\$10,852	\$3,160	\$42,818	
REGIONAL	Tolls						
	-- Bridge						
	-- Corridor						
	Regional Transit Fares/Measures						
	Regional Sales Tax						
	Regional Bond Revenue						
	Regional Gas Tax						
	Vehicle Registration Fees (CARB Fees, SAFE)						
	Other (See Appendix 2)						
Regional Total							
STATE	State Highway Operations and Protection Program		\$69,668	\$111,560			\$181,228
	SHOPP (Including Augmentation)		\$69,668	\$111,560			\$181,228
	SHOPP Prior						
	State Minor Program						
	State Transportation Improvement Program				\$5,168		\$5,168
	STIP (Including Augmentation)				\$5,168		\$5,168
	<i>Transportation Enhancement</i>						
	STIP Prior						
	<i>Transportation Enhancement</i>						
	Proposition 1 A						
	Proposition 1 B						
	GARVEE Bonds (Includes Debt Service Payments)						
	Highway Maintenance (HM)						
	Traffic Congestion Relief Program (TCRP)						
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)						
Safe Routes to School (SR2S)							
State Emergency Repair Program							
Other (See Appendix 3)		\$685		\$17,800		\$18,485	
State Total		\$70,353	\$111,560	\$22,968		\$204,881	
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program						
	5308 - Clean Fuel Formula Program		\$1,000	\$1,200	\$800	\$800	\$3,800
	5309a - Fixed Guideway Modernization		\$4,000	\$16,000			\$20,000
	5309b - New and Small Starts (Capital Investment Grants)						
	5309c - Bus and Bus Related Grants			\$5,000			\$5,000
	5310 - Elderly & Persons with Disabilities Formula Program						
	5311 - Nonurbanized Area Formula Program	CA & NV	\$1,964	\$1,964	\$1,964	\$1,964	\$7,856
	5311c - Public Transportation on Indian Reservation						
	5311f - Intercity Bus						
	5316 - Job Access and Reverse Commute Program						
	5317 - New Freedom	CA & NV	\$87	\$90	\$93	\$96	\$366
	5320 - Transit in the Parks						
	FTA Transfer from Prior FTIP						
	Other (See Appendix 4)						
Federal Transit Total		\$7,051	\$24,254	\$2,857	\$2,860	\$37,022	

FEDERAL HIGHWAY	Bridge Discretionary Program					\$0
	Congestion Mitigation and Air Quality (CMAQ)	\$710	\$710	\$710	\$710	\$2,840
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)					\$0
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)					\$0
	Federal Lands Highway	\$2,500				\$2,500
	Ferry Boat Discretionary					\$0
	High Priority Projects (HPP) and Demo	\$1,655				\$1,655
	High Risk Rural Road (HRRR)					\$0
	Highway Bridge Program (HBP)					\$0
	Highway Safety Improvement Program (HSIP)					\$0
	National Scenic Byways Program	\$2,000				\$2,000
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)					\$0
	Public Lands Highway		\$1,500	\$63,200		\$64,700
	Railway (Section 130)					\$0
	Recreational Trails					\$0
	Safe Routes to School (SRTS) (SAFETEA-LU)					\$0
	Surface Transportation Program (Regional)					\$0
	Transportation and Community and System Preservation Program					\$0
	Transportation Improvements (TI)					\$0
Other (see Appendix 5)	\$0	\$150	\$0	\$0	\$150	
Federal Highway Total	\$6,865	\$2,360	\$63,910	\$710	\$73,845	
FEDERAL RAILROAD ADMINISTRATION	American Recovery and Reinvestment Act of 2009					\$0
	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)					\$0
	Other (see Appendix 6)	\$0	\$0	\$0	\$0	\$0
	Federal Railroad Administration Total	\$0	\$0	\$0	\$0	\$0
Federal Total	\$13,916	\$26,614	\$66,767	\$3,570	\$110,867	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)					\$0
	State Infrastructure Bank					\$0
	Section 129 Loans					\$0
	Rail Rehab & Improvement Financing					\$0
	Railroad Innovative Finance					\$0
	Private Activity Bonds					\$0
	Private Concession Fees					\$0
	Private Donations					\$0
	Program Income (from a federal project)					\$0
Other (See Appendix 7)	\$0	\$0	\$0	\$0	\$0	
Innovative Financing Total	\$0	\$0	\$0	\$0	\$0	
REVENUE TOTAL	\$103,764	\$147,485	\$100,587	\$6,730	\$358,566	

TABLE 1: REVENUE - APPENDICES

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

Appendix 1 - Local Other

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

Appendix 2 - Regional Other

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

Appendix 3 - State Other

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

Appendix 4 - Federal Transit Other

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

Appendix 5 - Federal Highway Other

Federal Highway Other	2012/13	2013/14	2014/15	2015/16	TOTAL
USFS		\$150			\$150
Federal Highway Other Total		\$150			\$150

Appendix 6 - Federal Railroad Administration Other

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

Appendix 7 - Innovative Other

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

TABLE 2: PROGRAMMED

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

Funding Source	NOTES	4 YEARS (FSTIP Cycle)				
		2012/13	2013/14	2014/15	2015/16	TOTAL
LOCAL	Local Total	\$19,495	\$9,311	\$10,852	\$3,160	\$42,818
REGIONAL	Tolls					
	-- Bridge					
	-- Corridor					
	Regional Transit Fares/Measures					
	Regional Sales Tax					
	Regional Bond Revenue					
	Regional Gas Tax					
	Vehicle Registration Fees (CARB Fees, SAFE)					
	Other (See Appendix A)					
	Regional Total					
STATE	State Highway Operations and Protection Program	\$69,668	\$111,560			\$181,228
	SHOPP (Including Augmentation)	\$69,668	\$111,560			\$181,228
	SHOPP Prior					
	State Minor Program					
	State Transportation Improvement Program			\$5,168		\$5,168
	STIP (Including Augmentation)			\$5,168		\$5,168
	Transportation Enhancement					
	STIP Prior					
	Transportation Enhancement					
	Proposition 1 A					
	Proposition 1 B					
	GARVEE Bonds (Includes Debt Service Payments)					
	Highway Maintenance (HM)					
	Traffic Congestion Relief Program (TCRP)					
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)					
	Safe Routes to School (SR2S)					
	State Emergency Repair Program					
	Other (See Appendix B)	\$685		\$17,800		\$18,485
	State Total	\$70,353	\$111,560	\$22,968		\$204,881
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program					
	5308 - Clean Fuel Formula Program	\$1,000	\$1,200	\$800	\$800	\$3,800
	5309a - Fixed Guideway Modernization	\$4,000	\$16,000			\$20,000
	5309b - New and Small Starts (Capital Investment Grants)					
	5309c - Bus and Bus Related Grants		\$5,000			\$5,000
	5310 - Elderly & Persons with Disabilities Formula Program					
	5311 - Nonurbanized Area Formula Program	\$1,964	\$1,964	\$1,964	\$1,964	\$7,856
	5311c - Public Transportation on Indian Reservation					
	5311f - Intercity Bus					
	5316 - Job Access and Reverse Commute Program					
	5317 - New Freedom	\$87	\$90	\$93	\$96	\$366
	5320 - Transit in the Parks					
	FTA Transfer from Prior FTIP					
	Other (See Appendix C)					
	Federal Transit Total	\$7,051	\$24,254	\$2,857	\$2,860	\$37,022
FEDERAL HIGHWAY	Bridge Discretionary Program					
	Congestion Mitigation and Air Quality (CMAQ)	\$710	\$710	\$710	\$710	\$2,840
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)					
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)					
	Federal Lands Highway	\$2,500				\$2,500
	Ferry Boat Discretionary					
	High Priority Projects (HPP) and Demo	\$1,655				\$1,655
	High Risk Rural Road (HRRR)					
	Highway Bridge Program (HBP)					
	Highway Safety Improvement Program (HSIP)					
	National Scenic Byways Program	\$2,000				\$2,000
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)					
	Public Lands Highway		\$1,500	\$63,200		\$64,700
	Railway (Section 130)					
	Recreational Trails					
	Safe Routes to School (SRTS) (SAFETEA-LU)					
	Surface Transportation Program (Regional)					
	Transportation and Community and System Preservation Program					
	Transportation Improvements (TI)					
	Other (see Appendix D)		\$150			\$150
	Federal Highway Total	\$6,865	\$2,360	\$63,910	\$710	\$73,845
FEDERAL RAILROAD ADMINISTRATION	American Recovery and Reinvestment Act of 2009 (ARRA)					
	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)					
	Other (see Appendix E)					
	Federal Railroad Administration Total					
	Federal Total	\$13,916	\$26,614	\$66,767	\$3,570	\$110,867
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)					
	State Infrastructure Bank					
	Section 129 Loans					
	Rail Rehab & Improvement Financing					
	Railroad Innovative Finance					
	Private Activity Bonds					
	Private Concession Fees					
	Private Donations					
	Program Income (from a federal project)					
	Other (See Appendix F)					
	Innovative Financing Total					
PROGRAMMED TOTAL		\$103,764	\$147,485	\$100,587	\$6,730	\$358,566

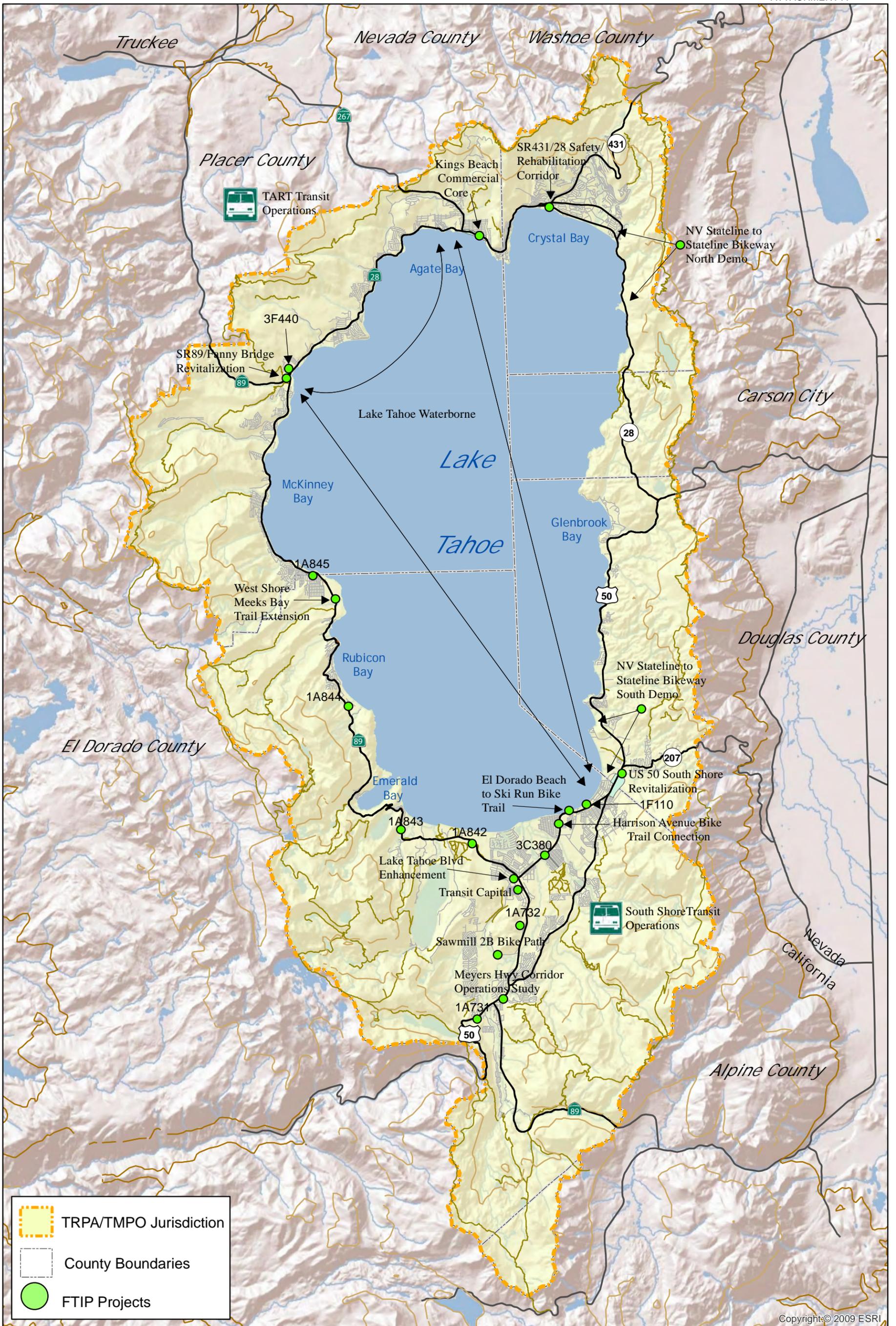
TABLE 3: REVENUE-PROGRAMMED

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

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

appendix b

PROJECT LOCATION MAP



Copyright: © 2009 ESRI

appendix c

LOCAL AGENCIES PROJECTS

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

DIST: 03 CT PROJECT ID: COUNTY: Various Counties	PPNO: EA: MPO ID: GROUP1 ROUTE: PM:	CTIPS ID: 220-0000-0110 MPO ID: GROUP1	TITLE (DESCRIPTION): Grouped Projects Bicycle and Pedestrian Facilities (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized))	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY:
--------------------------------------------------------	----------------------------------------------------	----------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------

IMPLEMENTING AGENCY: Various Agencies

PROJECT MANAGER: JUDY WEBER

PHONE: (775) 589-5203

EMAIL: jweber@trpa.org

PROJECT VERSION HISTORY *(Printed Version is Shaded)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	(Dollars in whole) Prog RW			PE
9	Active	08/29/2012	JWEBER	Adoption - Carry Over		6,687,000	1,740,000			900,000
8	Official	08/29/2012	JWEBER	Amendment - Cost/Scope/Sch. Change	12	4,935,000	1,877,000			1,301,000
7	Official	06/25/2012	JWEBER	Amendment - Cost/Scope/Sch. Change	9	4,935,000	222,000			1,301,000
6	Official	06/08/2012	JWEBER	Amendment - New Project	8	5,157,000				1,301,000
5	Official	04/13/2012	JWEBER	Amendment - Cost/Scope/Sch. Change	6	4,607,000				951,000
4	Official	10/11/2011	JWEBER	Amendment - New Project	5	4,793,000				951,000
3	Official	07/27/2011	JWEBER	Amendment - Cost/Scope/Sch. Change	4	4,210,000				951,000
2	Official	04/29/2011	JWEBER	Amendment - New Project	2	4,067,000				951,000
1	Official	10/14/2010	JWEBER	Adoption - New Project		4,067,000				601,000

		PRIOR	12/13	13/14	14/15	15/16	16/17	17/18	BEYOND	TOTAL
• CMAQ -	PE	400,000								400,000
• Fund Source 1 of 10	RW									
• Fund Type: Congestion Mitigation	CON		710,000	710,000	610,000	610,000				2,640,000
• Funding Agency:	TOTAL	400,000	710,000	710,000	610,000	610,000				3,040,000
• Other State -	PE									
• Fund Source 2 of 10	RW									
• Fund Type: STPL State Exchange	CON			348,000						348,000
• Funding Agency:	TOTAL			348,000						348,000
• Federal Disc. -	PE									
• Fund Source 3 of 10	RW									
• Fund Type: US Forest Service	CON		100,000	150,000						250,000
• Funding Agency:	TOTAL		250,000	150,000						400,000
• Federal Disc. -	PE									
• Fund Source 4 of 10	RW									
• Fund Type: FEDERAL LANDS HIGHWAYS PROGRAM	CON			70,000						70,000
• Funding Agency:	TOTAL			70,000						70,000
• Other State -	PE									
• Fund Source 5 of 10	RW									
• Fund Type: State Cash	CON		85,000							85,000
• Funding Agency:	TOTAL		85,000							85,000
• Other State -	PE									
• Fund Source 6 of 10	RW									
• Fund Type: Safe Routes to School (SR2S)	CON		450,000							450,000
• Funding Agency:	TOTAL		450,000							450,000
• Demo -	PE									
• Fund Source 7 of 10	RW		1,655,000							1,655,000
• Fund Type: Section 115	CON									
• Funding Agency:	TOTAL		1,655,000							1,655,000
• Local Funds -	PE									
• Fund Source 8 of 10	RW									
• Fund Type: TRPA Air Quality Mitigation	CON			651,000						651,000
• Funding Agency:	TOTAL			651,000						651,000

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

DIST: PPNO: EA: CTIPS ID: 03 220-0000-0110	TITLE (DESCRIPTION): Grouped Projects Bicycle and Pedestrian Facilities (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized))	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID: MPO ID: GROUP1		EPA TABLE II or III EXEMPT CATEGORY:
COUNTY: ROUTE: PM: Various Counties		

IMPLEMENTING AGENCY: Various Agencies

PROJECT MANAGER: JUDY WEBER

PHONE: (775) 589-5203

EMAIL: jweber@trpa.org

	PRIOR	12/13	13/14	14/15	15/16	16/17	17/18	BEYOND	TOTAL
• Federal Disc. -									
• Fund Source 9 of 10									
• Fund Type: Public Land Hwys				1,500,000					1,500,000
• Funding Agency:				1,500,000					1,500,000
<hr/>									
• Local Funds -									
• Fund Source 10 of 10									
• Fund Type: City Funds				778,000					778,000
• Funding Agency:				778,000					778,000
<hr/>									
Project Total	PRIOR	12/13	13/14	14/15	15/16	16/17	17/18	BEYOND	TOTAL
PE	900,000								900,000
RW		1,740,000							1,740,000
CON	620,000	710,000	3,359,000	1,388,000	610,000				6,687,000
TOTAL	1,520,000	2,450,000	3,359,000	1,388,000	610,000				9,327,000

Comments:

***** Version 9 - 08/29/2012 *****

Carry over from 2010

New project Harrison Avenue Bike Trail Connection

Add Demo Section 115 funds of \$1,655 to FY 12/13 ROW

***** Version 8 - 08/28/2012 *****

Move RSTP funds \$222,000 from CON to ROW FY11/12

***** Version 7 - 06/22/2012 *****

adding project from 2008FTIP- LT Blvd Enhancement

add SR2S funds of \$450,000 CON FY11/12

add USFS funds \$150,000 PE and \$100,000 CON to FY11/12

***** Version 6 - 05/30/2012 *****

reduce CMAQ by \$200,000 FY 12/13

increase CMAQ by \$83,000 FY 11/12

reduce RSTP by \$69,000 FY11/12

***** Version 5 - 04/04/2012 *****

Add Lake Parkway Sidewalk Project NV TE \$583,000 CON FY 11/12

***** Version 4 - 10/07/2011 *****

Increase FY10/11 CMAQ funds by \$268,000 per actual CMAQ apportionment rec'd 7/15/11. Decrease USFS funds by \$125,000 FY 10/11. See detail grouped listing for specific project changes.

***** Version 3 - 07/21/2011 *****

1. Add Meeks Bay to Sugar Pine Point Bike Trail Project FLH \$350,000 PE FY11/12

***** Version 2 - 04/05/2011 *****

New Group Listing for Bike and Pedestrian Projects

Combines Sawmill 2, El Dorado Beach, and Pioneer Trail from 2008 FTIP

***** Version 1 - 07/20/2010 *****

TAHOE METROPOLITAN PLANNING ORGANIZATION
2013 - 2016 FTIP
DETAIL LISTING FOR GROUPED PROJECTS BICYCLES AND PEDESTRIAN FACILITIES
(\$ in 1000's)

ATTACHMENT A

CTIPS ID	220-0000-0110	MPO ID	GROUP1	COUNTY	El Dorado	RTP ID	21	Date	06/01/2012		
Project Title	Lake Tahoe Boulevard Enhancement Project			Fund Source	Phase	Prior	12/13	13/14	14/15	15/16	Total
				CMAQ	PE	\$200					\$200
				CMAQ	CON					\$610	\$610
Project Description	Construct a Class 1 and Class 2 bicycle and pedestrian facility and erosion control improvements from Clear View to D Street.			SR2S	CON	\$450					\$450
				USFS	PE	\$150					\$150
				USFS	CON	\$100					\$100
						\$900	\$0	\$0	\$0	\$610	\$1,510
Agency	EL Dorado County			Project Mgr.	Brendan Ferry		Phone	530-573-7905			
Comments	Carry over from 2010. Added CMAQ \$610. Estimated project cost \$10M										
CTIPS ID	220-0000-0110	MPO ID	GROUP1(EDCO5)	COUNTY	El Dorado	RTP ID	19	Date	6/01/2012		
Project Title	Sawmill 2B Bike Path and Erosion Control Project			Fund Source	Phase	Prior	12/13	13/14	14/15	15/16	Total
				CTC	ROW		\$85				\$85
				CMAQ	CON			\$710			\$710
				RSTP	CON			\$348			\$348
Project Description	Construct a Class 1 bike path and erosion control improvements along Sawmill Road from Echo View Estates to US Hwy 50.			Local Funds (TRPA Mitigation)	CON			\$151			\$151
				USFS	CON			\$150			\$150
						\$0	\$85	\$1,359	\$0	\$0	\$1,444
Agency	El Dorado County			Project Mgr.	Brendan Ferry		Phone	530-573-7905			
Comments	Carry over from 2010. Increased CMAQ funds to \$710. Added USFS \$150, RSTP \$348, TRPA \$151 to FY13/14 CON. CTC \$85 to FY12/13 ROW										
CTIPS ID	220-0000-0110	MPO ID	GROUP1(TTD02)	COUNTY	El Dorado	RTP ID	1	Date	6/01/2012		
Project Title	El Dorado Beach East to Ski Run Boulevard Bike Trail			Fund Source	Phase	Prior	12/13	13/14	14/15	15/16	Total
				CMAQ	PE	\$200					\$200
				Fed Lands Hwy	CON	\$70					\$70
				Local Funds	CON				\$778		\$778
Project Description	The project includes the planning, design, and construction of a Class 1 bike trail adjacent to the northern side of US Hwy 50 between El Dorado Beach and Ski Run Boulevard. The bike trail will link two existing trails together and will complete a bike trail link between the Stateline subdivision and Al Tahoe subdivision.			CMAQ	CON				\$610		\$610
				State DEMO funds	ROW		\$1,655				\$1,655
						\$270	\$1,655	\$0	\$1,388	\$0	\$3,313
Agency	City of South Lake Tahoe			Project Mgr.	Sarah Hussong Johnson		Phone	530-542-6033			
Comments	Carry over from 2010. Increased CMAQ funds to \$710, added State DEMO \$1,655, remove CTC \$750										
CTIPS ID	220-0000-0110	MPO ID	GROUP1	COUNTY	El Dorado	RTP ID	114	Date	6/01/2012		
Project Title	West Shore Bike Trail Extension - Meeks Bay to Sugar Pine Point State Park			Fund Source	Phase	Prior	12/13	13/14	14/15	15/16	Total
				Fed Lands Hwy	PE	\$350					\$350
				FHWA Public Lands Hwys	CON			\$1,500			\$1,500
Project Description	Construction of 3,200 linear feet (.6miles) of paved 8' Class 1 bicycle path from the entrance to Meeks Bay Resort north to the boundary to Sugar Pine Point State Park. The bike trail will tie into an existing bike path at the northern point providing continuity to recreational areas.			Local funds (Mitigation)	CON			\$500			\$500
						\$350	\$0	\$2,000	\$0	\$0	\$2,350
Agency	Tahoe Trans. District			Project Mgr.	Alfred Knotts		Phone	775-589-5503			
Comments	Carry over from 2010. Added FHWA \$1,500 and Local funds \$500 FY13/14 CON										
CTIPS ID	220-0000-0110	MPO ID	GROUP1	COUNTY	El Dorado	RTP ID	17	Date	6/01/2012		
Project Title	Harrison Avenue Bike Trail Connection			Fund Source	Phase	Prior	12/13	13/14	14/15	15/16	Total
				CMAQ	CON		\$710				\$710
											\$0
Project Description	Construction of a Class 1 Bike Trail connection between the existing Class 1 Bike Trails at Lakeview Ave. and Los Angeles Ave.										\$0
						\$0	\$710	\$0	\$0	\$0	\$710
Agency	City of South Lake Tahoe			Project Mgr.	Sarah Hussong-Johnson		Phone	530-542-6033			
Comments	New project										
Total Cost											\$9,327

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

DIST: PPNO: EA: CTIPS ID: 03 CT PROJECT ID: MPO ID: EDCO4 COUNTY: ROUTE: PM: El Dorado County 50	TITLE (DESCRIPTION): Meyers Highway Corridor Operations Study (Corridor Operations Study in Meyers - Complete streets study along Meyers Highway Corridor)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY:
--------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------

IMPLEMENTING AGENCY: El Dorado County

PROJECT MANAGER: BRENDAN FERRY

PHONE: (530) 573-7905

EMAIL: brendan.ferry@edcgov.us

PROJECT VERSION HISTORY *(Printed Version is Shaded)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	<i>(Dollars in whole)</i> Prog RW				PE
2	Active	05/14/2012	JWEBER	Adoption - Carry Over							624,000
1	Official	10/14/2010	JWEBER	Adoption - New Project							471,000

		PRIOR	12/13	13/14	14/15	15/16	16/17	17/18	BEYOND	TOTAL
• Other State -	PE	100,000	153,000							253,000
• Fund Source 1 of 3	RW									
• Fund Type: STPL State Exchange	CON									
• Funding Agency:	TOTAL	100,000	153,000							253,000
• Federal Disc. -	PE	200,000								200,000
• Fund Source 2 of 3	RW									
• Fund Type: FEDERAL LANDS HIGHWAYS PROGRAM	CON									
• Funding Agency:	TOTAL	200,000								200,000
• Local Funds -	PE	171,000								171,000
• Fund Source 3 of 3	RW									
• Fund Type: TRPA Air Quality Mitigation	CON									
• Funding Agency:	TOTAL	171,000								171,000
Project Total	PE	471,000	153,000							624,000
	RW									
	CON									
	TOTAL	471,000	153,000							624,000

Comments:

***** Version 2 - 03/21/2012 *****

Carry over from 2010

updated project cost \$15M

New project for 2010 RTP 94

STPL is RSTP State exchange funds

Estimated project cost \$700,000 for Study

***** Version 1 - 06/17/2010 *****

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

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

IMPLEMENTING AGENCY: Placer County

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

PROJECT VERSION HISTORY <i>(Printed Version is Shaded)</i>						<i>(Dollars in whole)</i>		
Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
9	Active	08/28/2012	JWEBER	Adoption - Carry Over		33,025,000	4,200,000	8,650,000
8	Official	10/14/2010	JWEBER	Adoption - Carry Over		33,025,000	4,200,000	8,650,000
7	Official	07/23/2008	SFORSYTH	Adoption - Carry Over		20,015,000	4,200,000	7,300,000
6	Official	03/11/2008	SFORSYTH	Amendment - Cost/Scope/Sch. Change	6		4,220,000	6,676,000
5	Official	11/08/2007	SFORSYTH	Amendment - Cost/Scope/Sch. Change	5		4,220,000	6,676,000
4	Official	05/23/2007	SFORSYTH	Amendment - Cost/Scope/Sch. Change	4	2,775,000	2,870,000	5,251,000
3	Official	07/26/2006	MREYNOLD	Adoption - Carry Over			1,445,000	4,424,000
2	Official	11/17/2004	MREYNOLD	Adoption - Carry Over		19,403,000	3,556,000	5,323,000
1	Official	07/24/2002	CNEIBLE	Adoption - Carry Over			3,556,000	3,370,000

	PE	PRIOR	12/13	13/14	14/15	15/16	16/17	17/18	BEYOND	TOTAL
• RIP - Regional Improvement Program	PE	3,754,000								3,754,000
• Fund Source 1 of 10	RW									
• Fund Type: State Cash	CON									
• Funding Agency: Tahoe Regional Planning Agency	TOTAL	3,754,000								3,754,000
• Other State -	PE	600,000								600,000
• Fund Source 2 of 10	RW									
• Fund Type: State Cash	CON									
• Funding Agency: Various Agencies	TOTAL	600,000								600,000
• Local TEA - Local FHWA - TEA	PE	146,000								146,000
• Fund Source 3 of 10	RW									
• Fund Type: STP Enhancement - Local TEA	CON									
• Funding Agency: Placer County	TOTAL	146,000								146,000
• Local Funds - Locally Generated Funds	PE	600,000								600,000
• Fund Source 4 of 10	RW									
• Fund Type: Local Transportation Funds	CON									
• Funding Agency: USDA Forest Service	TOTAL	600,000								600,000
• Local Funds - Locally Generated Funds	PE									
• Fund Source 5 of 10	RW									
• Fund Type: Local Transportation Funds	CON	600,000								600,000
• Funding Agency: Placer County	TOTAL	600,000								600,000
• Nevada State -	PE	1,200,000								1,200,000
• Fund Source 6 of 10	RW	2,775,000								2,775,000
• Fund Type: Southern Nevada Public Lands Management Act	CON	7,200,000								7,200,000
• Funding Agency: Federal Highway Administration (FHWA)	TOTAL	11,175,000								11,175,000
• Local Funds - Locally Generated Funds	PE									
• Fund Source 7 of 10	RW									
• Fund Type: Local Transportation Funds	CON	215,000								215,000
• Funding Agency: Tahoe Regional Planning Agency	TOTAL	215,000								215,000

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

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

IMPLEMENTING AGENCY: Placer County

PROJECT MANAGER: PETER KRAATZ

PHONE: (530) 581-6231

EMAIL: pkraatz@placer.ca.gov

		PRIOR	12/13	13/14	14/15	15/16	16/17	17/18	BEYOND	TOTAL
• Local Funds - Locally Generated Funds	PE									
• Fund Source 8 of 10	RW	1,425,000								1,425,000
• Fund Type: Local Measure	CON		15,842,000							15,842,000
• Funding Agency: Placer County	TOTAL	1,425,000	15,842,000							17,267,000
• Local Funds - Locally Generated Funds	PE	2,350,000								2,350,000
• Fund Source 9 of 10	RW									
• Fund Type: Private Funds	CON	4,000,000								4,000,000
• Funding Agency:	TOTAL	6,350,000								6,350,000
• RIP -	PE									
• Fund Source 10 of 10	RW									
• Fund Type: STIP Advance Construction	CON				5,168,000					5,168,000
• Funding Agency:	TOTAL				5,168,000					5,168,000
Project Total	PE	8,650,000								8,650,000
	RW	4,200,000								4,200,000
	CON	12,015,000	15,842,000		5,168,000					33,025,000
	TOTAL	24,865,000	15,842,000		5,168,000					45,875,000

Comments:

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

Carry over from 2010 STIP

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

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

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

Local Funds 8,473 FY10/11 CON

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

EIP #10060

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

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

Esitimated total project cost = \$50 million

Project data transferred from 2008 STIP.

RTP#2

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

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

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

Amend #5:

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

Moved 2.775 in SNPLMA from CON to ROW.

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

Formal Amend #4

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

07/08 programmed 2,014 PSE

07/08 programmed 200k ROW

07/08 programmed 1,225 ROW

1.2 million in round 5SNPLMA moved to 06/07

SNPLMA round 6 \$2.775 million in 07/08 ROW

***** Version 3 - 07/12/06 *****

Project data transferred from 2006 STIP.

***** Version 2 - 06/23/2004 *****

***** Version 1 - 05/10/02 *****

Project data transferred from 2002 STIP 1.

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

TRPA FTP/RTP number - #89

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

DIST: PPNO: EA: CTIPS ID: 03 220-0000-0099	TITLE (DESCRIPTION): Nevada Stateline to Stateline Bikeway (The bikeway is proposed to be a separated, shared-use path connecting North Stateline to South Stateline along the east shore of Lake Tahoe.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID: MPO ID: TTD01		EPA TABLE II or III EXEMPT CATEGORY: Bicycle and pedestrian facilities.
COUNTY: ROUTE: PM: Various Counties		

IMPLEMENTING AGENCY: Tahoe Transportation District

PROJECT MANAGER: ALFRED KNOTTS

PHONE: (775) 589-5503

EMAIL: aknotts@tahoetransportation.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
5	Active	07/09/2012	JWEBER	Adoption - Carry Over		11,802,000	150,000	3,015,000
4	Official	07/09/2012	JWEBER	Amendment - Cost/Scope/Sch. Change	10	9,202,000	150,000	3,015,000
3	Official	05/10/2012	JWEBER	Amendment - Cost/Scope/Sch. Change	7	6,185,000	150,000	3,015,000
2	Official	10/14/2010	JWEBER	Adoption - Carry Over		5,000,000	150,000	2,515,000
1	Official	05/27/2009	JWEBER	Amendment - New Project	7	1,100,000	150,000	1,765,000

		PRIOR	12/13	13/14	14/15	15/16	16/17	17/18	BEYOND	TOTAL
• Nevada State -	PE									
• Fund Source 1 of 8	RW	150,000								150,000
• Fund Type: Nevada State	CON									
• Funding Agency:	TOTAL	150,000								150,000
• Nevada State -	PE									
• Fund Source 2 of 8	RW									
• Fund Type: Nevada State	CON	5,000,000								5,000,000
• Funding Agency:	TOTAL	5,000,000								5,000,000
• Nevada State -	PE									
• Fund Source 3 of 8	RW	442,000								442,000
• Fund Type: Southern Nevada Public Lands Management Act	CON									
• Funding Agency: USDA Forest Service	TOTAL	442,000								442,000
• Federal Disc. -	PE									
• Fund Source 4 of 8	RW	1,850,000	500,000							2,350,000
• Fund Type: FEDERAL LANDS HIGHWAYS PROGRAM	CON									
• Funding Agency: Federal Highway Administration (FHWA)	TOTAL	1,850,000	500,000							2,350,000
• Federal Disc. -	PE									
• Fund Source 5 of 8	RW	223,000								223,000
• Fund Type: National Scenic Byways Program	CON		2,000,000							2,000,000
• Funding Agency:	TOTAL	223,000	2,000,000							2,223,000
• Nevada State -	PE									
• Fund Source 6 of 8	RW									
• Fund Type: State Gas Tax	CON	1,502,000	600,000							2,102,000
• Funding Agency:	TOTAL	1,502,000	600,000							2,102,000
• Federal Disc. -	PE									
• Fund Source 7 of 8	RW									
• Fund Type: Recreational Trails Program	CON	200,000								200,000
• Funding Agency:	TOTAL	200,000								200,000
• Federal Disc. -	PE									
• Fund Source 8 of 8	RW									
• Fund Type: Public Land Hwys	CON	2,500,000								2,500,000
• Funding Agency:	TOTAL	2,500,000								2,500,000

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

Project Total	<u>PRIOR</u>	<u>12/13</u>	<u>13/14</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE	2,515,000	500,000							3,015,000
RW	150,000								150,000
CON	9,202,000	2,600,000							11,802,000
TOTAL	11,867,000	3,100,000							14,967,000

Comments:

***** Version 5 - 07/09/2012 *****

Carry Over from 2010

FHWA Scenic Byway \$2M and NV gas tax \$600,000 FY12/13 - North Demo

Updated project title

Add FHWA PLDH \$2,500,000 and NDOT gas tax \$517,000 FY11/12 CON for South Demo Phase

***** Version 4 - 07/09/2012 *****

Add FHWA RecTrails \$200,000 and NDOTgas tax \$985,000 to FY 11/12 for South Demo Phase

Add FLH \$500,000 to FY12/13 for Central Phase

estimated project cost \$128M

***** Version 3 - 05/08/2012 *****

Carry Over from 2008

RTP #36, EIP 760,769,770,771,778, 845,846,847

Source 2 - add NV State 3.9 Mil to FY 11/12 CON

Source 4 - add FLH 750,000 to FY 11/12 PE

***** Version 2 - 06/15/2010 *****

-Fund Source 1 - \$150,000 FY09/10 NV Parks and Open Space Bond entered as NV State

-Fund Source 2 - \$1,100,000 FY10/11 NV Division of State Lands entered as NV State

-Fund Source 3 - SNPLMA \$160,000 FY08/09 & \$282,000 FY09/10

-Fund Source 4 - \$100,000 FY08/09, \$500,000 FY09/10, \$500,000 FY10/11 FHWA 1/2 percent Tahoe funds entered as FLH

- Fund source 5 Nat'l Scenic Byways \$223,000 FY09/10

***** Version 1 - 05/07/2009 *****

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

DIST: PPNO: EA: CTIPS ID: 03 220-0000-0050	TITLE (DESCRIPTION): Lake Tahoe Waterborne Transit Project (Connecting the communities and shores of Lake Tahoe with passenger ferry service)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID: MPO ID: TMC0405		EPA TABLE II or III EXEMPT CATEGORY: Non construction related activities.
COUNTY: ROUTE: PM: Various Counties		

IMPLEMENTING AGENCY: Tahoe Transportation District

PROJECT MANAGER: ALFRED KNOTTS PHONE: (775) 589-5503 EMAIL: aknotts@tahoetransportation.org

PROJECT VERSION HISTORY <i>(Printed Version is Shaded)</i>					<i>(Dollars in whole)</i>								
Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE					
6	Active	09/06/2012	JWEBER	Adoption - Carry Over		20,000,000		6,975,000					
5	Official	10/14/2010	JWEBER	Adoption - Carry Over		20,000,000		6,175,000					
4	Official	07/23/2008	SFORSYTH	Adoption - Cost/Scope/Sch. Change		16,000,000		10,675,000					
3	Official	05/23/2007	SFORSYTH	Amendment - Cost/Scope/Sch. Change				10,000,000					
2	Official	07/26/2006	MREYNOLD	Adoption - Carry Over				10,000,000					
1	Official	12/21/2005	MREYNOLD	Amendment - New Project	2			10,000,000					
• FTA Funds -					<u>PRIOR</u>	<u>12/13</u>	<u>13/14</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 1 of 3					PE	4,000,000							4,000,000
• Fund Type: FTA5309(a) - Fixed Guideway Modernization					RW								
• Funding Agency: Federal Highway Administration (FHWA)					CON		16,000,000						16,000,000
					TOTAL	4,000,000	16,000,000						20,000,000
• Local Funds -					<u>PRIOR</u>	<u>12/13</u>	<u>13/14</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 2 of 3					PE	1,000,000							1,000,000
• Fund Type: Local Transportation Funds					RW								
• Funding Agency: Various Agencies					CON		4,000,000						4,000,000
					TOTAL	1,000,000	4,000,000						5,000,000
• Federal Disc. -					<u>PRIOR</u>	<u>12/13</u>	<u>13/14</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Fund Source 3 of 3					PE	1,175,000	800,000						1,975,000
• Fund Type: FEDERAL LANDS HIGHWAYS PROGRAM					RW								
• Funding Agency: Federal Highway Administration (FHWA)					CON								
					TOTAL	1,175,000	800,000						1,975,000
Project Total					<u>PRIOR</u>	<u>12/13</u>	<u>13/14</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>BEYOND</u>	<u>TOTAL</u>
					PE	1,175,000	5,800,000						6,975,000
					RW								
					CON		20,000,000						20,000,000
					TOTAL	1,175,000	5,800,000	20,000,000					26,975,000

Comments:

***** Version 6 - 03/21/2012 *****

Carry Over from 2010
updated project cost \$42M and project title
moved existing FTA5309 & local funds forward one fiscal year

-Carry Over from 2008

-Add 500k in FLH FY 11/12

-Add local match 1M FY 11/12 & 4M FY 12/13

(2M of local funds moved from prior & added additional 3M)

-Fund Source 3: FLH represents funds from Lake Tahoe 1/2% fund set aside for project delivery and planning activities

***** Version 5 - 06/15/2010 *****

***** Version 4 - 05/15/2008 *****

Amend #8 Add FLH 1/2% to Env

Estimated Total Project Cost =\$14 million

RTP 6, EIP 10027

***** Version 3 - 05/10/2007 *****

Formal Amend #4

Redistribute funds as follows:

07/08 4,000 to 08/09

08/09 4,000 to 09/10

***** Version 2 - 05/25/2006 *****

***** Version 1 - 11/08/2005 *****

New Project--SAFETEA-LU Federal Earmark

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

DIST: PPNO: EA: CTIPS ID: 03 220-0000-0047	TITLE (DESCRIPTION): US 50 South Shore Community Revitalization Project (US 50/SR207 intersection South to Pioneer Trail intersection - realign roadway, reduce lanes and transit-bike-pedestrian lane.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID: MPO ID: TMC0403		EPA TABLE II or III EXEMPT CATEGORY: Intersection channelization projects.
COUNTY: ROUTE: PM: Various Counties 50		

IMPLEMENTING AGENCY: Tahoe Transportation District

PROJECT MANAGER: ALFRED KNOTTS PHONE: (775) 589-5503 EMAIL: aknotts@tahoetransportation.org

PROJECT VERSION HISTORY (Printed Version is Shaded)						(Dollars in whole)		
Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
6	Active	07/03/2012	JWEBER	Adoption - Carry Over		32,100,000	39,900,000	3,020,000
5	Official	10/14/2010	JWEBER	Adoption - Carry Over		112,000,000		2,020,000
4	Official	07/23/2008	SFORSYTH	Adoption - Cost/Scope/Sch. Change		112,000,000		2,020,000
3	Official	11/08/2007	SFORSYTH	Amendment - Cost/Scope/Sch. Change	5			1,020,000
2	Official	07/26/2006	WHOBBS	Adoption - New Project				1,020,000
1	Official	11/17/2004	MREYNOLD	Adoption - New Project				1,020,000

	PRIOR	12/13	13/14	14/15	15/16	16/17	17/18	BEYOND	TOTAL
• Nevada State -									
• Fund Source 1 of 6	PE	1,020,000							1,020,000
• Fund Type: Southern Nevada Public Lands Management Act	RW								
	CON								
	TOTAL	1,020,000							1,020,000

	PRIOR	12/13	13/14	14/15	15/16	16/17	17/18	BEYOND	TOTAL
• Federal Disc. -									
• Fund Source 2 of 6	PE	1,000,000	1,000,000						2,000,000
• Fund Type: FEDERAL LANDS HIGHWAYS PROGRAM	RW								
• Funding Agency: Federal Highway Administration (FHWA)	CON								
	TOTAL	1,000,000	1,000,000						2,000,000

	PRIOR	12/13	13/14	14/15	15/16	16/17	17/18	BEYOND	TOTAL
• Nevada State -									
• Fund Source 3 of 6	PE								
• Fund Type: Nevada State	RW			2,600,000					2,600,000
• Funding Agency:	CON			1,000,000					1,000,000
	TOTAL			3,600,000					3,600,000

	PRIOR	12/13	13/14	14/15	15/16	16/17	17/18	BEYOND	TOTAL
• Other State -									
• Fund Source 4 of 6	PE								
• Fund Type: State Cash	RW			9,000,000					9,000,000
• Funding Agency: Caltrans	CON			2,000,000					2,000,000
	TOTAL			11,000,000					11,000,000

	PRIOR	12/13	13/14	14/15	15/16	16/17	17/18	BEYOND	TOTAL
• Federal Disc. -									
• Fund Source 5 of 6	PE								
• Fund Type: Public Land Hwys	RW			22,300,000					22,300,000
• Funding Agency: Federal Highway Administration (FHWA)	CON			28,100,000					28,100,000
	TOTAL			50,400,000					50,400,000

	PRIOR	12/13	13/14	14/15	15/16	16/17	17/18	BEYOND	TOTAL
• Local Funds -									
• Fund Source 6 of 6	PE								
• Fund Type: Private Funds	RW			6,000,000					6,000,000
• Funding Agency:	CON			1,000,000					1,000,000
	TOTAL			7,000,000					7,000,000

Project Total	PRIOR	12/13	13/14	14/15	15/16	16/17	17/18	BEYOND	TOTAL
	PE	2,020,000	1,000,000						3,020,000
	RW			39,900,000					39,900,000
	CON			32,100,000					32,100,000
	TOTAL	2,020,000	1,000,000	72,000,000					75,020,000

Comments:

***** Version 6 - 03/22/2012 *****

Carry over from 2010
added NDOT \$3,600, CA State \$11,000, PLH \$50,400, private \$7,000, FLH \$1,000
updated project cost \$75M and project title

Carry Over from 2008

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

EIP# 777, 791

***** Version 5 - 06/17/2010 *****

***** Version 4 - 05/15/2008 *****

Estimated Total Project Cost = \$65 million

RTP#5

Public lands Highway funding is substitute for Federal Lands Highway 1/2%

***** Version 3 - 10/25/2007 *****

Move SNPLMA funds from 2004 to 2007/08. PSR to begin early 2008.

***** Version 2 - 05/25/2006 *****

***** Version 1 - 10/12/2004 *****

Total project cost \$70,208,000

EIS \$1,500,000 (SNPLMA \$1,200,000)

PE/Design \$1,189,175

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

DIST: PPNO: EA: CTIPS ID: 03 CT PROJECT ID: COUNTY: ROUTE: PM: Placer County 89 7.5 / 9.4	TITLE (DESCRIPTION): State Route 89/Fanny Bridge Community Revitalization Project (Address traffic congestion and improve pedestrian and bicycle safety and access)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY: Safety Improvement Program.
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IMPLEMENTING AGENCY: Tahoe Transportation District

PROJECT MANAGER: ALFRED KNOTTS

PHONE: (775) 589-5503

EMAIL: aknotts@tahoetransportation.org

PROJECT VERSION HISTORY *(Printed Version is Shaded)*

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	(Dollars in whole) Prog RW	PE
3	Active	07/02/2012	JWEBER	Adoption - Carry Over		16,000,000		2,375,000
2	Official	10/14/2010	JWEBER	Adoption - Carry Over				2,375,000
1	Official	05/27/2010	JWEBER	Amendment - New Project	17			1,525,000

	PE	RW	CON	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	17/18	BEYOND	TOTAL
• Federal Disc. -													
• Fund Source 1 of 3	2,375,000			2,375,000									2,375,000
• Fund Type: FEDERAL LANDS HIGHWAYS PROGRAM													
• Funding Agency:				2,375,000									2,375,000
• Federal Disc. -													
• Fund Source 2 of 3													
• Fund Type: Public Land Hwys			12,800,000	12,800,000									12,800,000
• Funding Agency:			12,800,000	12,800,000									12,800,000
• Other State -													
• Fund Source 3 of 3													
• Fund Type: State Cash			3,200,000	3,200,000									3,200,000
• Funding Agency:			3,200,000	3,200,000									3,200,000
Project Total													
	2,375,000			2,375,000									2,375,000
			16,000,000	16,000,000									16,000,000
	2,375,000		16,000,000	18,375,000									18,375,000

Comments:

***** Version 3 - 03/21/2012 *****
 Carry over from 2010
 added PLH \$12,800 and CA State \$3,200
 updated project cost \$20M and project title

Carry Over from 2008
 Estimated project cost \$50 million
 ***** Version 2 - 06/21/2010 *****
 Add FLH funds of \$1,525,000 to PE FY09/10
 RTP 3, EIP#854, 855
 ***** Version 1 - 04/27/2010 *****

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

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0098	TITLE (DESCRIPTION): Transit Operating Assistance (Transit Operating Assistance)	MPO Aprv:
CT PROJECT ID:			MPO ID:		State Aprv:
COUNTY:	ROUTE:	PM:	TRANS01		Federal Aprv:
Various Counties	N/A				EPA TABLE II or III EXEMPT CATEGORY:

IMPLEMENTING AGENCY: Various Agencies

PROJECT MANAGER: CURTIS GARNER

PHONE: (775) 589-5505

EMAIL: cgarner@tahoetransportation.org

PROJECT VERSION HISTORY *(Printed Version is Shaded)*

(Dollars in whole)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE						
7	Active	08/27/2012	JWEBER	Adoption - Carry Over		27,590,000								
6	Official	04/13/2012	JWEBER	Amendment - Cost/Scope/Sch. Change	6	11,430,000								
5	Official	10/14/2010	JWEBER	Adoption - Carry Over		11,230,000								
4	Official	07/14/2010	JWEBER	Amendment - Cost/Scope/Sch. Change	20	3,903,000								
3	Official	01/25/2010	JWEBER	Amendment - Cost/Scope/Sch. Change	14	3,603,000								
2	Official	10/12/2009	JWEBER	Amendment - Cost/Scope/Sch. Change	10	3,434,000								
1	Official	05/27/2009	JWEBER	Amendment - New Project	7	580,000								
						<u>PRIOR</u>	<u>12/13</u>	<u>13/14</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>BEYOND</u>	<u>TOTAL</u>
• FTA Funds -						PE								
• Fund Source 1 of 7						RW								
• Fund Type: FTA 5311 - Non Urbanized						CON	580,000	192,000	192,000	192,000	192,000			1,348,000
• Funding Agency: Caltrans						TOTAL	580,000	192,000	192,000	192,000	192,000			1,348,000
						<u>PRIOR</u>	<u>12/13</u>	<u>13/14</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>BEYOND</u>	<u>TOTAL</u>
• FTA Funds -						PE								
• Fund Source 2 of 7						RW								
• Fund Type: FTA 5311 - Non Urbanized						CON	3,888,000	1,772,000	1,772,000	1,772,000	1,772,000			10,976,000
• Funding Agency:						TOTAL	3,888,000	1,772,000	1,772,000	1,772,000	1,772,000			10,976,000
						<u>PRIOR</u>	<u>12/13</u>	<u>13/14</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>BEYOND</u>	<u>TOTAL</u>
• FTA Funds -						PE								
• Fund Source 3 of 7						RW								
• Fund Type: FTA 5317 - New Freedom Program						CON	575,000	87,000	90,000	93,000	96,000			941,000
• Funding Agency:						TOTAL	575,000	87,000	90,000	93,000	96,000			941,000
						<u>PRIOR</u>	<u>12/13</u>	<u>13/14</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>BEYOND</u>	<u>TOTAL</u>
• FTA Funds -						PE								
• Fund Source 4 of 7						RW								
• Fund Type: Job Access and Reverse Commute Program (5316)						CON	293,000							293,000
• Funding Agency:						TOTAL	293,000							293,000
						<u>PRIOR</u>	<u>12/13</u>	<u>13/14</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>BEYOND</u>	<u>TOTAL</u>
• CMAQ -						PE								
• Fund Source 5 of 7						RW								
• Fund Type: Congestion Mitigation						CON	400,000		100,000	100,000				600,000
• Funding Agency:						TOTAL	400,000		100,000	100,000				600,000
						<u>PRIOR</u>	<u>12/13</u>	<u>13/14</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>BEYOND</u>	<u>TOTAL</u>
• FTA Funds -						PE								
• Fund Source 6 of 7						RW								
• Fund Type: ARRA - FTA 5311						CON	169,000							169,000
• Funding Agency:						TOTAL	169,000							169,000
						<u>PRIOR</u>	<u>12/13</u>	<u>13/14</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>BEYOND</u>	<u>TOTAL</u>
• Local Funds -						PE								
• Fund Source 7 of 7						RW								
• Fund Type: Local Transportation Funds						CON	2,417,000	2,250,000	2,762,000	2,874,000	2,960,000			13,263,000
• Funding Agency:						TOTAL	2,417,000	2,250,000	2,762,000	2,874,000	2,960,000			13,263,000
Project Total						<u>PRIOR</u>	<u>12/13</u>	<u>13/14</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>BEYOND</u>	<u>TOTAL</u>
						PE								
						RW								
						CON	8,322,000	4,301,000	4,816,000	5,031,000	5,120,000			27,590,000
						TOTAL	8,322,000	4,301,000	4,816,000	5,031,000	5,120,000			27,590,000

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

Comments:

***** Version 7 - 04/23/2012 *****

Carry over from 2010. Added annual funding

Tahoe Transportation District, Tahoe Area Regional Transit, BlueGo

Add CMAQ funds of \$200k to FY 12/13

***** Version 6 - 04/04/2012 *****

Carry Over from 2008 RTP #7

Fund Source 1: add'l funds for CA Bluego & TART

Fund Source 2: add'l funds for Bluego from NV STIP 2011 - 2013

Fund Source 7: local match

***** Version 5 - 07/15/2010 *****

Adding CMAQ \$300,000 to FY 09/10 (CMAQ transfers to 5311)

***** Version 4 - 07/14/2010 *****

Adding NV ARRA 5311 Funds \$169,000 FY 09/10

***** Version 3 - 01/22/2010 *****

Add FTA 5311 \$1,197,000 to FY09/10

Add FTA 5311 \$689,000 to FY08/09

Add FTA 5317 \$205,000 to FY08/09

Add FTA 5317 \$370,000 to FY09/10

Add FTA 5316 \$178,000 to FY08/09

Add FTA 5316 \$115,000 to FY09/10

Add CMAQ \$100,000 to FY08/09

***** Version 2 - 08/18/2009 *****

***** Version 1 - 05/07/2009 *****

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

DIST: 03 CT PROJECT ID: COUNTY: Various Counties	PPNO: EA: ROUTE:	EA: ROUTE: PM:	CTIPS ID: 220-0000-0049 MPO ID: TMC0406	TITLE (DESCRIPTION): Transit Capital (Bus and Bus Facilities and Preventative Maintenance)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY: Purchase new buses and rail cars to replace exist.
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IMPLEMENTING AGENCY: Various Agencies

PROJECT MANAGER: CURTIS GARNER

PHONE: (775) 589-5505

EMAIL: cgarner@tahoetransportation.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	(Dollars in whole) Prog RW	PE
13	Active	08/27/2012	JWEBER	Adoption - Carry Over		21,632,000		100,000
12	Official	10/14/2010	JWEBER	Adoption - Carry Over		10,632,000		100,000
11	Official	01/25/2010	JWEBER	Amendment - Cost/Scope/Sch. Change	14	9,632,000		
10	Official	08/06/2009	JWEBER	Amendment - Cost/Scope/Sch. Change	9	9,976,000		
9	Official	06/30/2009	JWEBER	Amendment - Cost/Scope/Sch. Change	8	9,722,000		
8	Official	06/30/2009	JWEBER	Amendment - Cost/Scope/Sch. Change	5	8,147,000		
7	Official	04/22/2009	JWEBER	Amendment - Cost/Scope/Sch. Change	3	8,147,000		
6	Official	07/23/2008	SFORSYTH	Adoption - Cost/Scope/Sch. Change		5,519,000		
5	Official	11/08/2007	SFORSYTH	Amendment - Cost/Scope/Sch. Change		5,434,000		

		PRIOR	12/13	13/14	14/15	15/16	16/17	17/18	BEYOND	TOTAL
• FTA Funds -	PE									
• Fund Source 1 of 11	RW									
• Fund Type: FTA5308 Clean Fuel Formula Program	CON	3,990,000	1,000,000	1,200,000	800,000	800,000				7,790,000
• Funding Agency: Federal Highway Administration (FHWA)	TOTAL	3,990,000	1,000,000	1,200,000	800,000	800,000				7,790,000
• Local Funds -	PE									
• Fund Source 2 of 11	RW									
• Fund Type: Local Transportation Funds	CON	1,746,000	250,000	1,550,000	200,000	200,000				3,946,000
• Funding Agency: Various Agencies	TOTAL	1,746,000	250,000	1,550,000	200,000	200,000				3,946,000
• FTA Funds -	PE									
• Fund Source 3 of 11	RW									
• Fund Type: FTA5309(c) - Bus	CON	1,361,000		5,000,000						6,361,000
• Funding Agency:	TOTAL	1,361,000		5,000,000						6,361,000
• FTA Funds -	PE									
• Fund Source 4 of 11	RW									
• Fund Type: FTA 5311 - Non Urbanized	CON	652,000								652,000
• Funding Agency: Various Agencies	TOTAL	652,000								652,000
• FTA Funds -	PE									
• Fund Source 5 of 11	RW									
• Fund Type: FTA3037 Job Access and Reverse Commute	CON	85,000								85,000
• Funding Agency:	TOTAL	85,000								85,000
• FTA Funds -	PE									
• Fund Source 6 of 11	RW									
• Fund Type: FTA 5317 - New Freedom Program	CON	185,000								185,000
• Funding Agency:	TOTAL	185,000								185,000
• FTA Funds -	PE									
• Fund Source 7 of 11	RW									
• Fund Type: ARRA - FTA 5311	CON	382,000								382,000
• Funding Agency:	TOTAL	382,000								382,000
• FTA Funds -	PE									
• Fund Source 8 of 11	RW									
• Fund Type: ARRA - FTA 5311	CON	1,231,000								1,231,000
• Funding Agency:	TOTAL	1,231,000								1,231,000

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

DIST: 03 CT PROJECT ID: COUNTY: Various Counties	PPNO: EA: ROUTE:	EA: EA: ROUTE:	CTIPS ID: 220-0000-0049 MPO ID: TMC0406 PM:	TITLE (DESCRIPTION): Transit Capital (Bus and Bus Facilities and Preventative Maintenance)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY: Purchase new buses and rail cars to replace exist.
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IMPLEMENTING AGENCY: Various Agencies

PROJECT MANAGER: CURTIS GARNER

PHONE: (775) 589-5505

EMAIL: cgarner@tahoetransportation.org

		PRIOR	12/13	13/14	14/15	15/16	16/17	17/18	BEYOND	TOTAL
• FTA Funds -	PE									
• Fund Source 9 of 11	RW									
• Fund Type: FTA5309(c) - Bus	CON	830,000								830,000
• Funding Agency:	TOTAL	830,000								830,000
• Other State -	PE									
• Fund Source 10 of 11	RW									
• Fund Type: Transit	CON	170,000								170,000
• Funding Agency:	TOTAL	170,000								170,000
• Federal Disc. -	PE									
• Fund Source 11 of 11	RW	100,000								100,000
• Fund Type: FEDERAL LANDS HIGHWAYS PROGRAM	CON									
• Funding Agency:	TOTAL	100,000								100,000
Project Total										
	PE	100,000								100,000
	RW									
	CON	10,632,000	1,250,000	7,750,000	1,000,000	1,000,000				21,632,000
	TOTAL	10,732,000	1,250,000	7,750,000	1,000,000	1,000,000				21,732,000

Comments:

***** Version 13 - 03/21/2012 *****

Carry over from 2010. added annual funding

Tahoe Transportation District, Tahoe Area Regional Transit, BlueGo

Carry Over from 2008

RTP #8, EIP #800

add additional FLH \$75k to FY 10/11 PE

***** Version 12 - 06/15/2010 *****

1. Reduce NV 5311ARRA funding by \$175,000

2. Move NV 5311 ARRA funds \$1,400,000 to FY 09/10 and transfer \$169,000 to Transit Operating Assistance project FY 09/10

***** Version 11 - 01/06/2010 *****

1. Adding FTA5309 funds \$190,000 and \$475,000 to FY09/10

2. Adding ARRA FTA5311 funds \$152,903 FY 09/10

3. Deleting FTA3037(5316) \$199,000 FY09/10 and \$115,000 FY10/11 moved to Transit Ops

4. Deleting FTA5317 \$250,000 FY 09/10 moved to Transit Ops

***** Version 10 - 07/28/2009 *****

adding FTA NV 5311ARRA funds \$1,575,000 FY08/09 see summary changes for breakdown of dollars

***** Version 9 - 07/20/2009 *****

Change Project desc: Transit Capital (Bus Replacement) for TART & BLUEGO

Change project mgr: John Andoh

***** Version 8 - 05/21/2009 *****

Increase Local Transportation Funds as follows: 1) FY08/09 \$375,000; FY09/10 \$400,000; FY10/11 \$450,000

2) Increase FTA5309(c) Funds as follows: FY08/09 \$99,750; FY09/10 \$100,000; FY10/11 \$100,000

3) Increase FTA5311 Funds as follows: FY08/09 \$150,000; FY09/10 \$175,000; FY10/11 \$200,000

4) Increase FTA3037 Funds as follows: FY09/10 \$199,000; FY10/11 \$115,000

5) Add new funding source FTA5317 as follows: FY08/09 \$185,000; FY09/10 \$250,000

6) Modify project description from "BlueGo Bus Replacement" to "BlueGo Bus and Bus Equipment."

7) Add ARRA FTA5311 \$228,591

***** Version 7 - 03/24/2009 *****

Add JARC Funding 84,800 - Under 20%

***** Version 6 - 05/15/2008 *****

RTP#8

***** Version 5 - 10/24/2007 *****

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

Add FTA5311 \$126,743 CSLT BlueGO Bus Replacement 07/08 - Add Local Match \$98,257 CSLT 07/08.

Add FTA 5308 \$500,000 in 07/08. Local Match add 125,000.

***** Version 4 - 05/10/2007 *****

Admin #4

respread funds as follows:

07/08 from 990 to 500

08/09 from 990 to 1000

09/10 from 990 to 1000

ADD FTA 5309 Funds \$396,000

***** Version 3 - 05/25/2006 *****

***** Version 2 - 04/05/2006 *****

***** Version 1 - 11/08/2005 *****

New Project--SAFTEA-LU Federal Earmark

04052006 Advance project to begin 06/07

appendix d

**CALTRANS SHOPP
LUMP SUM PROJECTS
AND BACKUP LIST**

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

DIST: 03 CT PROJECT ID: COUNTY: Various Counties	PPNO: EA: ROUTE: PM:	CTIPS ID: 220-0000-0087 MPO ID: SHOPP1	TITLE (DESCRIPTION): Grouped Projects for Safety Improvements SHOPP Mandates Program (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories-Railroad/highway crossing, safer non-federal-aid systems roads. Shoulder improvements, traffic control devices, operating assistance other than signalization projects. Intersection signalization projects at individual intersections. Pavement marking demonstration, climbing lanes outside urbanized area, lighting improvements, emergency truck pullovers, stormwater quality improvements.)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY: Shoulder Improvements.
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IMPLEMENTING AGENCY: Caltrans

PROJECT MANAGER: JUDY WEBER

PHONE: (775) 589-5203

EMAIL: jweber@trpa.org

PROJECT VERSION HISTORY <i>(Printed Version is Shaded)</i>					<i>(Dollars in whole)</i>			
Version	Status	Official Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
10	Active	09/04/2012	JWEBER	Adoption - Carry Over		181,228,000		
9	Official	08/21/2012	JWEBER	Amendment - New Project	11	271,819,000		
8	Official	03/14/2011	JWEBER	Amendment - Cost/Scope/Sch. Change	1	267,819,000		
7	Official	10/14/2010	JWEBER	Adoption - Carry Over		268,408,000		
6	Official	08/12/2010	JWEBER	Amendment - Cost/Scope/Sch. Change	22	378,899,000		
5	Official	04/30/2010	JWEBER	Amendment - New Project	18	379,281,000		
4	Official	09/09/2009	JWEBER	Amendment - Cost/Scope/Sch. Change	11	375,052,000		
3	Official	08/06/2009	JWEBER	Amendment - Cost/Scope/Sch. Change	9	375,052,000		
2	Official	03/18/2009	SFORSYTH	Amendment - Other (Explain ==>)	4	387,803,000		

		PRIOR	12/13	13/14	14/15	15/16	16/17	17/18	BEYOND	TOTAL
• SHOPP - Mandates -	PE									
• Fund Source 1 of 1	RW									
• Fund Type: SHOPP Advance Construction (AC)	CON	69,668,000	111,560,000							181,228,000
• Funding Agency:	TOTAL	69,668,000	111,560,000							181,228,000

Comments:

***** Version 10 - 08/21/2012 *****

Carry over from 2010 - deleted prior projects

New project 03-3F440 \$4M FY13/14 CON

***** Version 9 - 08/20/2012 *****

project 03-1F110 decrease State \$611,000 increase SHOPP AC \$22,000 FY 11/12

***** Version 8 - 03/04/2011 *****

Carry Over from 2008

deleted prior funds - project completed

***** Version 7 - 08/16/2010 *****

Reduce project 03-3C390 cost to \$836 (net decrease \$382) and replace \$800 with ARRA funding. Remaining dollars split Fed/State. FY 10/11 CON Sept 2010 vote

***** Version 6 - 08/10/2010 *****

Adding projects 1A843 & 1A845 \$4,229,000 to PE FY11/12 (88.53% SHOPP AC & 11.47% State Cash)

***** Version 5 - 04/15/2010 *****

Adjust State Cash fund source 1 to reflect 88.53% SHOPP AC fund and 11.47% State Cash fund

***** Version 4 - 09/08/2009 *****

Per Caltrans decrease ARRA funds to \$16,708,842 FY08/09

***** Version 3 - 07/28/2009 *****

***** Version 2 - 03/13/2009 *****

Per Caltrans request change to ARRA funds

***** Version 1 - 05/23/2008 *****

Tahoe Regional Planning Agency
SHOPP Lump Sum by Category and Fund Type
Dollars x \$1000

2012

	TOTAL	PRIOR	12/13	13/14	14/15	15/16	16/17	PE	RW	CON
SHOPP - Mandates										
National Hwy System	\$181228		\$69,668	\$111,560				\$32,642	\$18,540	\$130,046
TOTAL	\$181228		\$69,668	\$111,560				\$32,642	\$18,540	\$130,046
MPO TOTAL	\$181,228		\$69,668	\$111,560				\$32,642	\$18,540	\$130,046

Tahoe Regional Planning Agency
SHOPP Lump Sum Backup Listing (x \$1000)

2012

MPO_ID	CTIPS ID	CO	DIST	EA	ROUTE	DESCRIPTION	FY	PE	RW	CON
SHOPP1	12000000060	ED	03	1A731	50	Near South Lake Tahoe, from Johnson Pass Road to Incline Road. Water quality improvements. RTP 39	12/13	5,592	1,310	14,770
SHOPP1	12000000049	ED	03	1A844	89	Near South Lake Tahoe, from north of Eagle Falls Sidehill Viaducts to Meeks Creek. Storm water quality improvements. RTP 49	12/13	4,428	3,504	23,140
SHOPP1	12000000068	ED	03	1A845	89	Near Tahoma from Meeks Creek Bridge to Wilson Avenue. Storm water mitigation. RTP 45	13/14	3,850	2,257	12,772
SHOPP1	12000000067	ED	03	1A843	89	Near South Lake Tahoe, from Cascade Road to north of Eagle falls Sidehill viaduct. Storm water quality improvements. RTP 43	13/14	4,168	2,469	14,916
SHOPP1	12000000061	ED	03	1A732	50	In and near South Lake Tahoe, from entrance to South Tahoe Airport to Route 89. Water quality improvements. RTP 40	12/13	4,174	1,175	7,200
SHOPP1	12000000046	ED	03	3C380	50	In South Lake Tahoe, north of Route 89 to Trout Creek Bridge. Water quality improvements. RTP 1	13/14	5,041	5,650	27,778
SHOPP1	12000000048	ED	03	1A842	89	In and near South Lake Tahoe, from Route 50 to Cascade Road. Storm water quality improvements. RTP 42	13/14	5,039	2,100	21,520
SHOPP1	12000000065	ED	03	1F110	50	In South Lake Tahoe, from Herbert Avenue to Takela Drive. Stormwater runoff treatment. Financial Contribution Only (FCO) RTP 68	12/13	0	0	4,375
SHOPP1	12000000069	PLA	03	3F440	89	In Tahoe City, from Route 89/28 Junction to 0.5 mile north of Alpine Meadows Road. Install drainage facilities. RTP 49	13/14	350	75	3,575
SHOPP-Mandates Total:								\$32,642	\$18,540	\$130,046

9/4/2012

appendix e

NEVADA DEPARTMENT OF TRANSPORTATION PROJECTS

NEVADA.PROJECT PLACEHOLDER

appendix f

ACRONYMS

ACRONYMS

APC	Advisory Planning Commission
CALTRANS	California Department of Transportation
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality
CTC	California Transportation Commission
EPSP	Expedited Project Selection Procedures
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
HBP	Highway Bridge Program
HSIP	Highway Safety Improvement Program
HRRR	High Risk Rural Roads Program
LTF	Local Transportation Fund
MAP-21	Moving Ahead for Progress in the 21 st Century
MPO	Metropolitan Planning Organization
NDOT	Nevada Department of Transportation
PPP	Public Participation Plan
RIP	Regional Improvement Program
RSTP	Regional Surface Transportation Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act- A Legacy for Users
SRTS	Safe Routes to School
SHOPP	State Highway Operation and Protection Program
SIP	State Implementation Plan
STA	State Transit Assistance fund
STIP	State Transportation Improvement Program
TMPO	Tahoe Metropolitan Planning Organization
TRPA	Tahoe Regional Planning Agency
TTC	Tahoe Transportation Commission
TTD	Tahoe Transportation District
USFS	United States Forest Service

appendix g

AMENDING THE FTIP

CASE SCENARIO #1

Processing a TMPO FTIP or FTIP Amendment that Adds or Modifies FSTIP Programming in Both California and Nevada and is Subject to the AQ Conformity Determination Requirements

I.

Once a FTIP or Amendment and any necessary AQ Conformity determination is approved by the TMPO Board, the TMPO submits the approved FTIP or Amendment with any required AQ Conformity analysis and determination documentation to:

NDOT and Caltrans requesting approval of the TMPO FTIP by the Governor (or the Governor's designee) in each state,

-And-

FHWA's CA Division office and the FTA's Region IX office requesting the required joint FHWA/FTA Conformity Determination (with informational copy to: U.S. EPA & FHWA's NV Division office)

II.

NDOT submits the State (Nevada) approved TMPO FTIP or Amendment and any required AQ conformity documentation to the FHWA's NV Division office and the FTA's Region IX office (with courtesy copy to FHWA's CA Division) documenting NDOT approval of the TMPO FTIP and requesting inclusion of the Nevada projects from the TMPO FTIP or Amendment into Nevada's STIP.

-And-

Caltrans submits the State (California) approved TMPO FTIP or FTIP Amendment and any required AQ conformity documentation to FHWA's CA Division office and the FTA's Region IX office (with courtesy copy to FHWA's NV Division) documenting Caltrans approval of the TMPO TIP and requesting inclusion of the California projects from the TMPO FTIP or Amendment into California's FSTIP.

III.

In consultation with the U.S. EPA, the FHWA CA Division office and the FTA Region IX office make the required AQ conformity determination on the TMPO FTIP or Amendment (with a courtesy copy to FHWA's NV Division).

IV.

On receipt of the California Governor's approval and completion of FHWA/FTA action on the AQ conformity determination for the TMPO's FTIP or Amendment, the FHWA NV Division office and the FTA Region IX office act jointly in responding to the Nevada DOT FSTIP programming request (with courtesy copy to FHWA CA Division).

-And-

On receipt of the Nevada Governor's approval and completion of FHWA/FTA action on the AQ conformity determination for the TMPO's TIP or Amendment, the FHWA CA Division office and the FTA Region IX offices act jointly in responding to the Caltrans FSTIP programming request (with courtesy copy to FHWA NV Division).

CASE SCENARIO #2

Processing a TMPO FTIP or FTIP Amendment that Adds or Modifies FSTIP Programming in Nevada Only and is Subject to the AQ Conformity Determination Requirements

I.

Once a FTIP or Amendment and any necessary AQ Conformity determination is approved by the TMPO Board, the TMPO submits the approved FTIP or Amendment with any required AQ Conformity analysis and determination documentation to:

NDOT and Caltrans requesting approval of the TMPO TIP by the Governor (or his designee) in each State,

-And-

FHWA's NV Division office and the FTA's Region IX office requesting the required FHWA/FTA Conformity Determination (with informational copies to the U.S. EPA and FHWA CA Division offices)

II.

NDOT submits the State (Nevada) approved TMPO FTIP or Amendment and any required AQ conformity documentation to the FHWA's NV Division office and the FTA's Region IX office (with courtesy copy to FHWA's CA Division) requesting inclusion of the projects from the TMPO FTIP or Amendment into Nevada's FSTIP.

III.

In consultation with the U.S. EPA, the FHWA NV Division office and the FTA Region IX office make the required AQ conformity determination on TMPO's FTIP or Amendment (with courtesy copy to FHWA's CA Division).

IV.

On receipt of the Nevada Governor's approval of the TMPO FTIP or Amendment and completion of the FHWA/FTA action on the AQ conformity determination for the FTIP or Amendment, the FHWA's NV Division office and the FTA's Region IX office act jointly in responding to the Nevada DOT STIP programming request (with courtesy copy to FHWA's CA Division office).

CASE SCENARIO #3

Processing a TMPO FTIP or FTIP Amendment that Adds or Modifies FSTIP Programming in California Only and is Subject to the AQ Conformity Determination Requirements

I.

Once a FTIP or Amendment and any necessary AQ Conformity determination is approved by the TMPO Board, TMPO submits the approved FTIP or Amendment with any required AQ Conformity analysis and determination documentation to:

NDOT and Caltrans requesting approval of the TMPO FTIP by the Governor (or his designee) in each State,

-And-

FHWA's CA Division office and the FTA's Region IX office requesting the required FHWA/FTA Conformity Determination (with informational copies to the U.S. EPA and FHWA NV division offices)

II.

Caltrans submits the State approved TMPO FTIP or Amendment and any required AQ conformity documentation to the FHWA's CA Division office and the FTA's Region IX office (with courtesy copy to FHWA's NV Division) requesting inclusion of the projects from the TMPO FTIP or Amendment into California's FSTIP.

III.

In consultation with the U.S. EPA, the FHWA CA Division office and the FTA Region IX office make the required AQ conformity determination on TMPO's FTIP or Amendment (with courtesy copy to FHWA's NV Division).

IV.

On receipt of the California Governor's approval of the TMPO FTIP and completion of the FHWA/FTA action on the AQ conformity determination for the FTIP or Amendment, the FHWA's CA Division office and the FTA's Region IX office act jointly in responding to the Caltrans FSTIP programming request (with courtesy copy to FHWA's NV Division office).

CASE SCENARIO #4

Processing a TMPO FTIP or Amendment that Adds and/or Modifies FSTIP programming in Both California and Nevada and is Exempt from the Requirement to Determine AQ Conformity

I.

Once the TMPO Board approves the FTIP or Amendment, the TMPO submits the approved FTIP or Amendment to the NDOT and Caltrans for approval by the Governor (or Governor's designee) in each State.

II.

NDOT submits the TMPO FTIP or Amendment (as approved by the TMPO and Nevada's Governor) to the FHWA's NV Division office and the FTA's Region IX office (with courtesy copy to FHWA CA Division) requesting inclusion of the TMPO FTIP or Amendment into Nevada's STIP.

-And-

Caltrans submits the TMPO FTIP or Amendment (as approved by the TMPO and California's Governor) to FHWA's CA Division office and the FTA's Region IX office (with courtesy copy to FHWA NV Division) requesting inclusion of the TMPO FTIP or Amendment into California's FSTIP.

III.

On receipt of the California Governor's approval of the TMPO's TIP or Amendment the NV Division office and the FTA's Region IX offices act jointly in responding to the Nevada DOT FSTIP programming request (with courtesy copy to FHWA's CA Division).

-And-

On receipt of the Nevada Governor's approval of the TMPO's FTIP or Amendment the FHWA's CA Division office and the FTA's Region IX offices act jointly in responding to the Caltrans programming request (with courtesy copy to FHWA NV Division).

CASE SCENARIO #5**Processing a TMPO FTIP or Amendment that Adds and/or Modifies FSTIP Programming in Nevada Only and is Exempt from the Requirement to Determine AQ Conformity****I.**

Once the TMPO Board approves a FTIP or Amendment, the TMPO submits the approved FTIP or Amendment to the NDOT and Caltrans for approval by the Governor (or Governor's designee) in each State.

II.

Caltrans notifies the TMPO (with courtesy copy to FHWA's NV and CA Divisions) of the California Governor's approval of the FTIP or Amendment

III.

NDOT submits the TMPO FTIP or Amendment (as approved by the TMPO and Nevada's Governor) to FHWA's NV Division office and the FTA's Region IX office requesting inclusion of the TMPO TIP or Amendment into Nevada's STIP.

IV.

On receipt of the Nevada Governor's approval of the TMPO's FTIP or Amendment, the FHWA's NV Division office and the FTA's Region IX office act jointly in responding to the Nevada DOT FSTIP Programming request (with courtesy notification to FHWA CA Division).

CASE SCENARIO #6

Processing a TMPO FTIP or Amendment that Adds and/or Modifies FSTIP Programming in California Only and is Exempt from the Requirement to Determine AQ Conformity

I.

Once the TMPO Board approves a FTIP or Amendment, the TMPO submits the approved FTIP or Amendment to Caltrans and NDOT for approval by the Governor (or Governor's designee) in each State.

II.

NDOT notifies the TMPO (with courtesy copy to FHWA's NV and CA Division offices and FTA's Region IX office) of the NV Governor's approval of the FTIP or Amendment

III.

Caltrans submits the TMPO TIP or Amendment (as approved by the TMPO and California's Governor) to FHWA's CA Division office and the FTA's Region IX office requesting inclusion of the TMPO FTIP or Amendment into California's FSTIP.

IV.

On receipt of the California Governor's approval of the TMPO's FTIP or Amendment, the FHWA's CA Division office and the FTA's Region IX office act jointly in responding to the Caltrans FSTIP Programming request (with courtesy notification to FHWA NV Division).

appendix h

AIR QUALITY CONFORMITY ANALYSIS

CHAPTER 6: CONFORMITY - ENVIRONMENTAL



Purpose

Tahoe Metropolitan Planning Organization (TMPO), and TRPA acting as the Regional Transportation Planning Agency (RTPA) in California, has prepared, pursuant to Section 176 (c)(4) of the 1990 federal Clean Air Act Amendments (CAAA) this determination of conformity of the 2008 Regional Transportation Plan (RTP) with the State Implementation Plan (SIP). The conformity analysis described herein applies to the TMPO and TRPA (as the RTPA) document given that both have identical analysis requirements. The purpose of conformity is to ensure that regional transportation planning and programming remain consistent with state and local air quality planning efforts to achieve and/or maintain the National Ambient Air Quality Standards (NAAQS).

The Transportation Conformity Rule appearing in 40 CFR Parts 51 and 93 is applicable to transportation plans developed pursuant to 23 CFR part 450 or 49 CFR part 613 by a Metropolitan Planning Organization (MPO). The Transportation Conformity Rule requires all MPOs in non-attainment areas or who are under federally approved maintenance plans to submit a conformity analysis if the planning or programming documents identify projects that have been defined as non-exempt. Consistent with Conformity Regulation Section 93.101, the CAAA also directs MPOs to facilitate the expeditious implementation of the Transportation Control Measures (TCMs) that are included in the SIP. No TCMs are applicable to the Tahoe Region therefore no control measures are identified for implementation.

Regional Transportation Plan - Mobility 2030
FINAL August 27, 2008

JAW/jdw
TTD/C Board Meeting Packet - Sept. 14, 2012

Emissions Tests

Pursuant to the conformity regulation, a regional emission analysis which incorporates all conforming non-exempt projects must meet the established emission tests before the 2008 RTP can be determined to conform to the State Implementation Plans (SIP) in California and Nevada. For California counties, the MPO must demonstrate that proposed transportation programs and plans are consistent with the SIP by showing that emissions associated with these plans and programs do not exceed applicable carrying capacities or “emission budgets” previously adopted by the California Air Resources Board (CARB). Similarly, for Nevada counties, the MPO must demonstrate that the proposed transportation programs do not increase emissions above the levels associated with the present situation (i.e. baseline conditions) or other programs that would be normally implemented for those areas.

The TMPO is responsible for conducting conformity determinations for both the California and Nevada portions of the Basin where conformity requirements apply. The previous conformity analysis was approved on September 9th, 2005. The U.S. EPA requires two 10-year CO maintenance plans. In California, EPA has approved the Lake Tahoe Air Basin (LTAB) second 10-year maintenance plan, which ends in 2018. In Nevada, the first 10-year maintenance plan ends in 2013. (Please refer to Appendix B for the historical carbon monoxide and ozone readings.) See Figure 6.1 below, for area designations requiring a conformity analysis.

Pollutant and Conformity Designation by Jurisdiction		
Jurisdiction	Pollutant	Reason for Conformity Analysis
El Dorado County	CO	Current Maintenance Plan
Placer County	CO	Current Maintenance Plan
Douglas County	CO	Limited Maintenance Plan
Carson City County	CO	Limited Maintenance Plan

Figure 6.1

Modeling and Analytical Assumptions (California)

Pursuant to the conformity regulation, a regional emissions analysis, which incorporates all conforming non-exempt projects, must meet the emissions budget test before the 2008 RTP can be determined to conform to the SIP. This analysis is holistic in scope, with final conformity being based on the program, rather than on a project-by-project basis. This emissions test is required for Carbon Monoxide (CO). This analysis pertains solely to CAAA conformity mandates and should not be construed as environmental impact findings related to the NEPA or CEQA environmental review processes.

On November 30, 2005, the EPA took direct and final action to approve a State Implementation Plan revision that was submitted by the California Air Resources Board. The revision titled “Approval and Promulgation of Implementation Plans and Designation of Areas for Air Quality Planning Purposes; Carbon Monoxide Maintenance Plan Update for Ten Planning Areas; Motor Vehicle Emissions Budgets: Technical Correction” (Federal Register/Vol. 70, No 229/Wednesday, November 30, 2005/ Rules and Regulations) The above Technical Correction provides a ten-year update to the carbon monoxide maintenance plan, for 10 planning areas of which the LTAB was included. As part of this update the following Motor Vehicle Emission Budget (MVEB) (Figure 6.2) was developed for the LTAB.

Motor Vehicle Emission Budget (MVEB)				
CO MAINTENANCE AREA	AREA INCLUDED	EMISSION BUDGET		
		2003	2010	2018
Lake Tahoe North Shore	Eastern Placer	11	11	11
Lake Tahoe South Shore	Eastern El Dorado	19	19	10

Note: Winter Seasonal emissions are in tons per day. Emissions budget represent CARB's seasonal on-road motor vehicle emission inventory

Figure 6.2

The federal conformity regulation (Section 93.119 (e)) requires that a conformity analysis must include the attainment milestone year of the SIP, the forecast horizon year of the applicable RTP and have no analysis gaps greater than ten years. Based on these requirements, the conformity analysis years selected for this analysis are: 2010, 2018, and 2030. A description of the conformity modeling planning assumptions is provided in Figure 6.3.

Modeling Assumptions	2008 RTP Conformity Assumptions
Socio-economic growth assumptions	TRPA Regional Plan Update Growth Forecasts
Vehicle Activity Levels (trips, VMT) (LDA, LDT, MDT, UB, MCY, SBUS, HHDT, HDGT,)	ARB Default Activity (2010, 2020, 2030) –TMPO Model (2012, 2017,2030)
VMT by Speed Class Distributions (LDA, LDT, MDT, HDDT, HDGT, SBUS, MCY)	ARB Default Activity (2010, 2020, 2030)
Transportation Model Networks	TMPO Travel Model (2030 -Build-No Build)
Infrastructure Improvements & Schedules	Programmed Projects: 2009 FTIP: Planned Projects: 2008 RTP
Emission Model	EMFAC2007 v. 2.3 (ARB)
Vehicle Type/Technology & Demographic Distributions	EMFAC2007 v. 2.3 (ARB)
Vehicle Population	ARB Default Activity (2010, 2020, 2030)
Vehicle Starts	EMFAC2007v.2.3 ARB Default Activity (2010,2020, 2030)
Emission Budgets	2005 40 CFR (2003, 2010, 2018)

Figure 6.3

Note: Additional Information concerning the TMPO Transcad Model Development and Calibration can be found in Lake Tahoe Resident and Visitor Model: Model Description and Final Results: Parsons, Brickerhoff Quade & Douglas. August 2007.

2008 TMPO TransCAD Modeling and Network Analysis

The 2008 RTP impact on travel behavior is assessed at the regional scale using the TMPO TransCAD Tour-Based Travel Demand Model. The TransCAD model identifies the 2008 RTP impact on region-wide circulation patterns and Vehicle Miles Traveled (VMT). The socio-economic data inputs for the regional network travel demand model were derived from the most recent growth allocations (2012, 2017, 2022 and 2030) identified through the TRPA Regional Plan (Pathway). Both non-exempt projects required modifications to the 2030 TransCAD street networks. New roads or road extensions were coded by creating new links; widening projects required re-coding the number of lanes on affected links; channelization improvements entailed increasing the coded lane capacities; and passing lanes and/or roadway improvements/upgrades were reflected by increasing the average free flow speeds on affected links.

Non-Exempt Projects

The Lake Tahoe Region is subject to a transportation conformity analysis on specific types of projects (termed “non-exempt projects”) that are included within the planning and programming documents. Exempt projects are defined in 40 CFR 93.126 and generally include projects that will not increase roadway capacity or VMT, safety improvements, maintenance of existing transit systems, such as bus replacement and the addition of bus shelters to be implemented in the Lake Tahoe Region. The following non-exempt projects have been identified for the Tahoe Region. (A complete list of projects can be found on page 54 of the RTP.)

U.S. Highway 50 Stateline Project

Scheduled for completion after 2022, this project will re-align U.S. Highway 50 near the casino corridor to improve bicycle, pedestrian and transit opportunities. The project straddles the California/Nevada State-line area in El Dorado County, California and Douglas County, Nevada.

It proposes to reduce the existing U.S. Highway 50 alignment to two eastbound lanes with westbound traffic redirected on Lake Parkway.

State Route 89 Realignment

Also scheduled for completion after 2022, this project addresses seasonal traffic congestion at the Tahoe City “Wye” in Placer County and the structural and seismic deficiencies of the Fanny Bridge over the Lower Truckee River. Fanny Bridge will be upgraded to provide improved pedestrian and bicycle safety with a new State Route 89 alignment through the 64-acre USFS (U.S. Forest Service) parcel located west of the existing SR 89.

Based on the results of the TransCAD modeling and street network analysis, the resulting increase in daily VMT and vehicle trips from the two non-exempt projects have been estimated at 15,530 and 2,283 respectfully for the forecast year of 2030. In order to identify the county’s (El Dorado and Placer) VMT and vehicle trip change contribution as inputs to the on-road source emission estimates created by the two projects, the TMPO staff utilized the TransCAD model to identify El Dorado and Placer VMT and vehicle trip changes for the 2030 forecast year. Based on the results of this analysis the El Dorado and Placer County increases in VMT and vehicle trips were computed as follows for the 2030 forecast year:

EL DORADO COUNTY 2030 FORECAST	PLACER COUNTY 2030 FORECAST
VMT +10,861	VMT +4,669
Vehicle Trips +1,553	Vehicle Trips +730

Figure 6.4

On-Road Motor Vehicle Emissions Analysis

The on-road mobile source emissions estimates for the 2008 RTP were produced with the EPA approved EMFAC2007 (v. 2.30 November 6, 2006) emission inventory model developed by the CARB for use in California. EMFAC calculates emission factors that are used as inputs to the activity module to produce an on-road mobile source emissions inventory. EMFAC uses inputs on the types of vehicles in use, vehicle speeds, vehicle operating conditions (e.g., cold starts, hot starts, hot stabilized running etc.) and temperature corrections (for diurnal and hot soak evaporative processes) to generate on-road vehicle emission factors. These emission factors are applied to the appropriate on-road activity data (e.g., VMT, VMT by speed class, and number of trip starts for each vehicle type and technology group) stratified by time of day (to account for diurnal ambient temperature variations) to produce a countywide on-road mobile source emissions estimate.

The emissions associated with VMT and vehicle starts are accounted for in the EMFAC model based on the distribution of these trips by vehicle classification, vehicle technology class, operating mode and activity by time of day. ARB distributions were used for this purpose.

El Dorado County Projected Inventory CO Emissions

CO MAINTENANCE AREA	AREA INCLUDED	2010	2018	2030
Lake Tahoe South Shore	Eastern El Dorado	10.02*	4.94*	2.98*

Placer County Projected Inventory CO Emissions

CO MAINTENANCE AREA	AREA INCLUDED	2010	2018	2030
Lake Tahoe North Shore	Eastern Placer	4.74*	2.60*	1.49*

* Tons per day

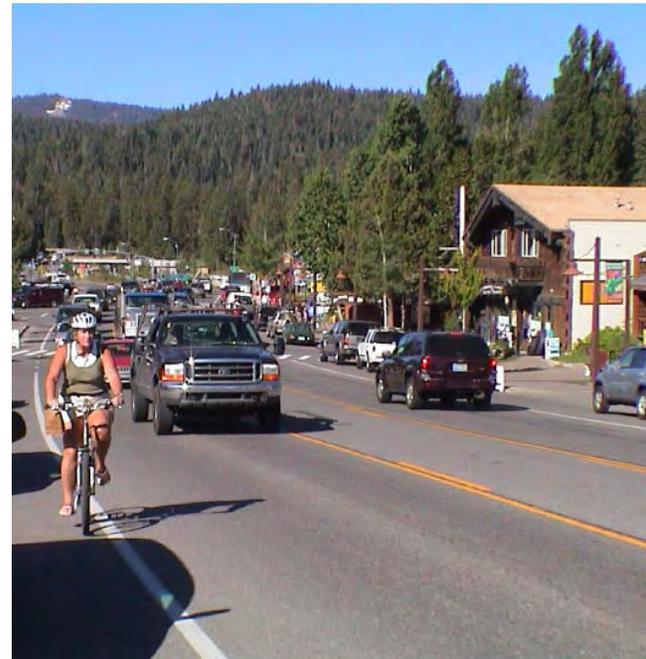
Figure 6.5

California Emissions Results

The Emission Budget Results and On-Road Activity Data can be found in Technical Appendix B.

California Conformity Determination

As a result of the above emission results, the TMPO finds the proposed new transportation programs discussed in this document do not affect CO attainment nor exceed the CO budget in either Placer or El Dorado Counties for the life of this plan. For this reason, the TMPO stipulates that this plan is consistent with the California's State Implementation Plan for air quality and is therefore in full compliance with the Conformity requirements of the Clean Air Act.



Nevada Conformity

Nevada's conformity analysis differs slightly from California's in that there is no emissions budget to form a conformity determination. Figure 6.1 on page 66 shows the current designation for Nevada's counties in the Tahoe Basin. As indicated in Figure 6.1, Carson City and Douglas Counties are now under a limited maintenance plan for CO (NDEP's Carbon Monoxide Re-designation Request and Limited Maintenance Plan was adopted by the EPA in February 2004). The limited maintenance plan includes provisions for interagency consultation procedures should CO concentrations exceed a pre-determined "trigger." This trigger includes two verified 8-hour average concentrations in excess of 7.65 ppm (85% of the CO NAAQS) at any one monitoring site in any CO season (November through February) as the pre-violation action level. Since the 2008 RTP is working under a Limited Maintenance Plan in Nevada, the 2008 RTP is not required to satisfy the regional emissions analysis for a given pollutant.



Energy Element

Reducing Greenhouse Gas Emissions at Lake Tahoe

The Lake Tahoe Region is particularly vulnerable to the impacts of global climate change, just as it is to other environmental impacts. The region's economy is highly dependent on the health of its environmental assets, including its substantial snowpack, a clear lake, and healthy forests, all of which will be negatively affected by warming temperatures.

Emissions from motor vehicles, including cars, buses and boats, are a leading source of greenhouse gas emissions in the Basin. Motor vehicle use has been identified as a major contributor to the loss of clarity of Lake Tahoe, contributing to runoff from roadways and the emission of nitrogen oxides and particulate matter, causing algae growth in the Lake. Since 1982, the TRPA has strived to meet two air quality threshold indicators: Vehicle Miles Traveled (VMT) and traffic counts. Both of these criteria should be reduced to 1981 levels. These threshold indicators are consistent with the goals of California's Global Warming Solutions Act (AB32) of 2006, which specifies that the state must reduce greenhouse gas emissions to 1990 levels by 2020. Vehicle Miles Traveled have been decreasing in the Lake Tahoe Region over the last five years, and traffic counts, which, for the purposes of the threshold indicator, are measured at a location in South Lake Tahoe, are also trending downward.

Because of the air quality thresholds and the intense focus on environmental health in the Lake Tahoe Region, the goals and policies of past regional plans and regional transportation plans have focused on reducing emissions from motor vehicles, and on shifting people out of their cars and into other, lower impact modes such as transit, bicycling, and walking. This Regional Transportation Plan continues this trend, with the majority of policies and projects encouraging transit and pedestrian-oriented development, constructing pedestrian and bicycling facilities, and strengthening the transit system. Those projects that are related to roadway improvements are limited to minor changes such as adding left-hand turn lanes or improving traffic signalization to provide for a more efficient use of the current roadway network. These projects relieve

congestion without widening roadways or adding major capacity for motor vehicles.

Concurrent with the development of this regional transportation plan is a comprehensive revision and update to the regional plan for the Lake Tahoe Region. The regional plan outlines goals and policies for many resource areas in addition to transportation, and will examine land-use and building strategies that can reduce greenhouse gas emissions. The regional plan will include a region-wide analysis that looks at all aspects of the plan with respect to climate change, including transportation.

Projects that affect greenhouse gas emissions

In the area of transportation, most greenhouse gas emissions are associated with motor vehicle use. Therefore, projects that shift people out of cars and into other, lower-emission alternatives will reduce greenhouse gas emissions. The projects proposed as part of Mobility 2030, the Lake Tahoe Regional Transportation Plan, are grouped below into three categories: projects that will likely reduce greenhouse gas emissions, projects that will likely increase greenhouse gas emissions, and those where the effect on emissions is unclear or may be neutral.

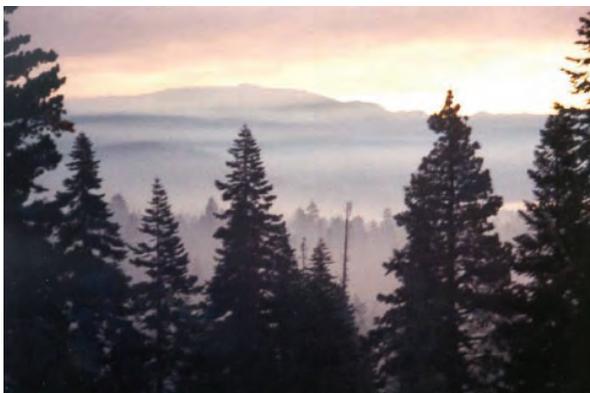
Projects that were placed in the "reduce" category are those that aim to reduce vehicle use or vehicle emissions as a primary goal. For instance, all bicycle trails and pedestrian improvements are considered to reduce emissions, since the primary goals of these projects getting drivers to walk or bicycle for trips they otherwise would have made by motor vehicle, thus reducing air quality emissions. Likewise, capital improvements in bus fleets were considered to reduce greenhouse gas emissions, since one of the main purposes of replacing buses is introducing newer, cleaner technologies to the fleets.

Projects included in the "increase" greenhouse gas emissions category are those that create capacity increases for motor vehicles. These capacity increases are still quite small, compared to those planned in larger, urban areas, but they create additional lane capacity for several thousand feet of roadway in order to alleviate reoccurring congestion

at key points. Aviation service enhancements are also considered to increase greenhouse gas emissions as air travel is one of the most energy-intensive forms of travel.

Projects that are in the “unclear” column include certain transit and roadway improvement projects. These projects may reduce greenhouse gas emissions in some ways, but could increase them in others. New transit services get people out of their cars, but if older buses with out-of-date emissions technology are used to provide that transit service, then ridership must be high enough to outweigh the impacts of the additional bus emissions. As capital improvements are made to bus fleets, however, emissions will be reduced. Likewise, roadway improvements can decrease greenhouse gas emissions by reducing idling times, but at the same time they can increase the capacity of a roadway, allowing and encouraging more vehicles to use the roadway system. The roadway capacity increases in the 2008 RTP are intended to encourage greater flexibility to implement alternative mode options.

As a percentage of total project cost, projects that will likely reduce greenhouse gas emissions are estimated at approximately 57% of expenditures; those that will likely increase greenhouse gas emissions are approximately 1% of expenditures; and those whose effect is unclear make up 42% of expenditures. See Figure 6.6.



Policies that affect greenhouse gas emissions

Most of the goals and policies in the Regional Transportation Plan focus on reducing environmental impacts of motor vehicles, including emissions of greenhouse gasses.

GOAL #1 Pedestrian Transit Oriented Development (PTOD) Plan for and promote land use changes and development patterns consistent with the Regional Plan that encourage the development of walkable, mixed-use centers that support transportation enhancements and environmental improvements while improving the viability of transit systems.

GOAL #2 Pedestrian/Bicycle Friendly Communities Design an atmosphere elevating bicycle and pedestrian usage to the primary modes of transportation at Lake Tahoe.

GOAL #3 Utilization of Intelligent Transportation Systems (ITS). Technology shall be considered, implemented and used to increase usage of alternative modes.

GOAL #4 Actively pursue programs that promote the use and expansion of mass transit.

GOAL #5 Participate in state and local transportation planning efforts to ensure coordination and consistency in the transportation system, and to strengthen inter and intra-regional transportation.

GOAL #7 Develop parking management strategies for the Tahoe Region.

GOAL #8 Manage and respond to transportation demand through traffic management plans.

GOAL #10 Improve the mobility of the elderly, handicapped and other transit-dependent groups.

GOAL #12 Develop an on-going source of regional revenue to fund alternative transportation operations and maintenance.

For the full text of goals and associated policies, please refer to Chapter 2.

Figure 6.6. Regional Transportation Plan Project Strategies, Costs, and Greenhouse Gas Emission Effects

Project Strategies	Reduce GG	Increase GG	Unclear	Total
U.S. 50 Bicycle and Pedestrian Improvement Project(s)	\$48,000,000			\$48,000,000
Kings Beach Commercial Core Improvement Project	\$50,000,000			\$50,000,000
State Route 89 Realignment Project		\$50,000,000		\$50,000,000
Tahoe City Transit Center	\$7,000,000			\$7,000,000
U.S. 50 Stateline Corridor Project			\$65,000,000	\$65,000,000
Waterborne			\$14,000,000	\$14,000,000
Transit Strategies				
BlueGo Service Operational Enhancements			\$4,073,400	\$4,073,400
BlueGo Service Capital Enhancements	\$4,740,000			\$4,740,000
BlueGo Maintenance Facility			\$7,000,000	\$7,000,000
TART Service Operational Enhancements			\$813,000	\$813,000
TART Service Capital Enhancements	\$281,300			\$281,300
Lake Lapper Capital			\$30,000	\$30,000
Lake Lapper Operational			\$240,000	\$240,000
Aviation Capital		\$1,500,000		\$1,500,000
Aviation Operational		\$800,000		\$800,000
Bike and Pedestrian Strategies				
Pioneer Trl - from Lake Tahoe Blvd./US Hwy 50 to - Ski Run Blvd	\$3,560,000			\$3,560,000
Harrison Ave - from Lakeview Ave to Los Angeles Avenue	\$450,000			\$450,000
Lake Tahoe Nevada State Park - From Incline Village to Sand Harbor	\$7,920,000			\$7,920,000
Sawmill Rd - from Lake Tahoe Blvd to Us Hwy 50	\$3,680,000			\$3,680,000
Al Tahoe Trl - from Lake Tahoe Blvd/US Hwy 50 to Al Tahoe Trl	\$500,000			\$500,000
Lake Tahoe Blvd - from Sawmill Road to D Street	\$2,100,000			\$2,100,000
US Hwy 50 - from Cave Rock to Zephyr Cove	\$9,500,000			\$9,500,000
US Hwy 50 - from Zephyr Cove to Roundhill/Elks Point Trail	\$2,960,000			\$2,960,000
USFS Trl. - from Spring Creek to Cascade Rd.	\$3,840,000			\$3,840,000
Dollar Hill Trl - from Dollar Hill to N. Tahoe Regional Park	\$6,160,000			\$6,160,000
OLD Hwy 50 ROW - from CSLT City Limits to Douglas County Line	\$6,760,000			\$6,760,000

Figure 6.6

Project Strategies	Reduce GG	Increase GG	Unclear	Total
OLD Hwy 50 ROW - from CSR 89-Meyers to CSLT City Limits	\$9,480,000			\$9,480,000
Lake Tahoe-Nevada State Park - from Incline Village to Sand Harbor	\$990,000			\$990,000
College Drive - from Mt. Rose Hwy to Village Blvd	\$200,000			\$200,000
NSR 207/Kingsbury Grade - from Basin Boundary/Spooner Summit to US Hwy 50	\$12,320,000			\$12,320,000
Brockway Summit - from Kings Beach/CSR 28 to Brockway Summit	\$1,610,000			\$1,610,000
NSR 28 - from Sand Harbor to Chimney Beach	\$120,800			\$120,800
CSR 89 - from Cascade to N. Emerald Bay	\$196,400			\$196,400
Homewood - from Tahoe Ski Bowl Way to Silver Street	\$2,000,000			\$2,000,000
Incline Village/NSR 28 - from Southwood to Country Club Drive	\$300,000			\$300,000
Nevada South Demo - from Stateline to Round Hill Pines Beach	\$6,000,000			\$6,000,000
Smart Streets - Complete Streets Strategies				
US 50 and Sierra Blvd. Intersection Improvements		\$755,000		\$755,000
US 50 Signal Synchronization (Meyers to Stateline)			\$3,000,000	\$3,000,000
US 50 and Apache Intersection Improvements		\$320,000		\$320,000
Meyers Highway Corridor Operations Study			\$700,000	\$700,000
Tahoe City Traffic Management Program			\$550,000	\$550,000
Intersection Detection Equipment (various Locations)			\$900,000	\$900,000
Changeable Message Signs (Various Locations)			\$2,850,000	\$2,850,000
Sierra Traffic Operation System (TOS) (ITS at Various Locations in CA)	\$5,300,000			\$5,300,000
Traffic Monitoring Stations (various locations)	\$520,000			\$520,000
Bike & Pedestrian Facilities O&M	\$2,000,000			\$2,000,000
Safety and Rehabilitation Projects (Minor Projects-NV)	\$1,800,000			\$1,800,000
Safety and Rehabilitation Projects (Minor Projects-CA)	\$2,800,000			\$2,800,000
Emergency Roadway Repair Program	\$600,000			\$600,000
Total Project/Program Costs in 2008 dollars	\$203,688,500	\$53,375,000	\$99,156,400	\$356,219,900
Percentage of Total Cost	57%	15%	28%	

Figure 6.6 cont.

Conclusion

The main focus of the regional transportation plan is to implement projects that reduce dependency on the private automobile and ultimately reduce environmental and climate impacts. There is, however, a group of projects in the plan for which the environmental impact is as yet unclear. The impact of these individual projects on greenhouse gas emissions will be fully analyzed by project level environmental documentation during project development. Many of these projects provide mobility and social services that are vital to Lake Tahoe communities, such as frequent transit service in low-income neighborhoods. These systems provide the infrastructure necessary to shift people out of private vehicles, and as transit technology improves, will no doubt provide a reduction in greenhouse gases. Overall, the regional transportation plan directs over \$200 million to projects that will reduce greenhouse gas emissions in the Basin from transportation-related sources over the next 20 years. The plan's strategies and overall policy direction set the stage for a strong focus on reducing greenhouse gas emissions in the Basin.



APPENDIX B:
TMPO 2008 Regional Transportation Plan
Regional Emissions Analysis
EMFAC 2007 Model Output

Regional Transportation Plan - Mobility 2030
FINAL August 27, 2008

Title : El Dorado County Subarea January CYr 2010 Default Title
 Version : Emfac2007 V2.3 Nov 1 2006 ** WIS Enabled **
 Run Date : 2008/05/29 10:59:32
 Scen Year: 2010 -- All model years in the range 1966 to 2009 selected
 Season : January
 Area : El Dorado (LT)
 I/M Stat : Enhanced Interim (2005)
 Emissions: Tons Per Day

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	LDA-NCAT	LDA-CAT	LDA-DSL	LDA-TOT	LDT1-NCA	LDT1-CAT	LDT1-DSL	LDT1-TOT	LDT2-NCA	LDT2-CAT	LDT2-DSL	LDT2-TOT	MDV-NCA
Vehicles	217	6660	60	6937	195	7173	267	7635	59	6987	53	7098	40
VMT/1000	2	204	1	207	4	222	8	234	1	234	2	237	1
Trips	868	40969	337	42174	799	43764	1643	46206	240	43639	318	44197	167
Total Organic Gas Emissions													
Run Exh	0.02	0.03	0	0.06	0.04	0.06	0	0.1	0.01	0.05	0	0.06	0.01
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0.01	0.06	0	0.06	0.01	0.07	0	0.07	0	0.06	0	0.06	0
Total Ex	0.03	0.09	0	0.12	0.05	0.13	0	0.18	0.02	0.1	0	0.12	0.01
Diurnal	0	0	0	0	0	0	0	0	0	0	0	0	0
Hot Soak	0	0.01	0	0.02	0	0.02	0	0.02	0	0.01	0	0.01	0
Running	0.02	0.05	0	0.07	0.01	0.11	0	0.12	0	0.08	0	0.09	0
Resting	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.05	0.15	0	0.21	0.06	0.25	0	0.32	0.02	0.2	0	0.22	0.02
Carbon Monoxide Emissions													
Run Exh	0.35	0.87	0	1.23	0.64	1.77	0.01	2.41	0.19	1.21	0	1.4	0.24
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0.03	0.62	0	0.65	0.03	0.87	0	0.9	0.01	0.71	0	0.72	0.01
Total Ex	0.38	1.5	0	1.88	0.67	2.64	0.01	3.31	0.2	1.92	0	2.12	0.25

Title : El Dorado County Subarea January CYr 2010 Default Title
 Version : Emfac2007 V2.3 Nov 1 2006 ** WIS Enabled **
 Run Date : 2008/05/29 10:59:32
 Scen Year: 2010 -- All model years in the range 1966 to 2009 selected
 Season : January
 Area : El Dorado (LT)
 I/M Stat : Enhanced Interim (2005)
 Emissions: Tons Per Day

Page Two

MDV-CAT	MDV-DSL	MDV-TOT	LHDT1-NC	LHDT1-CA	LHDT1-DS	LHDT1-TO	LHDT2-NC	LHDT2-CA	LHDT2-DS	LHDT2-TO	MHDT-NC	MHDT-CA	MHDT-DSI
3020	15	3075	6	322	164	491	2	99	73	174	8	49	143
103	0	105	0	13	7	20	0	3	3	6	0	2	8
18954	89	19210	209	10664	2064	12937	82	3273	924	4279	370	2252	4013
0.02	0	0.04	0	0	0	0.01	0	0	0	0.01	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.03	0	0.03	0	0.01	0	0.01	0	0.01	0	0.01	0.01	0.01	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0.06	0	0.07	0	0.01	0	0.02	0	0.01	0	0.01	0.01	0.01	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.03	0	0.03	0	0.01	0	0.01	0	0.01	0	0.01	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0.09	0	0.11	0.01	0.02	0	0.03	0	0.02	0	0.02	0.01	0.01	0
0.53	0	0.77	0.05	0.06	0.01	0.12	0.02	0.06	0	0.08	0.03	0.03	0.02
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.35	0	0.36	0.01	0.13	0	0.14	0	0.1	0	0.1	0.03	0.15	0
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0.88	0	1.13	0.06	0.19	0.01	0.26	0.02	0.16	0	0.19	0.05	0.17	0.02

Title : El Dorado County Subarea January CYr 2010 Default Title
 Version : Emfac2007 V2.3 Nov 1 2006 ** WIS Enabled **
 Run Date : 2008/05/29 10:59:32
 Scen Year: 2010 -- All model years in the range 1966 to 2009 selected
 Season : January
 Area : El Dorado (LT)
 I/M Stat : Enhanced Interim (2005)
 Emissions: Tons Per Day

MHDT-TOT	HHDT-NC	HHDT-CAT	HHDT-DSL	HHDT-TOT	OBUS-NC	OBUS-CAT	OBUS-DSL	OBUS-TOT	SBUS-NC	SBUS-CAT	SBUS-DSL	SBUS-TOT	UB-NCAT
200	3	11	123	137	1	15	22	38	1	3	24	29	0
10	0	1	18	19	0	1	1	2	0	0	1	1	0
6635	144	484	625	1253	54	674	626	1354	3	13	98	114	0
0	0	0	0.03	0.03	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.02	0.01	0	0	0.01	0	0	0	0	0	0	0	0	0
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0.02	0.01	0	0.03	0.04	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.01	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0.03	0.01	0.01	0.03	0.04	0	0	0	0	0	0	0	0	0
0.07	0.05	0.03	0.09	0.17	0	0.01	0	0.01	0.01	0	0	0.02	0
0	0	0	0.02	0.02	0	0	0	0	0	0	0	0	0
0.17	0.04	0.06	0	0.1	0	0.03	0	0.04	0	0	0	0	0
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0.24	0.09	0.08	0.11	0.28	0.01	0.04	0	0.05	0.02	0.01	0	0.03	0

Title : El Dorado County Subarea January CYr 2010 Default Title
 Version : Emfac2007 V2.3 Nov 1 2006 ** WIS Enabled **
 Run Date : 2008/05/29 10:59:32
 Scen Year: 2010 -- All model years in the range 1966 to 2009 selected
 Season : January
 Area : El Dorado (LT)
 I/M Stat : Enhanced Interim (2005)
 Emissions: Tons Per Day

Page Four

UB-CAT	UB-DSL	UB-TOT	MH-NCAT	MH-CAT	MH-DSL	MH-TOT	MCY-NCA	MCY-CAT	MCY-DSL	MCY-TOT	ALL-TOT
2	10	12	24	351	43	417	796	264	0	1059	27303
0	1	1	0	4	0	4	5	2	0	7	853
7	42	49	2	35	4	42	1596	529	0	2125	180576
0	0	0	0	0	0	0.01	0.02	0	0	0.03	0.34
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.01	0	0	0.01	0.29
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0	0	0	0	0	0	0.01	0.03	0.01	0	0.04	0.63
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0.06
0	0	0	0	0	0	0	0.01	0	0	0.01	0.34
0	0	0	0	0	0	0	0	0	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0	0	0.01	0	0	0	0.01	0.04	0.01	0	0.05	1.04
0.02	0	0.02	0.09	0.12	0	0.22	0.22	0.03	0	0.25	6.79
0	0	0	0	0	0	0	0	0	0	0	0.02
0	0	0	0	0	0	0	0.02	0.02	0	0.03	3.21
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0.02	0	0.02	0.09	0.12	0	0.22	0.24	0.04	0	0.28	10.02

Title : El Dorado County Subarea January CYr 2018 Default Title
 Version : Emfac2007 V2.3 Nov 1 2006 ** WIS Enabled **
 Run Date : 2008/06/19 10:23:53
 Scen Year: 2018 -- All model years in the range 1974 to 2018 selected
 Season : January
 Area : El Dorado (LT)
 I/M Stat : Enhanced Interim (2005)
 Emissions: Tons Per Day

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	LDA-NCAT	LDA-CAT	LDA-DSL	LDA-TOT	LDT1-NCA	LDT1-CAT	LDT1-DSL	LDT1-TOT	LDT2-NCA	LDT2-CAT	LDT2-DSL	LDT2-TOT	MDV-NCA
Vehicles	15	7927	25	7966	27	8392	179	8597	6	8194	24	8225	8
VMT/1000	0	284	0	285	0	273	5	278	0	290	1	290	0
Trips	56	48034	131	48220	101	49349	1011	50461	23	49977	137	50138	31
Total Organic Gas Emissions													
Run Exh	0	0.01	0	0.02	0	0.03	0	0.04	0	0.02	0	0.02	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0.02	0	0.02	0	0.04	0	0.04	0	0.03	0	0.03	0
Total Ex	0	0.04	0	0.04	0.01	0.07	0	0.08	0	0.05	0	0.06	0
Diurnal	0	0	0	0	0	0	0	0	0	0	0	0	0
Hot Soak	0	0.01	0	0.01	0	0.02	0	0.02	0	0.01	0	0.01	0
Running	0	0.03	0	0.03	0	0.09	0	0.09	0	0.06	0	0.06	0
Resting	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0.08	0	0.08	0.01	0.18	0	0.19	0	0.13	0	0.13	0
Carbon Monoxide Emissions													
Run Exh	0.02	0.41	0	0.43	0.07	1.06	0	1.13	0.02	0.69	0	0.71	0.06
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0.3	0	0.3	0	0.53	0	0.54	0	0.39	0	0.39	0
Total Ex	0.02	0.71	0	0.73	0.07	1.6	0	1.67	0.02	1.09	0	1.1	0.06

Title : El Dorado County Subarea January CYr 2018 Default Title
 Version : Emfac2007 V2.3 Nov 1 2006 ** WIS Enabled **
 Run Date : 2008/06/19 10:23:53
 Scen Year: 2018 -- All model years in the range 1974 to 2018 selected
 Season : January
 Area : El Dorado (LT)
 I/M Stat : Enhanced Interim (2005)
 Emissions: Tons Per Day

Page Two

MDV-CAT	MDV-DSL	MDV-TOT	LHDT1-NC	LHDT1-CA	LHDT1-DS	LHDT1-TO	LHDT2-NC	LHDT2-CA	LHDT2-DS	LHDT2-TO	MHDT-NC	MHDT-CA	MHDT-DSI
3549	8	3565	1	429	155	585	0	113	92	205	2	51	181
125	0	125	0	17	6	22	0	4	3	8	0	2	10
21667	45	21743	29	13980	1924	15933	8	3678	1138	4824	81	2287	5001
0.01	0	0.02	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.02	0	0.02	0	0.01	0	0.01	0	0	0	0	0	0	0
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0.03	0	0.03	0	0.01	0	0.01	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.03	0	0.03	0	0.01	0	0.01	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0.06	0	0.07	0	0.02	0	0.02	0	0.01	0	0.01	0	0.01	0
0.34	0	0.4	0.01	0.03	0.01	0.04	0	0.01	0	0.02	0.01	0.01	0.01
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.21	0	0.21	0	0.1	0	0.1	0	0.04	0	0.04	0.01	0.08	0
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0.55	0	0.61	0.01	0.13	0.01	0.14	0	0.05	0	0.06	0.01	0.09	0.02

Title : El Dorado County Subarea January CYr 2018 Default Title
 Version : Emfac2007 V2.3 Nov 1 2006 ** WIS Enabled **
 Run Date : 2008/06/19 10:23:53
 Scen Year: 2018 -- All model years in the range 1974 to 2018 selected
 Season : January
 Area : El Dorado (LT)
 I/M Stat : Enhanced Interim (2005)
 Emissions: Tons Per Day

MHDT-TOT	HHDT-NC/	HHDT-CA1	HHDT-DSL	HHDT-TOT	OBUS-NC/	OBUS-CA1	OBUS-DSL	OBUS-TOT	SBUS-NC/	SBUS-CA1	SBUS-DSL	SBUS-TOT	UB-NCAT
234	0	8	139	147	0	13	32	45	1	4	27	32	0
12	0	0	24	25	0	1	2	2	0	0	1	1	0
7369	0	339	696	1034	0	592	872	1464	3	16	108	127	0
0	0	0	0.01	0.01	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.01	0	0	0	0	0	0	0	0	0	0	0	0	0
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0.01	0	0	0.02	0.02	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0.01	0	0	0.02	0.02	0	0	0	0	0	0	0	0	0
0.03	0	0.01	0.05	0.07	0	0	0	0.01	0.01	0	0	0.02	0
0	0	0	0.02	0.02	0	0	0	0	0	0	0	0	0
0.08	0	0.04	0	0.04	0	0.02	0	0.02	0	0	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0.11	0	0.05	0.07	0.12	0	0.02	0	0.03	0.01	0	0	0.02	0

Title : El Dorado County Subarea January CYr 2018 Default Title
 Version : Emfac2007 V2.3 Nov 1 2006 ** WIS Enabled **
 Run Date : 2008/06/19 10:23:53
 Scen Year: 2018 -- All model years in the range 1974 to 2018 selected
 Season : January
 Area : El Dorado (LT)
 I/M Stat : Enhanced Interim (2005)
 Emissions: Tons Per Day

Page Four

UB-CAT	UB-DSL	UB-TOT	MH-NCAT	MH-CAT	MH-DSL	MH-TOT	MCY-NCA	MCY-CAT	MCY-DSL	MCY-TOT	ALL-TOT
4	10	14	2	411	57	469	542	723	0	1265	31349
0	1	2	0	5	1	5	4	6	0	10	1065
14	40	54	0	41	6	46	1068	1424	0	2492	203906
0	0	0.01	0	0	0	0	0.02	0.01	0	0.03	0.15
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0.01	0.14
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0	0	0.01	0	0	0	0	0.02	0.02	0	0.04	0.3
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0.05
0	0	0	0	0	0	0	0	0	0	0	0.23
0	0	0	0	0	0	0	0	0	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0	0	0.01	0	0	0	0	0.02	0.02	0	0.04	0.58
0.02	0	0.02	0.01	0.05	0	0.06	0.17	0.06	0	0.22	3.14
0	0	0	0	0	0	0	0	0	0	0	0.02
0	0	0	0	0	0	0	0.01	0.03	0	0.04	1.77
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0.02	0	0.02	0.01	0.05	0	0.06	0.18	0.09	0	0.27	4.94

Title : El Dorado County Subarea January CYr 2030 Default Title
 Version : Emfac2007 V2.3 Nov 1 2006 ** WIS Enabled **
 Run Date : 2008/05/29 11:11:34
 Scen Year: 2030 -- All model years in the range 1986 to 2029 selected
 Season : January
 Area : El Dorado (LT)
 I/M Stat : Enhanced Interim (2005)
 Emissions: Tons Per Day

	LDA-NCAT	LDA-CAT	LDA-DSL	LDA-TOT	LDT1-NCA	LDT1-CAT	LDT1-DSL	LDT1-TOT	LDT2-NCA	LDT2-CAT	LDT2-DSL	LDT2-TOT	MDV-NCAT
Vehicles	0	11362	4	11366	0	12284	59	12343	0	11839	6	11845	0
VMT/1000	0	391	0	391	0	417	1	418	0	400	0	400	0
Trips	0	70978	20	70997	0	75049	283	75332	0	72982	30	73012	0
Total Organic Gas Emissions													
Run Exh	0	0.01	0	0.01	0	0.01	0	0.01	0	0.02	0	0.02	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0.01	0	0.01	0	0.01	0	0.01	0	0.02	0	0.02	0
Total Ex	0	0.02	0	0.02	0	0.03	0	0.03	0	0.03	0	0.03	0
Diurnal	0	0	0	0	0	0	0	0	0	0	0	0	0
Hot Soak	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0
Running	0	0.02	0	0.02	0	0.06	0	0.06	0	0.06	0	0.06	0
Resting	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0.04	0	0.04	0	0.1	0	0.1	0	0.1	0	0.1	0
Carbon Monoxide Emissions													
Run Exh	0	0.25	0	0.25	0	0.43	0	0.43	0	0.52	0	0.52	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0.14	0	0.14	0	0.22	0	0.22	0	0.27	0	0.27	0
Total Ex	0	0.39	0	0.39	0	0.65	0	0.65	0	0.79	0	0.8	0

Title : El Dorado County Subarea January CYr 2030 Default Title
 Version : Emfac2007 V2.3 Nov 1 2006 ** WIS Enabled **
 Run Date : 2008/05/29 11:11:34
 Scen Year: 2030 -- All model years in the range 1986 to 2029 selected
 Season : January
 Area : El Dorado (LT)
 I/M Stat : Enhanced Interim (2005)
 Emissions: Tons Per Day

Page Two

MDV-CAT	MDV-DSL	MDV-TOT	LHDT1-NC	LHDT1-CA	LHDT1-DS	LHDT1-TO	LHDT2-NC	LHDT2-CA	LHDT2-DS	LHDT2-TO	MHDT-NC	MHDT-CA	MHDT-DSL
5141	3	5144	0	666	179	845	0	168	127	295	0	70	266
173	0	173	0	25	6	31	0	6	5	11	0	3	14
31608	14	31622	0	22200	2271	24471	0	5591	1611	7202	0	3241	7531
0.01	0	0.01	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.01	0	0.01	0	0.01	0	0.01	0	0	0	0	0	0	0
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0.02	0	0.02	0	0.01	0	0.01	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.01	0	0.01	0	0	0	0	0	0	0	0	0	0	0
0.02	0	0.02	0	0.01	0	0.01	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
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0.05	0	0.05	0	0.02	0	0.02	0	0	0	0	0	0	0
0.29	0	0.29	0	0.01	0.01	0.02	0	0	0	0.01	0	0	0.02
0	0	0	0	0.01	0	0.01	0	0	0	0	0	0	0
0.16	0	0.16	0	0.11	0	0.11	0	0.03	0	0.03	0	0.04	0
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0.45	0	0.45	0	0.12	0.01	0.13	0	0.03	0	0.03	0	0.04	0.02

Title : El Dorado County Subarea January CYr 2030 Default Title
 Version : Emfac2007 V2.3 Nov 1 2006 ** WIS Enabled **
 Run Date : 2008/05/29 11:11:34
 Scen Year: 2030 -- All model years in the range 1986 to 2029 selected
 Season : January
 Area : El Dorado (LT)
 I/M Stat : Enhanced Interim (2005)
 Emissions: Tons Per Day

MHDT-TOT	HHDT-NC/	HHDT-CA1	HHDT-DSL	HHDT-TOT	OBUS-NC/	OBUS-CA1	OBUS-DSL	OBUS-TOT	SBUS-NC/	SBUS-CA1	SBUS-DSL	SBUS-TOT	UB-NCAT
337	0	5	192	198	0	15	49	64	0	6	42	48	0
17	0	0	33	34	0	1	3	3	0	0	2	2	0
10772	0	239	981	1220	0	696	1394	2090	0	24	169	193	0
0	0	0	0.01	0.01	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0	0	0	0.01	0.02	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0.01	0	0	0.01	0.02	0	0	0	0	0	0	0	0	0
0.02	0	0.01	0.04	0.05	0	0	0	0	0	0	0.01	0.01	0
0	0	0	0.02	0.02	0	0	0	0	0	0	0	0	0
0.04	0	0.02	0	0.02	0	0.01	0	0.01	0	0	0	0	0
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0.06	0	0.03	0.06	0.1	0	0.01	0	0.02	0	0	0.01	0.01	0

Title : El Dorado County Subarea January CYr 2030 Default Title
 Version : Emfac2007 V2.3 Nov 1 2006 ** WIS Enabled **
 Run Date : 2008/05/29 11:11:34
 Scen Year: 2030 -- All model years in the range 1986 to 2029 selected
 Season : January
 Area : El Dorado (LT)
 I/M Stat : Enhanced Interim (2005)
 Emissions: Tons Per Day

Page Four

UB-CAT	UB-DSL	UB-TOT	MH-NCAT	MH-CAT	MH-DSL	MH-TOT	MCY-NCAT	MCY-CAT	MCY-DSL	MCY-TOT	ALL-TOT
7	13	20	0	603	70	673	581	1153	0	1734	44912
1	2	2	0	7	1	8	4	9	0	13	1502
28	53	82	0	61	7	68	1170	2324	0	3494	300555
0	0	0	0	0	0	0	0.02	0.02	0	0.04	0.1
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.01	0.01	0	0.01	0.08
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0	0	0	0	0	0	0	0.02	0.02	0	0.05	0.18
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0.04
0	0	0	0	0	0	0	0	0.01	0	0.01	0.18
0	0	0	0	0	0	0	0	0	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0	0	0	0	0	0	0	0.02	0.03	0	0.06	0.4
0	0	0	0	0	0	0	0.19	0.08	0	0.27	1.88
0	0	0	0	0	0	0	0	0	0	0	0.03
0	0	0	0	0	0	0	0.01	0.05	0	0.06	1.07
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0	0	0	0	0	0	0	0.2	0.14	0	0.34	2.98

Title : Placer County Subarea January CYr 2010 Default Title
 Version : Emfac2007 V2.3 Nov 1 2006 ** WIS Enabled **
 Run Date : 2008/05/29 11:16:44
 Scen Year: 2010 -- All model years in the range 1966 to 2009 selected
 Season : January
 Area : Placer (LT)
 I/M Stat : Enhanced Interim (2005)
 Emissions: Tons Per Day

	LDA-NCAT	LDA-CAT	LDA-DSL	LDA-TOT	LDT1-NCA	LDT1-CAT	LDT1-DSL	LDT1-TOT	LDT2-NCA	LDT2-CAT	LDT2-DSL	LDT2-TOT	MDV-NCAT
Vehicles	103	2793	14	2910	91	4320	231	4642	21	3139	19	3179	22
VMT/1000	2	86	0	87	1	128	7	136	0	100	1	101	0
Trips	411	17360	74	17844	370	26539	1427	28336	85	19625	113	19823	91
Total Organic Gas Emissions													
Run Exh	0.02	0.01	0	0.03	0.01	0.02	0	0.04	0	0.02	0	0.02	0.01
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0.02	0	0.02	0	0.04	0	0.04	0	0.03	0	0.03	0
Total Ex	0.02	0.03	0	0.05	0.02	0.06	0	0.08	0	0.04	0	0.04	0.01
Diurnal	0	0	0	0	0	0	0	0	0	0	0	0	0
Hot Soak	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0
Running	0.01	0.02	0	0.03	0	0.06	0	0.07	0	0.04	0	0.04	0
Resting	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0.03	0.05	0	0.08	0.02	0.13	0	0.16	0.01	0.08	0	0.09	0.01
Carbon Monoxide Emissions													
Run Exh	0.26	0.3	0	0.56	0.23	0.77	0	1	0.05	0.44	0	0.49	0.1
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0.02	0.2	0	0.22	0.01	0.47	0	0.48	0	0.3	0	0.31	0
Total Ex	0.27	0.51	0	0.78	0.24	1.24	0	1.48	0.06	0.74	0	0.8	0.1

Title : Placer County Subarea January CYr 2010 Default Title
 Version : Emfac2007 V2.3 Nov 1 2006 ** WIS Enabled **
 Run Date : 2008/05/29 11:16:44
 Scen Year: 2010 -- All model years in the range 1966 to 2009 selected
 Season : January
 Area : Placer (LT)
 I/M Stat : Enhanced Interim (2005)
 Emissions: Tons Per Day

MDV-CAT	MDV-DSL	MDV-TOT	LHDT1-NC	LHDT1-CA	LHDT1-DS	LHDT1-TO	LHDT2-NC	LHDT2-CA	LHDT2-DS	LHDT2-TO	MHDT-NC	MHDT-CA	MHDT-DSL
1499	17	1537	1	175	90	267	2	82	93	177	5	35	114
52	1	53	0	8	4	11	0	3	3	6	0	2	9
9424	102	9617	48	5802	1138	6988	80	2714	1169	3963	240	1599	3204
0.01	0	0.02	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.01	0	0.02	0	0	0	0	0	0	0	0.01	0.01	0.01	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0.02	0	0.03	0	0.01	0	0.01	0	0.01	0	0.01	0.01	0.01	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.01	0	0.01	0	0	0	0	0	0.01	0	0.01	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0.04	0	0.05	0	0.01	0	0.01	0	0.01	0	0.02	0.01	0.01	0
0.24	0	0.33	0.01	0.02	0	0.04	0.02	0.04	0	0.07	0.02	0.03	0.03
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.16	0	0.17	0	0.06	0	0.06	0	0.07	0	0.07	0.02	0.12	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0.4	0	0.5	0.01	0.08	0	0.1	0.02	0.11	0	0.14	0.04	0.15	0.03

Title : Placer County Subarea January CYr 2010 Default Title
 Version : Emfac2007 V2.3 Nov 1 2006 ** WIS Enabled **
 Run Date : 2008/05/29 11:16:44
 Scen Year: 2010 -- All model years in the range 1966 to 2009 selected
 Season : January
 Area : Placer (LT)
 I/M Stat : Enhanced Interim (2005)
 Emissions: Tons Per Day

MHDT-TOT	HHDT-NC/	HHDT-CA/	HHDT-DSL	HHDT-TOT	OBUS-NC/	OBUS-CA/	OBUS-DSL	OBUS-TOT	SBUS-NC/	SBUS-CA/	SBUS-DSL	SBUS-TOT	UB-NCAT
154	3	11	41	55	1	22	15	37	0	1	0	1	0
11	0	1	7	8	0	1	1	2	0	0	0	0	0
5043	156	495	207	858	29	997	414	1440	0	4	0	4	0
0.01	0	0.01	0.01	0.02	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.01	0.01	0	0	0.01	0	0	0	0	0	0	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0.02	0.01	0.01	0.01	0.03	0	0	0	0.01	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0.02	0.01	0.01	0.01	0.03	0	0.01	0	0.01	0	0	0	0	0
0.08	0.11	0.06	0.03	0.2	0	0.02	0	0.03	0	0	0	0	0
0	0	0	0.01	0.01	0	0	0	0	0	0	0	0	0
0.14	0.06	0.05	0	0.11	0	0.07	0	0.07	0	0	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0.22	0.17	0.11	0.04	0.32	0.01	0.09	0	0.1	0	0	0	0	0

Title : Placer County Subarea January CYr 2010 Default Title
 Version : Emfac2007 V2.3 Nov 1 2006 ** WIS Enabled **
 Run Date : 2008/05/29 11:16:44
 Scen Year: 2010 -- All model years in the range 1966 to 2009 selected
 Season : January
 Area : Placer (LT)
 I/M Stat : Enhanced Interim (2005)
 Emissions: Tons Per Day

Page Four

UB-CAT	UB-DSL	UB-TOT	MH-NCAT	MH-CAT	MH-DSL	MH-TOT	MCY-NCA	MCY-CAT	MCY-DSL	MCY-TOT	ALL-TOT
0	0	0	12	144	18	174	397	136	0	533	13668
0	0	0	0	2	0	2	4	2	0	5	423
0	0	0	1	14	2	17	795	272	0	1067	95000
0	0	0	0	0	0	0	0.02	0	0	0.02	0.15
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0.01	0.14
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0	0	0	0	0	0	0	0.02	0	0	0.02	0.3
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0.03
0	0	0	0	0	0	0	0	0	0	0	0.16
0	0	0	0	0	0	0	0	0	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0	0	0	0	0	0	0	0.02	0.01	0	0.03	0.49
0	0	0	0.05	0.05	0	0.1	0.16	0.02	0	0.18	3.09
0	0	0	0	0	0	0	0	0	0	0	0.01
0	0	0	0	0	0	0	0.01	0.01	0	0.02	1.64
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0	0	0	0.05	0.05	0	0.1	0.17	0.03	0	0.2	4.74

Title : Placer County Subarea January CYr 2018 Default Title
 Version : Emfac2007 V2.3 Nov 1 2006
 Run Date : 2008/06/19 10:58:47
 Scen Year: 2018 -- All model years in the range 1974 to 2018 selected
 Season : January
 Area : Placer (LT)
 I/M Stat : Enhanced Interim (2005)
 Emissions: Tons Per Day

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*****
LDA-NCAT LDA-CAT LDA-DSL LDA-TOT LDT1-NCA LDT1-CAT LDT1-DSL LDT1-TOT LDT2-NCA LDT2-CAT LDT2-DSL LDT2-TOT MDV-NCAT
Vehicles      6    3878      4    3888     13    5748     161    5923      2    4139     10    4151      4
VMT/1000      0     126      0     126      0     182      4     186      0     139      0     139      0
Trips         23   24171     21   24215     51   34751     931   35733      8   25655     56   25719     16
Total Organic Gas Emissions
Run Exh       0     0.01      0     0.01      0     0.01      0     0.02      0     0.01      0     0.01      0
Idle Exh      0     0          0     0          0     0          0     0          0     0          0     0          0
Start Ex      0     0.01      0     0.01      0     0.02      0     0.02      0     0.02      0     0.02      0
-----
Total Ex      0     0.01      0     0.01      0     0.04      0     0.04      0     0.02      0     0.02      0

Diurnal       0     0          0     0          0     0          0     0          0     0          0     0          0
Hot Soak      0     0          0     0          0     0.01      0     0.01      0     0.01      0     0.01      0
Running       0     0.01      0     0.01      0     0.06      0     0.06      0     0.03      0     0.03      0
Resting       0     0          0     0          0     0          0     0          0     0          0     0          0
-----
Total         0     0.03      0     0.03      0     0.11      0     0.11      0     0.06      0     0.06      0
Carbon Monoxide Emissions
Run Exh       0.01   0.17      0     0.18     0.03   0.49      0     0.52      0     0.29      0     0.29     0.02
Idle Exh      0     0          0     0          0     0          0     0          0     0          0     0          0
Start Ex      0     0.11      0     0.11      0     0.31      0     0.32      0     0.2        0     0.2        0
-----
Total Ex      0.01   0.27      0     0.29     0.03   0.81      0     0.84      0     0.48      0     0.49     0.02
    
```

Title : Placer County Subarea January CYr 2018 Default Title
 Version : Emfac2007 V2.3 Nov 1 2006
 Run Date : 2008/06/19 10:58:47
 Scen Year: 2018 -- All model years in the range 1974 to 2018 selected
 Season : January
 Area : Placer (LT)
 I/M Stat : Enhanced Interim (2005)
 Emissions: Tons Per Day

Page Two

MDV-CAT	MDV-DSL	MDV-TOT	LHDT1-NC	LHDT1-CA	LHDT1-DS	LHDT1-TO	LHDT2-NC	LHDT2-CA	LHDT2-DS	LHDT2-TO	MHDT-NC	MHDT-CA	MHDT-DSL
1991	10	2006	0	274	94	368	0	121	113	234	0	44	158
70	0	70	0	11	3	14	0	5	4	9	0	3	12
12364	59	12438	9	9068	1181	10258	10	4001	1416	5426	14	1990	4426
0.01	0	0.01	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.01	0	0.01	0	0	0	0	0	0	0	0	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0.02	0	0.02	0	0	0	0.01	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.01	0	0.01	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0.03	0	0.03	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0
0.18	0	0.2	0	0.01	0	0.02	0	0.01	0	0.02	0	0.01	0.02
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.12	0	0.12	0	0.05	0	0.05	0	0.04	0	0.04	0	0.08	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0.29	0	0.31	0	0.07	0	0.07	0	0.05	0	0.06	0	0.09	0.02

Title : Placer County Subarea January CYr 2018 Default Title
 Version : Emfac2007 V2.3 Nov 1 2006
 Run Date : 2008/06/19 10:58:47
 Scen Year: 2018 -- All model years in the range 1974 to 2018 selected
 Season : January
 Area : Placer (LT)
 I/M Stat : Enhanced Interim (2005)
 Emissions: Tons Per Day

Page Three

MHDT-TOT	HHDT-NC	HHDT-CA	HHDT-DSL	HHDT-TOT	OBUS-NC	OBUS-CA	OBUS-DSL	OBUS-TOT	SBUS-NC	SBUS-CA	SBUS-DSL	SBUS-TOT
202	0	7	53	61	0	19	30	49	0	1	0	1
15	0	1	10	10	0	1	3	4	0	0	0	0
6430	20	336	269	624	0	866	842	1709	0	4	2	6
0	0	0	0.01	0.01	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0.01	0	0	0.01	0.01	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0.01	0	0.01	0.01	0.01	0	0	0	0	0	0	0	0
0.04	0.01	0.03	0.02	0.06	0	0.01	0	0.01	0	0	0	0
0	0	0	0.01	0.01	0	0	0	0	0	0	0	0
0.08	0.01	0.04	0	0.04	0	0.05	0	0.05	0	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0.12	0.02	0.07	0.03	0.11	0	0.06	0	0.06	0	0	0	0

Title : Placer County Subarea January CYr 2018 Default Title
 Version : Emfac2007 V2.3 Nov 1 2006
 Run Date : 2008/06/19 10:58:47
 Scen Year: 2018 -- All model years in the range 1974 to 2018 selected
 Season : January
 Area : Placer (LT)
 I/M Stat : Enhanced Interim (2005)
 Emissions: Tons Per Day

UB-NCAT	UB-CAT	UB-DSL	UB-TOT	MH-NCAT	MH-CAT	MH-DSL	MH-TOT	MCY-NCA	MCY-CAT	MCY-DSL	MCY-TOT	ALL-TOT
	0	0	0	2	188	28	218	306	413	0	719	17820
	0	0	0	0	2	0	2	3	5	0	8	584
	0	0	0	0	19	3	22	612	825	0	1437	124018
	0	0	0	0	0	0	0	0.01	0.01	0	0.02	0.08
	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0.01	0.08
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	0	0	0	0	0	0	0	0.02	0.01	0	0.03	0.16
	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0.02
	0	0	0	0	0	0	0	0	0	0	0	0.13
	0	0	0	0	0	0	0	0	0	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
	0	0	0	0	0	0	0	0.02	0.01	0	0.03	0.31
	0	0	0	0.01	0.03	0	0.04	0.13	0.05	0	0.18	1.56
	0	0	0	0	0	0	0	0	0	0	0	0.01
	0	0	0	0	0	0	0	0.01	0.02	0	0.03	1.03
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
	0	0	0	0.01	0.03	0	0.04	0.14	0.07	0	0.21	2.6

Title : Placer County Subarea January CYr 2030 Default Title
 Version : Emfac2007 V2.3 Nov 1 2006 ** WIS Enabled **
 Run Date : 2008/05/29 11:26:50
 Scen Year: 2030 -- All model years in the range 1986 to 2029 selected
 Season : January
 Area : Placer (LT)
 I/M Stat : Enhanced Interim (2005)
 Emissions: Tons Per Day

	LDA-NCAT	LDA-CAT	LDA-DSL	LDA-TOT	LDT1-NCA	LDT1-CAT	LDT1-DSL	LDT1-TOT	LDT2-NCA	LDT2-CAT	LDT2-DSL	LDT2-TOT	MDV-NCAT
Vehicles	0	4918	0	4918	0	7500	47	7547	0	5300	2	5303	0
VMT/1000	0	153	0	153	0	241	1	242	0	169	0	169	0
Trips	0	30750	2	30752	0	45888	223	46110	0	32552	12	32564	0
Total Organic Gas Emissions													
Run Exh	0	0	0	0	0	0.01	0	0.01	0	0.01	0	0.01	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0	0	0	0	0.01	0	0.01	0	0.01	0	0.01	0
	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Total Ex	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0	0.01	0
Diurnal	0	0	0	0	0	0	0	0	0	0	0	0	0
Hot Soak	0	0	0	0	0	0.01	0	0.01	0	0	0	0	0
Running	0	0.01	0	0.01	0	0.03	0	0.03	0	0.03	0	0.03	0
Resting	0	0	0	0	0	0	0	0	0	0	0	0	0
	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Total	0	0.02	0	0.02	0	0.05	0	0.05	0	0.04	0	0.04	0
Carbon Monoxide Emissions													
Run Exh	0	0.09	0	0.09	0	0.21	0	0.21	0	0.2	0	0.2	0
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0.05	0	0.05	0	0.12	0	0.12	0	0.12	0	0.12	0
	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Total Ex	0	0.14	0	0.14	0	0.33	0	0.33	0	0.32	0	0.32	0

Title : Placer County Subarea January CYr 2030 Default Title
 Version : Emfac2007 V2.3 Nov 1 2006 ** WIS Enabled **
 Run Date : 2008/05/29 11:26:50
 Scen Year: 2030 -- All model years in the range 1986 to 2029 selected
 Season : January
 Area : Placer (LT)
 I/M Stat : Enhanced Interim (2005)
 Emissions: Tons Per Day

Page Two

MDV-CAT	MDV-DSL	MDV-TOT	LHDT1-NC	LHDT1-CA	LHDT1-DS	LHDT1-TO	LHDT2-NC	LHDT2-CA	LHDT2-DS	LHDT2-TO	MHDT-NC	MHDT-CA	MHDT-DSL
2565	3	2568	0	374	98	472	0	168	131	299	0	54	203
87	0	87	0	14	3	17	0	6	5	11	0	3	15
15725	16	15741	0	12409	1241	13650	0	5586	1651	7237	0	2483	5731
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.01	0	0.01	0	0	0	0	0	0	0	0	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0.01	0	0.01	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.01	0	0.01	0	0.01	0	0.01	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0.02	0	0.02	0	0.01	0	0.01	0	0	0	0	0	0	0
0.14	0	0.14	0	0	0	0.01	0	0	0	0.01	0	0	0.03
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.08	0	0.08	0	0.06	0	0.06	0	0.03	0	0.03	0	0.04	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0.22	0	0.22	0	0.06	0	0.07	0	0.03	0	0.03	0	0.04	0.03

Title : Placer County Subarea January CYr 2030 Default Title
 Version : Emfac2007 V2.3 Nov 1 2006 ** WIS Enabled **
 Run Date : 2008/05/29 11:26:50
 Scen Year: 2030 -- All model years in the range 1986 to 2029 selected
 Season : January
 Area : Placer (LT)
 I/M Stat : Enhanced Interim (2005)
 Emissions: Tons Per Day

MHDT-TOT	HHDT-NC/	HHDT-CA1	HHDT-DSL	HHDT-TOT	OBUS-NC/	OBUS-CA1	OBUS-DSL	OBUS-TOT	SBUS-NC/	SBUS-CA1	SBUS-DSL	SBUS-TOT	UB-NCAT
258	0	3	63	67	0	16	47	63	0	1	1	2	0
19	0	0	11	11	0	1	4	5	0	0	0	0	0
8214	0	158	322	480	0	728	1314	2042	0	3	5	7	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0	0	0	0	0.01	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0.01	0	0	0	0.01	0	0	0	0	0	0	0	0	0
0.03	0	0.01	0.01	0.02	0	0	0.01	0.01	0	0	0	0	0
0	0	0	0.01	0.01	0	0	0	0	0	0	0	0	0
0.04	0	0.02	0	0.02	0	0.02	0	0.02	0	0	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0.07	0	0.03	0.02	0.05	0	0.02	0.01	0.03	0	0	0	0	0

Title : Placer County Subarea January CYr 2030 Default Title
 Version : Emfac2007 V2.3 Nov 1 2006 ** WIS Enabled **
 Run Date : 2008/05/29 11:26:50
 Scen Year: 2030 -- All model years in the range 1986 to 2029 selected
 Season : January
 Area : Placer (LT)
 I/M Stat : Enhanced Interim (2005)
 Emissions: Tons Per Day

UB-CAT	UB-DSL	UB-TOT	MH-NCAT	MH-CAT	MH-DSL	MH-TOT	MCY-NCA	MCY-CAT	MCY-DSL	MCY-TOT	ALL-TOT
0	0	0	0	242	34	276	292	581	0	874	22645
0	0	0	0	3	0	3	3	6	0	10	726
0	0	0	0	24	3	28	587	1167	0	1755	158579
0	0	0	0	0	0	0	0.01	0.01	0	0.03	0.05
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0.01	0.04
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0	0	0	0	0	0	0	0.02	0.02	0	0.03	0.09
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0.02
0	0	0	0	0	0	0	0	0	0	0	0.09
0	0	0	0	0	0	0	0	0	0	0	0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0	0	0	0	0	0	0	0.02	0.02	0	0.04	0.2
0	0	0	0	0	0	0	0.14	0.06	0	0.2	0.92
0	0	0	0	0	0	0	0	0	0	0	0.01
0	0	0	0	0	0	0	0.01	0.03	0	0.03	0.56
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
0	0	0	0	0	0	0	0.14	0.09	0	0.23	1.49

Historical Tahoe Basin Carbon Monoxide Readings 8-hour Average (parts per million (ppm))						
Year	Stateline, CA/NV ^a			Incline Village		
	1 st High	2 nd High	Federal Exceedences	1 st High	2 nd High	Federal Exceedences
1988	12.5	12.1	24	No data	No data	No data
1989	11.3	10.4	13	No data	No data	No data
1990	10.1	10.1	8	No data	No data	No data
1991	9.2	8.5	0	No data	No data	No data
1992	9.9	9	2	No data	No data	No data
1993	7.5	7.4		2.5	2.5	0
1994	7.1	6.8	0	1.8	1.7	0
1995	6.3	5.3	0	2.1	2	0
1996	5.1	4.8	0	1.8	1.6	0
1997	3.8	3.6	0	2.1	2	0
1998	4.3	4.2	0	1.6	1.6	0
1999	4.6	4.3	0	1.2	1	0
2000	4.4	4.2	0	1.1	1	0
2001	3.7	3.6	0	1.8	1.6	0
2002	8.75 ^c	6.13	0	f	f	f
2003	8.38 ^d	6.5	0	f	f	f
2004 ^e	4	3.75	0	f	f	f
2005	3.8	3.6	0	f	f	f
2006	3.1	3	0	f	f	f
2007	4.5	3.7	0	f	f	f

Historical Tahoe Basin Ozone Readings (parts per million (ppm); 1 Hour concentrations)			
Year	1 st High	2 nd High	Federal Exceedences
1993	0.08	0.08	0
1994	0.09	0.08	0
1995	0.08	0.08	0
1996	0.09	0.09	0
1997	0.08	0.07	0
1998	0.08	0.08	0
1999	0.09	0.08	0
2000	0.08	0.07	0
2001	0.09	0.08	0
2002	0.08	0.08	0
2003	0.09	0.08	0
2004	0.06	0.06	0
2005	0.07	0.07	0
2006	0.08	0.08	0
2007	0.09	0.07	0



U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 CALIFORNIA DIVISION
 650 Capitol Mall, Suite 4-100
 Sacramento, CA. 95814

JS
Transp
RECEIVED

NOV 21 2008

November 3, 2008

IN REPLY REFER TO
 HDA-CA
 Document # S52201

John Singlaub, Executive Director
 Tahoe Metropolitan Planning Agency
 P.O. Box 5310
 Stateline, NV 89449

Dear Mr. Singlaub:

SUBJECT: Conformity Determination for TMPO's 2008 Federal Regional Transportation Plan

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the conformity determination for the Tahoe Metropolitan Planning Organization's (TMPO) 2008 Regional Transportation Plan (RTP), *Mobility 2030*. A FTA/FHWA air quality conformity determination is required for the new RTP pursuant to the Environmental Protection Agency's (EPA) *Transportation Conformity Rule*, 40 CFR Parts 51 and 93, and the United States Department of Transportation's *Metropolitan Planning Rule*, 23 CFR Part 450.

On August 27, 2008, the TMPO and the Tahoe Regional Planning Agency (TRPA) adopted the 2008 RTP and made the corresponding conformity determination via Resolutions 2008-23 and 2008-24. The conformity analysis submitted by TMPO indicates that all air quality conformity requirements have been met. Based on our review, we find that the 2008 RTP conforms to the applicable California and Nevada state implementation plans in accordance with the provisions of 40 CFR Parts 51 and 93. In accordance with the July 15, 2004, *Memorandum of Understanding (MOU) between the Federal Highway Administration, California Division and the Federal Transit Administration, Region IX*, the FTA has concurred with this conformity determination. Additionally, this conformity determination was made after consultation with the EPA, Region 9 office.

In accordance with the above MOU, the FHWA's single signature constitutes FHWA and FTA's joint air quality conformity determination for TMPO's new 2008 RTP. If you have any questions pertaining to this conformity finding, please contact Aimee Kratovil, FHWA, at (916) 498-5866.

Sincerely,

For
 Gene K. Fong
 Division Administrator

**MOVING THE
 AMERICAN
 ECONOMY**

appendix i

TMPO PUBLIC NOTICE



Tahoe
Metropolitan
Planning
Organization

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

NOTICE OF 30 DAY PUBLIC COMMENT PERIOD

Tahoe Metropolitan Planning Organization Draft 2013 - 2016 Federal Transportation Improvement Program

The Tahoe Metropolitan Planning Organization announces a public comment period for the Draft 2013 Federal Transportation Improvement Program (FTIP) as required by the United States Department of Transportation's metropolitan planning regulations 23 Code of Federal Regulations Part 450. This notice will commence on July 23, 2012 and conclude on August 21, 2012. **Written comments will be accepted until 5:00 pm on August 21, 2012.**

The 2013 FTIP for the Lake Tahoe Region is a four-year program of surface transportation projects for the Tahoe Metropolitan Planning Organization that is consistent with the Lake Tahoe Regional Transportation Plan and related local, state and federal planning processes.

The 2013 FTIP document is available upon request or can be accessed online at:

<http://www.tahoempo.org>

Written comments should be sent to:

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

Or via email: jweber@trpa.org

appendix j

PUBLIC PARTICIPATION PLAN



Tahoe
Metropolitan
Planning
Organization



TAHOE
REGIONAL
PLANNING
AGENCY



ATTACHME

Public Participation Plan

Amended July 2010



The needs of the public are one of the most important foundations for transportation planning. Seeking comprehensive public participation is critical for developing meaningful transportation plans. The Tahoe Metropolitan Planning Organization (TMPO) proactively strives to involve the public in identifying and addressing transportation issues, with the goal of creating a strong working relationship between the TMPO and its constituents. This plan is intended to ensure that public participation is an integral and effective part of the TMPO's activities and that decisions are made with the benefit and consideration of important public perspectives.

- Public Meetings
- Websites
- surveys
- Newletters
- Workshops
- Roundtables
- Emails
- Interactivity
- Mapping
- Community
- Presentations



Tahoe Metropolitan Planning Organization

Final Public Participation Plan

May 9, 2008
Amended July 28, 2010

Tahoe Metropolitan Planning Organization
PO Box 5310
Stateline, NV 89449
Ph. 775-588-4547
Fax. 775-588-4527

Copies of the Public Participation Plan may also be viewed at the Tahoe Regional Planning Agency offices, or on the TMPO website:
<http://www.tahoempo.org>.

Public Participation Plan

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Acronyms

ADA	Americans with Disabilities Act
APC	Advisory Planning Commission
CAAA	Clean Air Act Amendments
CALTRANS	California Department of Transportation
CAMPO	Carson Area Metropolitan Planning Organization
CHSP	Coordinated Human Services Plan
CTS-MCO	Coordinated Transit System Management Company (BlueGO)
EPA	United States Environmental Protection Agency
ESL	English as a Second Language
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
LTCC	Lake Tahoe Community College
MPO	Metropolitan Planning Organization
NDOT	Nevada Department of Transportation
NEPA	National Environmental Policy Act
NTPUD	North Tahoe Public Utility District
OWP	Overall Work Program
PPP	Public Participation Plan
RTP	Regional Transportation Plan
RTTPC	Resort Triangle Transportation Planning Coalition
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCS	Sustainable Communities Strategy
SSTMA	South Shore Transportation Management Association
STPUD	South Tahoe Public Utility District
TACCD	Tahoe Area Coordinating Council for the Disabled

TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
TMPO	Tahoe Metropolitan Planning Organization
TNT-TMA	Truckee North Tahoe Transportation Management Association
TRPA	Tahoe Regional Planning Agency
TTC	Tahoe Transportation Commission
TTD	Tahoe Transportation District

Introduction

This document is the Public Participation Plan for the Tahoe Metropolitan Planning Organization (TMPO). The TMPO is the transportation planning agency for the Tahoe Basin, as designated by the federal government, and its goal is to provide for regional mobility. The TMPO is required to have a Continuing, Comprehensive, and Coordinated transportation planning process that considers all transportation modes, provides a forum for public input, and supports social and economic goals. The 3C process brings together transportation projects set forth by local agencies into one regional plan, prioritizes these projects and helps provide and locate funding for these projects.

Since the purpose of regional planning is to meet public mobility needs, a vital part of this planning effort is involvement of the public. Effectively involving different stakeholder groups in the regional transportation planning process is crucial for determining whether planned projects meet public needs, and for ensuring that public funds are directed to the areas of highest need. A clear planning process that facilitates a high level of public participation ensures well-prepared planning documents, which can then line the region up for funding and other opportunities.

Important considerations affecting participation of different groups are:

- Time, location, and accessibility of meetings
- Reaching people within their own communities and during existing meeting schedules
- Provision of food, childcare, and translation at meetings
- Presentations focused to specific interests of group
- Placement of announcements and flyers using different types of media

The TMPO aims to create a plan that outlines effective methods for reaching the many different groups of people and stakeholders in the Lake Tahoe Basin. The draft plan outlines feedback received from the public, and incorporates this feedback into the public outreach process for TMPO documents. Readers of this document should be able to learn of the many opportunities for public input, and how and when these opportunities occur. The goal of this plan is to invite greater public input into transportation planning, to make members of the public aware of all opportunities for input, to make clearer the sometimes complex planning process, and to cultivate interest in transportation planning in the Lake Tahoe Basin.

Tahoe Metropolitan Planning Organization (TMPO)

Under the federal Transportation Equity Act for the 21st Century (TEA-21), the Tahoe Region was designated as a Metropolitan Planning Organization (MPO). The jurisdiction of the TMPO covers all areas within the watershed that drains into Lake Tahoe. This includes parts of two California counties, El Dorado and Placer, and three Nevada counties, Douglas, Washoe, and Carson. The TMPO board is made up of 16 members. Fifteen of these members are the same members that make up the board of the Tahoe Regional Planning Agency (TRPA), which cooperatively leads the effort to preserve, restore and enhance the unique natural and human environment of the Lake Tahoe region. Seven of the TMPO members are from California and seven are from Nevada. There is one representative of the US Forest Service, in recognition of the major role this agency plays in transportation provision in the Basin, and one non-voting Presidential Appointee. Six members, who are locally elected officials or their designees, represent the units of local government.

The Tahoe Transportation Commission (TTC) serves as an advisory body to the TMPO. The core membership of the TTC is the board of the Tahoe Transportation District, created by the Tahoe Regional Planning Compact (Public Law 96-551) to own and operate intra-regional and inter-regional transportation services and facilities. The TTD and TTC boards share a membership that includes local jurisdictions, California and Nevada Departments of Transportation (non-voting), the US Forest Service, Transportation Management Associations, and an at-large position. In addition, the TTC includes a representative of the TRPA Advisory Planning Commission and a member of the Washoe Tribe.

The TMPO is charged with implementing a “continuing, comprehensive and cooperative transportation planning process among states and local communities.” By federal law, the TMPO is required to produce several documents, including a Regional Transportation Plan (RTP), a Transportation Improvement Program (TIP), an Overall Work Program (OWP), a Coordinated Human Services Transportation Plan (CHSP) and a Public Participation Plan (PPP). With the passing of California Senate Bill 375, California MPOs are now required to produce a “Sustainable Communities Strategy” (SCS) for reduction of greenhouse gasses as part of the Regional Transportation Plan.

Planning Factors

Federal regulations require that the MPO planning process provide for the consideration of projects and strategies that will:

- Support economic vitality of the area, especially enabling global competitiveness, productivity and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and freight;
- Protect and enhance the environment, promote energy conservation and improve quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

In addition, in accordance with both federal and state regulations, the MPO planning process shall:

- Include a proactive public involvement process;
- Be consistent with Title VI of the Civil Rights Act of 1964;
- Identify actions necessary to comply with the Americans with Disabilities Act of 1990;
- Provide for the involvement of traffic, ridesharing, parking, transportation safety and enforcement agencies, commuter rail operators, airport and port authorities, appropriate private transportation providers, congestion management agencies, other transportation agencies and commissions, and, where appropriate, city officials;
- Provide for the involvement of local, state and federal environmental, resource and permit agencies as appropriate.

- Provide for the involvement of affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations;

Federal Requirements for Public Participation

The TMPO proactively strives to involve the public in identifying and addressing transportation issues, with the goal of creating a strong working relationship between the TMPO and its constituents. Several Federal laws and regulations guide the TMPO in involving the public in its activities. They include:

- **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**

SAFETEA-LU states that the Metropolitan Planning Organization (MPO), in consultation with interested parties, shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

SAFETEA-LU also requires that a minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO.

- **Title VI of the Civil Rights Act of 1964**

Title VI states that, “No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefit of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” Title VI serves as the legal foundation for what is today referred to as environmental justice.

- **Americans with Disabilities Act (ADA)**

The American with Disabilities Act (ADA) of 1990 encourages the participation of people with disabilities in the development and improvement of transportation and paratransit plans and services. In accordance with ADA guidelines, all meetings conducted by the MPO will take place at locations which are accessible to persons with mobility limitations.

- **Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations**
Executive Order 12898 requires that disproportionately high and adverse human health or environmental effects on minority and low-income populations be identified and addressed in order to achieve environmental justice.
- **Executive Order 13175 - Consultation and Coordination with Indian Tribal Governments**
Executive Order 13175 was passed in order to establish regular and meaningful consultation and collaboration with tribal officials in the development of federal policies that have tribal implications, to strengthen the United States government-to-government relationships with Indian tribes, and to reduce the imposition of unfunded mandates upon Indian Tribes.
- **Clean Air Act Amendments (CAAA)**
The Clean Air Act Amendments (CAAA) of 1990 require the transportation community to improve air quality while sustaining adequate mobility for transportation users. CAAA and the transportation planning provisions of SAFETEA-LU (Section 6011 – Transportation Conformity) are intended to ensure that integrated transportation and air quality planning occurs among representatives of the MPOs, state and local air quality planning agencies, state and local transportation agencies, and other organizations in the areas designated by the U.S. Environmental Protection Agency (EPA) as non-attainment or maintenance areas.
- **National Environmental Policy Act (NEPA)**
The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) regulations implementing the National Environmental Policy Act (NEPA) of 1969 (as amended) outline requirements to carry out an environmental review process for implementing projects from a Transportation Improvement Program (TIP). NEPA has its own set of public participation requirements for review period and notification of interested parties on a project basis.

State Requirements for Public Participation

The State of California is taking a pro-active approach to reducing greenhouse gas emissions. California has its own public participation requirements for MPOs in relation to legislation on greenhouse gas reductions.

- **Senate Bill 375 (SB-375),**
Senate Bill 375 requires MPOs to adopt a Sustainable Communities Strategy (SCS) and/or Alternative Planning Strategy (APS) as part of the regional transportation plan. Senate Bill 575 further clarified the role of the TRPA Regional Plan as the Lake Tahoe Region's SCS. The SCS sets forth a forecasted development pattern for the region, which, when integrated with the transportation network will reduce greenhouse gas emissions from automobiles and light trucks to achieve greenhouse gas emission reduction targets approved by the state board. If greenhouse gas emission targets cannot be reached, then an APS shall be prepared. Each MPO shall adopt a public participation plan for development of the SCS or APS that includes:
 - Outreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, including, but not limited to, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interest, and homeowner associations;
 - Consultation with congestion management agencies, transportation agencies, and transportation commissions;
 - Workshops throughout the region to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices;
 - Preparation and circulation of a draft SCS not less than 55 days before adoption of a final regional transportation plan;
 - Public hearings on the draft SCS;
 - A process for enabling members of the public to provide a single request to receive notices, information and updates

TMPO Documents

The TMPO produces two major documents, the Regional Transportation Plan and the Transportation Improvement Program, that directly lead to the implementation of projects in the Lake Tahoe Basin. Smaller documents, such as the Public Participation Plan, Overall Work Program, and Coordinated Human Services Plan direct TMPO staff on how to create the RTP and TIP and identify priorities for work tasks and study areas. Public input is a vital component of each of these documents, and ultimately results in needed improvements to Lake Tahoe's transportation system.

Regional Transportation Plan (23 CFR 450.322)

The major document that the TMPO produces is called the Regional Transportation Plan (RTP). The RTP addresses a 20-year planning horizon. Through this document, the TMPO brings together transportation projects set forth by different local agencies into one plan, prioritizes these projects and provides funding for them. The RTP includes both long-range and short-range strategies that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods. By federal law, this Regional Transportation Plan is required to be fiscally constrained and meet air quality conformity standards and other state and federal requirements. The RTP is revised every four years as the Tahoe Region is in an air quality maintenance area. Regions that are not in air quality maintenance or non-attainment revise their RTPs every five years. In accordance with California Senate Bill 375, passed in September, 2008, RTPs must also include a Sustainable Communities Strategy (SCS) that outlines how the region will meet greenhouse gas reduction targets.

Transportation Improvement Program (23 CFR 450.324)

The Transportation Improvement Program (TIP) is a four-year document that includes all capital and non-capital surface transportation projects within the boundaries of the Tahoe Metropolitan Planning Organization that are either federally funded, regionally significant, or require a federal action. For a project to be included in the TIP, it must be in the RTP. High priority projects from the RTP are selected for inclusion into the TIP through the public process and a final decision by the TMPO board. For each project or project phase, the TIP includes a project description, estimated total project cost, amount of federal funds to be obligated, agencies responsible for carrying out the project or phase, and other project details. The TIP also includes a financial plan that demonstrates how the approved TIP can be implemented and recommends additional financing strategies for needed projects and programs. Only projects with assured or reasonably expected funding may be included in the TIP.

Overall Work Program (23 CFR 450.308)

The Overall Work Program (OWP) is a statement of work produced annually by the TMPO that identifies the planning priorities and activities to be carried out within the metropolitan planning area. The OWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, and the source of funds.

Public Participation Plan (23 CFR 450.316)

The Public Participation Plan (PPP) is a document that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

Coordinated Human Services Transit Plan

The Coordinated Public Transit Human Services Transportation Plan (CHSP) is a strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited income. The plan lays out strategies for meeting these needs and prioritizing services. All transit planning processes in the Basin should refer to the CHSP.

Special Planning Studies

The TMPO undertakes special planning studies that are listed in the OWP, for specific, large-scale projects such as a new transportation system or re-configuration of a downtown street layout. The studies identify feasibility of the project, impacts and benefits, and different alternatives. The public is asked to comment and be involved in the planning process for these studies.

Development of the Public Participation Plan

The development of this Public Participation Plan consisted of four major outreach components, intended to give the public a variety of mediums for providing input. These included a series of public workshops, a survey, targeted outreach to specific stakeholder groups, and follow-up phone calls to cooperating agencies that did not participate in any of the first three activities.

The goals of these outreach activities were:

- To learn from the public how they wish to be contacted and how they want to participate in the planning process;
- To generate interest in the transportation planning process;
- To educate the public on planning activities.

To generate interest and attract more participation, the public participation discussion and outreach was combined with initial outreach for the Regional Transportation Plan. Two “Transportation Roundtables” were conducted and an on-line survey was advertised along with the Roundtable announcements. A letter and a copy of the survey were sent to a list of approximately 500 individuals and agencies. The list included representatives from local, state, and federal government, natural and environmental resource agencies, churches, lodging associations, representatives of different transportation user groups, and participants in the Place-Based planning process. Notices were sent primarily through e-mail; however those without e-mails or those who were considered more effectively reached through mail were sent paper letters and surveys, along with pre-paid return envelopes. For a complete list of all groups contacted, see Appendix A. Additional outreach was carried out through newspaper ads in English and Spanish newspapers, press releases, flyers in English and in Spanish, and web advertisements.

Transportation Roundtables

Two transportation roundtables, one on the North Shore of Lake Tahoe and one on the South Shore of Lake Tahoe, were conducted in March 2008. Spanish translation and food were provided and advertised.

Roundtable agendas included:

- Demographic and traffic information
- Summary of proposed major RTP projects and policies
- Interactive activities on walkable communities
- Discussion on the best ways to reach the public and stakeholder groups

Surveys

A total of 273 surveys were completed between February 14 and March 19, 2008. This includes both paper and electronic responses. Near the end of the survey, respondents were asked to choose the transportation topics in which they were interested, and to provide their address if they wished to receive more information. In addition, at the close of the survey, respondents were directed to the TMPO website where there is a link for signing up for the TMPO mailing list.

Outreach to specific groups

There are several stakeholder groups that have unique input into the transportation planning process, but may be harder to reach than other groups. These include minority and low-income communities, second homeowners, and disabled and special needs. Minority, low-income, and special needs users in particular have high rates of transit ridership, walking and bicycling. Second homeowners are not always as frequent users of the transportation system, but they often have concerns that their voice is not heard in the planning process since they are frequently absent from the Basin during public meeting times.

In addition to the Roundtable and survey mailing, these groups were reached through phone calls to representatives, and announcements and/or discussion at regularly scheduled meetings. For a detailed account of these communications, please see Appendix B.

Results

The surveys and Roundtable discussions showed that e-mail was the preferred method for receiving information about public input opportunities, followed by community meetings and presentations to community groups. Newspaper and Website were also popular ways of learning of opportunities.

Other methods mentioned at the Roundtables and on the surveys were:

- Flyers at transit shelters and in the buses, with tear-off tags to take home
- School newsletters, which are often translated into Spanish
- MySpace, Facebook, and other on-line communities
- Newspaper "What's Happening" calendar

Suggestions from specific groups were:

Latino community:

- Provide information at existing classes, meetings, and congregations such as churches
- Have representatives of the Latino community give the presentations themselves
- Provide food, childcare, translation at meetings
- Go door-to-door with flyers announcing meetings
- Announce meetings on "Radio Azteca"
- Print announcements in local Spanish newspapers
- Distribute notices in Spanish through the school district

Disabled and Special Needs:

- Ensure that meetings are held at times and locations that are accessible by paratransit
- Mail surveys to social service representatives

Second Homeowners:

- Create mailing list from County Assessor Parcel database
- Post web banners on websites with weather and ski report information
- Request that local organizations such as non-profits and homeowner associations include information in newsletters and e-mail broadcasts to their membership
- Consult with Fire Safe Councils--they have been successful in reaching the second homeowners

For complete set of survey results, see Appendix D.

Follow-Up Contact

Calls and/or personal e-mails were placed to several public agencies with whom the TMPO collaborates and who did not respond to the survey or attend the Transportation Roundtables:

- U.S. Fish and Wildlife Service
- Nevada Division of Environmental Protection
- Washoe Tribe
- Tahoe City Public Utility District
- South Tahoe Public Utility District
- North Tahoe Public Utility District

A summary of the input received from these calls and e-mails is included in Appendix B.

Implementation of Public Participation Input

There were many new suggestions that came out of the Public Participation process. The TMPO selected those that staff feels can garner the most input from a diverse set of stakeholder groups, taking into consideration staff and resource limitations. The process itself, and future processes like it, will help to build the TMPO's mailing list, so that over time it may reach an ever wider audience during transportation planning activities.

At a minimum, public meetings and opportunities for public comment for all TMPO documents will be advertised and carried out in the following ways:

- E-mail and mailing to those on the mailing list.
- Announcements will be targeted based on interests indicated when signing up.
- Summaries of documents will be translated into Spanish where appropriate.
- Legal notices of comment periods will be printed in newspapers of local circulation, and mailed to U.S. post offices and libraries, and transit operators for posting on buses and shelters.
- Public notice of workshops will be provided at least 7 days in advance.
- Depending on the scale and focus of the document, specific stakeholder groups may be addressed at their regularly scheduled meetings, or specialized meetings to gain their input may be held.
- Input will be sought at regularly scheduled meetings of transportation entities around the Basin as appropriate, as listed in the "Ongoing Public Participation Forums" section of this document.
- Public meetings will be held at locations and times accessible by transit and paratransit, to the extent feasible.
- Public meetings for document input will set aside time specifically for hearing from the public, and will offer comment cards for those who do not wish to speak.
- Draft documents for review will be posted on the TMPO website, made available at the TMPO/TRPA front counter and available by e-mail or hard copy upon request. A small fee may be assessed for provision of hard copies.
- Techniques that help the public to better conceptualize and understand information will be used. This includes the use of large-format graphs, pictures and diagrams and maps in both documents and public workshops, and brainstorming techniques at public workshops.
- Through the Tahoe Transportation District (TTD) and Tahoe Transportation Commission (TTD), the TMPO will consult with agencies and officials responsible for other planning activities within the Tahoe area that are

affected by transportation. Interactive workshops at TTC meetings will provide for due consideration of other related planning activities in the area.

Other methods that may be used:

- Flyers posted at restaurants, cafes, ski resorts, Laundromats and other community locations
- Hold brief workshops or comment sessions on transit
- Providing food, childcare and translation at meetings

For public input plans specific to each document, see Appendix C.

Evaluation and Update of the Public Participation Plan

Constituents and technology are constantly changing, so the Public Participation Plan must be updated periodically to reflect those needs. The Public Participation Plan will be updated every five years. An outreach effort based on the feedback from the previous plan will be implemented and could include surveys, public meetings, announcements at existing venues, and other outreach methods cited in this plan. At a minimum, the TMPO should seek to obtain feedback from at least two representatives of each stakeholder group, and in some cases many more. Additional feedback should be solicited through brief evaluation forms handed out at the end of public workshops and attached to surveys.

Ongoing Public Participation Forums

While each TMPO document has its own specific public participation process, there are also ongoing public forums that TMPO staff participates in and through which the TMPO has frequent opportunity to hear from and interact with the public. These opportunities provide timely information about transportation issues and decision-making processes to citizens and other affected and interested parties. Each group or board that meets is listed in the table below.

Also, from 2003 to 2008, a series of intensive workshops related to the update of 20-year planning documents in the region has been taking place. These workshops are called the *Regional Planning Process* and the *Place-Based Planning Process*. The process solicits information from stakeholder groups on what environmental, social, and economic standards should be set, and how these standards should be attained. The Place-Based Process invites the members of the public from different locations around the Lake to share their vision of the community. Both of these processes have identified major considerations related to transportation that will be incorporated into the TMPO Regional Transportation Plan.

Public Forum	Description	Included Parties
Coordinated Transit System Management Company (CTS-MCO), also known as the BlueGO Board	The CTS-MCO board combines the existing transportation resources of public and private entities to provide more effective and cost-efficient services to both residents and visitors. The board meets the first Friday of every month.	<u>Board members</u> -TTD -TRPA -South Shore jurisdictions -South Shore casinos -Heavenly Ski Resort <u>Invited parties</u> -Public transportation employees
Resort Triangle Transportation Planning Coalition (RTTPC)	A multi-agency coalition whose function is to coordinate, plan, program, monitor and implement capital and operational projects in the North Lake Tahoe-Truckee "Resort Triangle".	<u>Member (MOU) Organizations</u> -Placer County -Placer County Transportation Planning Organization -Town of Truckee -Nevada County Transportation Commission -Tahoe Regional Planning Agency <u>Technical Advisory Group</u> -Includes jurisdictions, North Lake Tahoe Resort Association, TNT-TMA, Northstar Community Services District, and Caltrans
South Shore Transportation Management Association (SSTMA)	The SSTMA is a non-profit community forum advocating transportation and mobility solutions. It meets the first Friday of every month.	-Community organizations, businesses and public agencies
Tahoe Area Coordinating Council for the Disabled (TACCD)	The TACCD addresses the needs of disabled persons through promoting advocacy, accessibility, senior housing, transportation, including bike paths, and other programs. Meets every fourth Monday.	<u>Member Organizations</u> -State and local social service agencies -Local transit providers -Local jurisdictions -Employment agencies

		<ul style="list-style-type: none"> -Local non-profit organizations -Local educational institutions -Local planning agencies
Tahoe Metropolitan Planning Organization (TMPO)	The TMPO is the regional transportation planning entity for the Lake Tahoe Basin. The TMPO meets the fourth Wednesday of each month.	<u>Board members</u> <ul style="list-style-type: none"> -Elected officials of local jurisdictions; -State appointees; -Federal appointees; -US Forest Service <u>Invited parties</u> <ul style="list-style-type: none"> -General public
Tahoe Transportation Commission (TTC)	The TTC serves as a planning advisory body to the TMPO. The goal of the TTC is to link land-use planning issues with transportation. The TTC meets the second Friday of every month, after the TTD meeting.	<u>Board members</u> <ul style="list-style-type: none"> -Local jurisdictions, including the Washoe Tribe -California Dept. of Transportation -Nevada Dept. of Transportation -US Forest Service -Transportation Management Associations -At-large position -Representative from TRPA APC <u>Invited parties</u> <ul style="list-style-type: none"> -General public
Tahoe Transportation District (TTD)	The TTD was created through Article IX of the Tahoe Regional Planning Compact, Public Law 96-551. The TTD may own and operate public transportation systems and facilities, generate revenue, and provide inter- and intra-regional transportation service. The TTD meets the second Friday of every month.	<u>Board members</u> <ul style="list-style-type: none"> -Local jurisdictions -California Dept. of Transportation -Nevada Dept. of Transportation -At-large position <u>Invited parties</u> <ul style="list-style-type: none"> -Public transportation providers -General public

Truckee North Tahoe Transportation Management Association (TNT-TMA)	The Truckee North Tahoe Transportation Management Association is dedicated to fostering public-private partnerships and resources for the advocacy and promotion of innovative solutions to the unique transportation challenges of the Truckee-North Lake Tahoe Resort Triangle. It meets the first Thursday of every month.	<u>Board members</u> -North Lake Tahoe Resort Association -Town of Truckee -Ski Resorts -Other elected & appointed members
Unmet Transit Needs	Annual meeting held by the Tahoe Regional Planning Agency to determine unmet transit needs. This is a California state requirement only, but unmet transit needs are ascertained for both the California and Nevada sides of the Lake.	<u>Invited parties</u> Users of public transportation
Update of Bike and Pedestrian Master Plan project list	Occurs every five years with the update of the Regional Transportation Plan.	<u>Invited parties</u> -Local jurisdictions and planning entities -Bicycle advocacy groups -Users of pedestrian walkways and bicycle transportation facilities
E-mail list	Individuals can sign up by going to: www.trpa.org under "Transportation Planning"	The TMPO keeps an e-mail address list of all interested parties to notify them of opportunities for public input on TMPO documents.
Mail, phone, fax	Comments may be directed at any time to the transportation staff at the TMPO by contacting: Tahoe Metropolitan Planning Organization PO Box 5310 Stateline, NV 89449 Ph. 775-588-4547 Fax 775-588-4527	

Requesting Notice and Information

Members of the public may provide a single request to receive notices, information, and updates, by calling the Transportation offices of the Tahoe Metropolitan Planning Organization at 775-588-4547, or by visiting the TMPO website, at <http://www.tahoempo.org> and clicking on the “sign-up” button.

Integration with other Planning Agencies

In developing the RTP and the TIP, the TMPO works very closely with other agencies responsible for planning activities within the Tahoe Area. Since the TMPO shares its board and staff with the Tahoe Regional Planning Agency, there is a close linkage between local planning, environmental protection, and the transportation planning that goes into the RTP. In fact, much of the background planning that forms the basis of the 2008 RTP was gathered through the Basin-wide planning process called PATHWAY. This process combined the long-term planning efforts of four Basin agencies, including the Tahoe Regional Planning Agency, the US Forest Service-Lake Tahoe Basin Management Unit, the Lahontan Regional Water Quality Control Board, and the Nevada Division of Environmental Protection.

SAFETEA-LU also specifies that the planning process for both the RTP and the TIP shall include several specific groups.

I. Recipients of assistance under Title 49 USC Chapter 53 (Public Transit Capital and Operating Assistance). The groups that receive assistance under this Chapter are the same as those entities that serve on the Tahoe Transportation Commission (TTC) and Tahoe Metropolitan Planning Organization board, who are already involved in the public planning process.

II. Governmental agencies and non-profits that receive Federal assistance from a source other than the US Department of Transportation to provide non-emergency transportation services. The groups that receive Federal assistance for non-emergency transportation services from sources other than the US Department of Transportation are the same as those entities that serve on the Tahoe Transportation Commission (TTC) and Tahoe Metropolitan Planning Organization board, and are involved in the TMPO public planning process.

III. Recipients of assistance under 23 USC 204 (Federal Public Lands Highways grants). Recipients of Federal Public Lands Highways are the same as those entities that serve on the Tahoe Transportation Commission (TTC) and Tahoe Metropolitan Planning Organization board, and are involved in the TMPO public planning process.

IV. Indian Tribal governments. The Tahoe Metropolitan Area includes one Indian Tribal Government, the Washoe Tribe of Nevada and California. The Washoe Tribe is integral in major planning activities, and was active in the PATHWAY process which set the stage for the transportation strategies to be proposed in the 2008 RTP. During the public workshops and comment period for the RTP and TIP, special care will be taken to contact the Washoe Tribe and invite them to workshops and to comment on the documents.

V. Federal land management agencies. Federal public lands in the Tahoe Metropolitan Planning area include US Forest Service lands. The Forest Service is a member of both the TMPO and the TTD, and so will be directly engaged in the development of the RTP and TIP. As mentioned above, the Forest Service was also a major participant in the PATHWAY process.

Timeline

The timeline for development and approval of the Public Participation Plan is as follows:

Announcement of Transportation Roundtables and Survey Released	February 14, 2008
Transportation Roundtables	March 11 – 12, 2008
Latino Community Outreach	March and April, 2008
Opening of Public Comment Period	March 24, 2008
Closing of Public Comment Period	May 7, 2008
TTC Recommendation to TMPO for Adoption of PPP	May 9, 2008
Approval of PPP at Tahoe Metropolitan Planning Organization Meeting	May 21, 2008

Appendix A -- Stakeholder Groups Contacted

Local Government
State Government
Federal Government
Natural and Environmental Resource Agencies
Economic Development Organizations
Churches
Lodging Associations
Homeowner Associations
Neighboring Region MPOs and COGs
Representatives of the Disabled
Social Service Agencies
The Washoe Tribe of California and Nevada
Representatives of Users of Public Transportation
Representatives of Public Transportation Employees
Representatives of Users of Pedestrian Walkways and Bicycle Transportation Facilities
Providers of Freight Transportation
Freight Shippers
Private Providers of Transportation
Transportation Management Associations
Chambers of Commerce and other local business organizations
Tourism Organizations
Citizens
Non-Governmental Organizations
Participants in the Place-Based Planning Process

Appendix B -- Outcomes of Outreach Activities

Each public forum or individual contact yielded specific suggestions for effective public participation.

North Shore Transportation Roundtable

- Distribute info to schools, and they will translate into Spanish and distribute in their newsletters.
- Papers—list the event more often than just once. One way to do this is to get the activity listed in the calendar of events.
- Advertise in transit shelters, and on buses. Make tear-off tabs on the flyers so people can take info home.
- Advertise that we will have Spanish translation at events.
- Send to the Parasol Foundation, who can forward to their list of non-profits.
- Send to ski areas, which have lots of bus users.
- Need to get the Latino community to the meetings.
- E-mail to the Place-Based list.

South Shore Transportation Roundtable

- High School kids at the workshop suggested MySpace, Facebook, and other on-line communities. They suggested that a kid design the page.
- Flyers at schools and colleges, music stores (Mad About Music), restaurants and cafes (Sprouts).

Latino Affairs Commission of City of South Lake Tahoe

- Contact churches: Iglesia de Cristo Verbo de DIOS, St. Theresa's Catholic Church, Lake Tahoe Christian Fellowship. Flyers, make announcements there.
- Flyers, talk to people in person.
- Flyers at the two Mexican grocery stores and Mexican restaurants in South Lake Tahoe.
- Put a notice in Hispano de Tahoe (free newspaper delivered to all Latino households).
- Radio—AM, Radio Azteca. Hector Vazques—Sundays 4 – 12 (pm?).
- Notices through the School District.

Delicia Spees, South Tahoe Family Resource Center:

The main concern of the Latino community in South Lake Tahoe is sidewalks right on Pioneer Trail.

From Place-Based Meetings:

- Better web interface for reviewing documents. TRPA web is hard to use.

Tahoe Area Coordinating Council for the Disabled

- Mail them announcements
- Hold meetings in locations that are accessible for the disabled by transit. Be especially sensitive that flex routes end at 7 pm.

Jill Sarick Santos (former community member--South Shore; e-mail interview regarding outreach to Latino Community)

- Outreach to: Casinos, Ski Resorts, Family Resource Center, Churches, and the ESL program through LTCC (Specific contacts provided)
- Host a workshop with a native speaker or at least, someone fluent in Spanish to present the ideas for transportation.
- HAVE FOOD.
- Talk with them face to face.
- Child care for that meeting.
- Pay translators and facilitators.

Emilio Vaca (translator—North Shore; e-mailed regarding outreach to Latino Community)

- Go door to door with flyers.
- Hold specific, separate meeting with Latino Community

Kim Carr (second homeowner)

- Pull addresses out of Assessor Parcel database
- Announce through existing membership groups
- Connect with Fire Safe Councils—they have done successful outreach to second homeowners

U.S. Fish and Wildlife Service

E-mailed twice and called, did not respond.

Nevada Division of Environmental Protection

Preferred method of receiving and giving information is e-mail.

Washoe Tribe

Preferred methods for learning about public input opportunities are phone, e-mail, presentations to community groups and community meetings. Preferred methods for providing input are e-mail, mail and community meetings. They suggested a community meeting format that was a small group with community leaders and experts. Requested that the Washoe Tribe is treated like any other government (state or county) and is at the table.

South Tahoe Public Utility District

E-mail works fine. Make sure to include General Manager and Assistant General Manager in all e-mails with opportunities for commenting on transportation-related documents.

Tahoe City Public Utility District

E-mail is the preferred method for learning about opportunities and providing public input. Suggested holding open house workshops spanning workdays into evenings.

North Tahoe Public Utility District

E-mail, website, and structured presentations to community groups are the best ways to convey information.

Carson Area Metropolitan Planning Organization

E-mail is a fine way to distribute information to them.

The Tahoe Foundation TM

The Tahoe Foundation provided extensive comments on the PPP draft, and offered to host community Planning Forums at the Sierra Nevada College specific to transportation and its relationship to architecture and planning.

Appendix C -- Public Involvement Procedures Specific to TMPO Documents

Each TMPO document has a public participation process associated with it. In addition to those public input methods outlined in the "Implementation of Public Participation Input" section, the following sections give specific details on public noticing procedures, information dissemination, use of the World Wide Web, and other ways that the public is involved in the development of each document.

Regional Transportation Plan (including SCS/APS development)

Public Input Opportunities

- Public workshops. At least one workshop shall be held in each county in the region for development of the SCS and RTP. The workshops will be held in central locations that are ADA accessible and accessible by transit and paratransit to the extent feasible. Workshops targeted to the Latino community will be held separately. Each workshop, to the extent practicable, shall include urban simulation computer modeling to create visual representations of the sustainable communities strategy.
- Public review of Draft RTP. There will be a minimum 30-day public comment period on the draft RTP. The Draft RTP, including the SCS, shall be circulated not less than 55 days before adoption of a final RTP. Public comment will be accepted through e-mail, written mail, and fax. If the final RTP differs significantly from the draft made available for public comment, an additional 10-day public comment period will be added for review. There will be a minimum of two public hearings on the draft sustainable communities strategy in the regional transportation plan. To the maximum extent feasible, the hearings shall be in different parts of the region.
- Amendments and Administrative Modifications. RTP amendments that trigger a conformity analysis will require a 30-day public review period. Amendments or modifications which do not trigger a conformity analysis will require a 7-day public review period.

Incorporation of Public Comments

The TMPO will incorporate public comments into the RTP during a two-month period following the close of public comment. Comments and an explanation of how they were addressed will be summarized and posted in a separate document on the TMPO website. If the final RTP differs significantly from the draft made available for public comment, an additional 10-day public comment period will be added for review.

Transportation Improvement Program

Public Input Opportunities

- Public input for the development of the TIP will be held through TTC meetings. All interested parties will be provided with a reasonable opportunity to comment on the TIP and the TMPO will provide at least one formal public meeting during the TIP development process to solicit public input. The meetings will be held in central locations that are ADA accessible, during the regularly scheduled Friday morning meetings of the TTD and TTC.
- Public review of Draft TIP. There will be a minimum 30-day public comment period on the draft TIP. Public comment will be accepted at regularly scheduled TTC meetings and through e-mail, written mail, and fax. If the final TIP differs significantly from the draft made available for public comment, an additional 10-day public comment period will be added for review. The Final TIP will be presented to the TMPO Governing Board for formal adoption.
- Approved Administrative Modifications to the TIP will be available to the public via the TMPO website. Hard copies of the amendment will be available upon request.
- TIP Amendments will be presented at the TTC for review and comment. There will be a minimum 7-day or maximum 30-day public review period depending on the type of amendment. All comments will be assessed and documented. Amendments will be presented to the TMPO Governing Board for final adoption. Amendments will be noticed and available on the TMPO website.

Amendment Types:

- Amendments requiring a **New** Air Quality Conformity Analysis: 30-day public review and comment period
- Amendments that rely on the **Existing** Air Quality Conformity Analysis: 7-day public review and comment period
- Amendment containing only **Exempt** projects requiring no additional Air Quality Conformity Determination: 7-day public review and comment period

Incorporation of Public Comments

The TMPO will incorporate public comments into the TIP during a two-month period following the close of public comment. All comments and an explanation of how they were addressed will be listed as an appendix to the TIP, which may be posted separately on the TMPO website. If the final TIP differs significantly from the draft made available for public comment, an additional 10-day public comment period will be added for review.

Overall Work Program

Public Input Opportunities

- Public input on the development of the OWP will be accepted at regularly scheduled TTC meetings. The meetings will be held in central locations that are ADA accessible, at the regular Friday morning TTD/TTC meeting time.
- Public review of Draft OWP. There will be a minimum 30-day public comment period on the draft OWP. Public comment will be accepted at a TMPO meeting and through e-mail, written mail, and fax.

Incorporation of Public Comments

The TMPO will incorporate public comments into the OWP during a two-week period following the close of public comment.

Public Participation Plan (PPP)

Public Input Opportunities

- Public workshops. Public workshops will be held in combination with other transportation planning workshops. The workshops will be held in central locations that are ADA accessible and accessible by transit and paratransit to the extent feasible.
- Public review of Draft PPP. There will be a 45-day public comment period on the draft PPP. Public comment will be accepted through e-mail, written mail, and fax.

Incorporation of Public Comments

The TMPO will incorporate public comments into the PPP during a two-week period following the close of public comment. An appendix will summarize public comments and how they were addressed.

Periodic Review of Public Participation Plan

Every five years, with adoption of the RTP, the TTC and TMPO will conduct a review of the Public Participation Plan to ensure effectiveness of procedures and to ensure a full and open participation process.

Coordinated Human Services Plan (CHSP)

Public Input Opportunities

- Public workshops. Public workshops for development of the Coordinated Plan will be held through TTD/TTC meetings. The workshops will be held in central locations that are ADA accessible, during the regularly scheduled Friday morning meetings of the TTD/TTC.

- Public review of Draft Coordinated Human Services Plan (CHSP). There will be a minimum 30-day public comment period on the draft CHSP. Public comment will be accepted at a TTD meeting, Tahoe Area Coordinated Council for the Disabled meeting and through e-mail, written mail, and fax.
- Unmet Transit Needs Hearings are held bi-annually. One will be held on the North Shore of Lake Tahoe and held in conjunction with Placer County and the other on South Shore. The hearings will be held in central locations that are ADA accessible and at times accessible by transit and paratransit.

Special Planning Studies

Public Input Opportunities

- Depending upon the scale of the project, public workshops are often held to inform the public and receive feedback on project alternatives. The workshops are held in central locations that are ADA accessible, usually in the evening or at a time convenient for affected groups.
- Public review of draft studies. There is a minimum 30-day public comment period on draft studies. Public comment is accepted orally at workshops, through e-mail, written mail, and fax.

Incorporation of Public Comments

The TMPO incorporates public comments into the study drafts following the close of public comment. Summaries of comments received and how they were addressed are posted on the TMPO website.

Appendix D – Summary of Public Comment

<u>Date</u>	<u>Provided by</u>	<u>Comment received</u>	<u>Page number or section in final version</u>	<u>How this comment was addressed</u>
<i>First Draft</i>				
9/7/2007	David Kelly, TAACD	Add that the TACCD promotes senior housing and bike paths	p 17	Incorporated
9/19/2007	John Greenhut, City of South Lake Tahoe	I would suggest that you provide a definition section for the funding sources so that the casual reader knows what the acronyms mean, where the funds are derived, and how they can be spent.	p 20	Funding source references were expanded slightly to explain what they can be used for. Decided not to devote more of the PPP to funding guidelines--this is not the purpose of this document.
<i>Second Draft</i>				
4/28/2008	Steve Teshara, At-Large Member, Board of Directors, Tahoe Transportation District/Tahoe Transportation Commission; Chair, Truckee-North Tahoe Transportation Management Association; Chair, South Shore Transportation Management Association	Please note that the correct name for the Truckee North Tahoe TMA is: Truckee-North Tahoe Transportation Management Association (not Transit)	p 4	Incorporated

		<p>The core membership of the Tahoe Transportation Commission is the Board of the Tahoe Transportation District. You may wish to note this fact in paragraph two. Also note that the membership of the TTC includes the At-Large position (also on the TTD Board) and a representative of the TRPA Advisory Planning Commission (APC). The reference to the TMA's should be that they are transportation management associations (not transit). Note that the California and Nevada DOT members of the TTD and TTC are ex-officio (non-voting).</p>	<p>p 6</p>	<p>Incorporated</p>
<p>4/28/2008</p>	<p>Steve Teshara</p>	<p>It is my understanding that (as of FY-2007), development of a Coordinated Human Services Transportation Plan is also a requirement of SAFETEA-LU. Accordingly, the CHSTP should be included in the list of documents required in paragraph three.</p>	<p>p 6</p>	<p>Incorporated</p>

<p>4/28/2008</p>	<p>Steve Teshara</p>	<p>In reviewing the draft CHSTP (March 2008), the purpose appears broader than the current description on page 11. On page 4 of the draft CHSTP is the statement: "Transportation developed under a coordinated human public transportation plan could eventually unify all transportation services offered by public transit, private companies, non-profit and human services agencies." I am not clear if the CHSTP planning process must, by definition, be incorporated into the planning process for all other public transit services. It would be helpful if both the Public Participation Plan and the Coordinated Human Services Transportation Plan were clear on this issue.</p>	<p>p 11</p>	<p>Added that all public transit planning processes should refer to the CHSP.</p>
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4/28/2008	Steve Teshara	Resort Triangle Transportation Planning Coalition (RTTPC). Please change the RTTPC description to read as shown below, and adjust the list of "Included Parties" (taken from the executed RTTPC MOU): A multi-agency coalition whose function is to coordinate, plan, program, monitor and implement capital and operational projects in the North Lake Tahoe-Truckee "Resort Triangle." Included Parties: Member (MOU) Organizations: Placer County, Placer County Transportation Planning Organization, Town of Truckee, Nevada County Transportation Commission, Tahoe Regional Planning Agency. Note: RTTPC has a Technical Advisory Group (TAG) (listed members of TAG).	p 17	Incorporated
4/28/2008	Steve Teshara	Tahoe Transportation District. The description of this "public forum" should note that the TTD was specifically created in Article IX of the Compact (PL-96-551).	p 18	Incorporated

4/28/2008	Steve Teshara	You may also wish to note that Article IX was amended in 1997 by "substantively identical enactments" approved by California (Senate Bill 815) and Nevada (Senate Bill 24). The primary purposes of the amendments was to: 1) include private sector representation on the TTD Board; and 2) to expand TTD1s capabilities to include the authority to "own and operate support facilities for public and private systems of transportation or facility owned by a county, city or special purpose district or any privately owned transportation system or facility within the region."	p 18	Not incorporated--PPP is not designed to provide this level of detail
4/28/2008	Steve Teshara	Adjustments to the summary list of Board members should be made, consistent with previous notations in this letter.	p 18	Incorporated
4/28/2008	Steve Teshara	On this and several other pages, reference is made to the PATHWAY 2007 planning process. I believe the correct current reference to this planning process is PATHWAY. The name no longer includes a reference to the year 2007.	p 19	Incorporated

4/28/2008	Steve Teshara	For purposes of clarity, please reference the specific type of assistance provided under Title 49, USC Chapter 53 (page 19, # I); also, please reference the specific type of assistance provided under Title 23, USC Chapter 204 (page 20, # III). Note, these are the transit and highway titles, respectively.	p 20	Incorporated
4/28/2008	Steve Teshara	Please add the following Stakeholder Groups to the list of those contacted: Chambers of Commerce and other local business organizations, Tourism organizations, Transportation Management Associations	p 22--Appendix A	Incorporated
5/7/2008	Wade Hobbs, FHWA CADO Planning Team	Concerning the discussion of the Federal Requirements for Public Participation on Page 8 of the PPP Document. In the first sentence of the first paragraph under the first bullet titled Safe, Accountable, Flexible... I recommend that the sentence be revised to read: "SAFETEA-LU states that the Metropolitan Planning Organization (MPO), <i>in consultation with interested parties</i> , shall develop..."	p 8	Incorporated

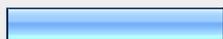
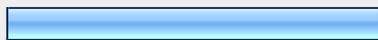
5/7/2008	Wade Hobbs	Appendix C – The appendix title in the TOC and the title in the appendix are different, You may want to consider removing the word 'plan' from the title in the actual appendix to be consistent with the title in the TOC.	p 2	Added the word "Plan" to the Appendix C line of the Table of Contents.
5/7/2008	Art George, Tahoe Transportation Commission Board Representative to the Washoe	Please extend the comment period for both drafts of the Public Participation Plan as well as the Coordinated Human Services Transportation Plan. There is not adequate time to get these drafts to the number of Washoe Tribal Members who are impacted by these issues. We would greatly appreciate your serious consideration of this request.		The 45-day comment period is longer than most comment periods on planning documents.
5/7/2008	Alexandra Profant, Founder/Director, The Tahoe Foundation™	The name, "Public Participation Plan" is vague. Suggest changing to "Public Opportunities to Participate in Transportation Planning in the Tahoe Basin MPO"		While we agree that the name does not convey the full scope of the document, we feel that it is concise, and follows federal guidelines. We do refer to the plan as the "Transportation Public Participation Plan" whenever possible to clarify that this document relates to transportation planning.

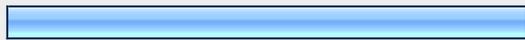
5/7/2008	Alexandra Profant	In the Introduction paragraph it would be helpful to outline how Public Opportunities to Participate in Transportation Planning in the Tahoe Basin MPO effects such things as land use/zoning, building allocations, and the ability to compete with other areas for money to fine tune or enhance existing service and/or change/add different service opportunities.	p 5	Added to Introduction, second paragraph: "A clear planning process that facilitates a high level of public participation ensures well-prepared planning documents, which can then line the region up for funding and other opportunities."
5/7/2008	Alexandra Profant	Also, to acknowledge the complexity in the unique planning process.	p 5	Added to Introduction, fourth paragraph, that one of the goals of this document is "to make clearer the sometimes complex planning process".
5/7/2008	Alexandra Profant	There is no mention of the TTD in the Introduction.		It is not appropriate to mention the Tahoe Transportation District (TTD) here.
5/7/2008	Alexandra Profant	There is no definition section...to define the terms "Planning", "Transportation Planning", "Implementation", "Plans". It would be helpful to laypeople to define these concepts and how each apply to which certain outcomes. For instance RTP Plan---> participation---> Outcomes	p 10	Added to introductory paragraph on this page: "Public input is a vital component of each of these documents, and ultimately results in needed improvements to Lake Tahoe's transportation system."
5/7/2008	Alexandra Profant	There is no organizational chart.		The TMPO will consider adding an organizational chart to its website, which will undergo an overhaul in the next year.

5/7/2008	Alexandra Profant	ADA. It would be helpful to point out that in Nevada a disabled person who can utilize paratransit has to be designated disabled by an MD.		This is not within the scope of this plan.
5/7/2008	Alexandra Profant	Appendix A: Stakeholders. I would like the Tahoe Foundation TM to be mentioned, if not specifically, then in a separate APPENDIX with others who contact you.	p 22, p 25	Added "Non-Governmental Organizations" to Appendix A, added The Tahoe Foundation TM to Appendix B and noted some of the communication from the comment letter.
5/7/2008	Alexandra Profant	To include the names, addresses, and phone numbers to the offices we as constituents need to contact to further our participatory efforts is paramount to include in this plan.	p 1, p 19	Included TMPO address, phone, and fax
5/7/2008	Alexandra Profant	The public comment period to respond to this draft needs to be extended.		The 45-day comment period is longer than most comment periods on planning documents. Also, extensive solicitation of input into the public planning process began in mid-February.

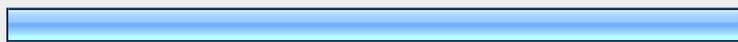
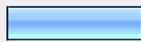
Appendix E -- Survey Results

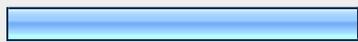
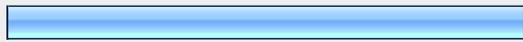
Public Participation

1. What group/groups do you consider yourself to represent?			Response Percent	Response Count
Public agency			21.1%	57
Public Transportation Employee			4.4%	12
Freight shipper			1.1%	3
Provider of Freight Transportation Services			1.1%	3
Private Providers of Transportation			3.7%	10
User of Public Transportation			24.8%	67
Bicyclists and Pedestrians			43.0%	116
Disabled			4.1%	11
Citizen/s (please skip to question #4)			50.0%	135
Other (please specify)			13.0%	35
			answered question	270
			skipped question	3

2. Have you heard of the RTP?			Response Percent	Response Count
Yes			60.0%	141
No			40.0%	94
JAW/jdw			answered question	235
			skipped question	38

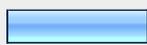
3. If yes, have you ever commented on this in a meeting, on a website, or some other way?				
			Response Percent	Response Count
Yes			21.2%	41
No			78.8%	152
			answered question	193
			skipped question	80

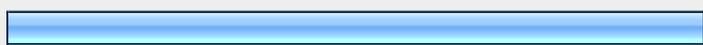
4. Would you be interested in learning about this plan and providing comments on it?				
			Response Percent	Response Count
Yes			84.5%	197
No			15.5%	36
			answered question	233
			skipped question	40

5. Have you ever heard of the FTIP?				
			Response Percent	Response Count
Yes			40.5%	87
No			59.5%	128
			answered question	215
			skipped question	58

JAW/jdw

AGENDA ITEM: VII.A.

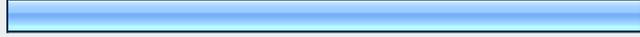
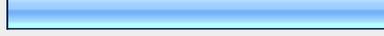
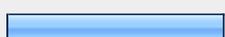
6. If yes, have you ever commented on this in a meeting, on a website, or some other way?				
			Response Percent	Response Count
Yes			16.0%	25
No			84.0%	131
			<i>answered question</i>	156
			<i>skipped question</i>	117

7. Would you be interested in learning more about the FTIP and providing comments?				
			Response Percent	Response Count
Yes			80.4%	164
No			19.6%	40
			<i>answered question</i>	204
			<i>skipped question</i>	69

JAW/jdw

AGENDA ITEM: VII.A.

**8. Through which methods would you be interested in learning about public participation opportunities for the RTP and/or FTIP?
(check all that apply)**

		Response Percent	Response Count
Phone		2.5%	5
Email		73.4%	149
Website		43.3%	88
Newspaper		43.8%	89
Blog		4.4%	9
Mail		22.7%	46
Presentations to Service/Community Groups		24.6%	50
Community Meetings		37.9%	77
Other (please specify)		4.9%	10
		<i>answered question</i>	203
		<i>skipped question</i>	70

JAW/jdw

AGENDA ITEM: VII.A.

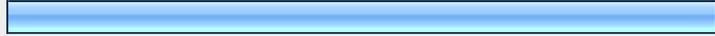
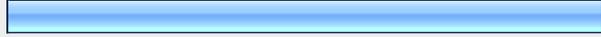
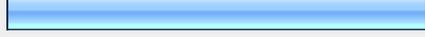
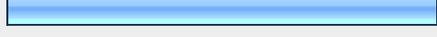
9. In what format would you prefer to provide comments on the RTP and FTIP?				
			Response Percent	Response Count
Phone			2.5%	5
Email			79.2%	160
Website			31.2%	63
Blog			3.5%	7
Mail			18.8%	38
Presentations to Service/Community Groups			15.8%	32
Community Meetings			31.2%	63
Other (please specify)			4.0%	8
			answered question	202
			skipped question	71

10. What is the best time for you to attend a public meeting? (check all that apply)				
			Response Percent	Response Count
Weekdays			41.8%	79
Weeknights			70.9%	134
Weekends			11.1%	21
			answered question	189
			skipped question	84

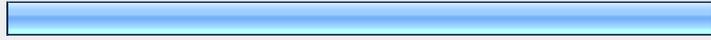
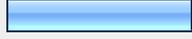
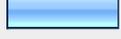
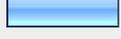
JAW/jdw

AGENDA ITEM: VII.A.

11. If you were to attend a community meeting, would you like to see any of the following features or formats?			
	Yes	No	Response Count
Open House	85.5% (118)	14.5% (20)	138
Structured Presentation with Community Discussion	97.3% (180)	2.7% (5)	185
Small Group Discussion	81.5% (106)	18.5% (24)	130
Other	33.3% (7)	66.7% (14)	21
		please specify.	12
	answered question		198
	skipped question		75

12. What topics are you most interested in receiving information about? (check all that apply)			
		Response Percent	Response Count
Regional and Local Transportation		81.9%	68
Public Transit		68.7%	57
Bike and Pedestrian Paths and/or Facilities		84.3%	70
Methods to reduce driving, including rideshare programs		49.4%	41
Environmental Issues - Air Quality and Global Warming		48.2%	40
Transportation Funding and Programming		55.4%	46
Connection between Transportation and Land Use		49.4%	41
JAW/jdw		AGENDA ITEM: VII.A.	
		Other (please specify)	7
	answered question		83
	skipped question		190

13. What is your primary method of travel to work, school, etc.?

		Response Percent	Response Count
Drive Alone		81.6%	155
Carpool		8.4%	16
Bike		21.1%	40
Bus		4.7%	9
Walk		12.6%	24
Combo of 2 or more		12.6%	24
Other, please specify		6.8%	13
		<i>answered question</i>	190
		<i>skipped question</i>	83

JAW/jdw

AGENDA ITEM: VII.A.

PUBLIC PARTICIPATION SURVEY – OPEN ENDED RESPONSES

What group/groups do you consider yourself to represent?

AAA	Nevada State Office of Energy
Action Watersports of Tahoe	Nevada State Parks
Alta Alpina Cycling Club	North Lake Tahoe Fire Protection District
Alta Alpina Cycling Club	Northstar Property Owners Association (NPOA)
Alta Regional Center	Pearl Izumi
bijou school, barton hospital	Placer County Transportation Planning Agency
CA State Parks	Quality Technoloty
California Department of Rehabilitation	Self Employed Business Owner
California Tahoe Conservancy	Sierra at Tahoe Snowsports Resort
Capitol Corridor Joint Powers Authority	Sierra Community Church
Chart House	South Tahoe Lodging, South Tahoe Tourism District
Choices for Children	STHS
Choices Transtional Servicers	STHS
City of South Lake Tahoe -- Fire Department	TACCD and NAMI S.L. Tahoe
City of South Lake Tahoe Ice Arena	Tahoe Area Regional Transit
Consolidated Municipality of Carson City	Tahoe City Downtown Association
Design Workshop	Tahoe City Public Utility District
DLF GLOBAL	Tahoe Mountain Sports
Douglas County	Tahoe Regional Planning Agency
El Camino Trailways	Tahoe Regional Planning Agency
El Dorado County	Tahoe Tallac Association
El Dorado County Air Quality Management District	Tahoe Valley Campground
El Dorado County Development Services Dept.	TahoeRimTrailAssn/SierraFrontRecreationCoalition
Embassy Suites Hotel	tax payer and citizen
Fehr & Peers	The Workforce Housing Association of Truckee-Tahoe
Fireside lodge	TKPOA
Granlibakken	Town of Truckee
Great American Stage	TTC
h2d communications	TTD & PCTPA
Heavenly Resort	USDA Forest Service
Horizon Casino-Resort - MontBleu Resort Casino & Spa	USDA Forest Service
Lake Tahoe Bicycle Coalition	user of public transportation
Incline Village General Improvement District	W.R.A.P. (Walk, Ride and Pedal) Incline Village/Crystal Bay
Incline Village GID	Washoe County
Lahontan Water Board	Washoe County
Lake Tahoe Bicycle Coalition	Washoe County Regional Parks & Open Space
Lake Tahoe bicycle coalition	Washoe Tribe of Nevada and California
Lake Tahoe Horizon Casino-Resort & MontBleu Casino Resort & Spa	
Lake Tahoe Unified School District	
LSC Transportation Consultants, Inc.	
LTSS Chamber of Commerce	
ltusd	
ltusd	
LTUSD	
NDOT	
Nevada Division of Environmental Protection	

Through which methods would you be interested in learning about public participation opportunities/providing comments for the RTP and/or FTIP? (check all that apply)

- TACCD
- Flyers posted in key locations around town and at bus stops
- Pathway 2007 and LTFAC meetings
- Need easy access in an interactive way so I don't get too bored.
- Video Conference
- REQUIRE VALID ID FOR BLOG AND EMAIL, NAMES!
- Memorandum
- Surveys like this

Do you have any other suggestions for involving the public in local and regional transportation planning and programming?

AREAS FOR PARKING
Ask people to make suggestions as to what they think should be done to improve transportation. I found that pathway 2007 meetings often didn't provide a place for people to make suggestions. I would go to meetings wanting to suggest something and found no place or time to do that.
Better public transport up and down Hwy 50. More regular routes, MODERN, natural gas buses with open space inside, and clean so guest will use. Much more frequency (every 15 minutes at standard stops) to get more ridership. Perhaps FREE service??? This is the method in Park City UT, Breckenridge, CO and others. Why cant we make our services free with govt subsidies for public transport?
Community Meetings are most effectual. Advanced noticing of at least 2 weeks and holding them in the evenings
Community meetings seem to be the best forum for obtaining community input, but varied times would be nice for people that work so that more people could attend. Also, providing transportation solutions for those who have difficulty getting to the meetings.
Continue to involve public and private sectors to plan and operate high quality, service oriented, and cost efficient public transit, that is sufficiently convenient and nice enough to compete with the private automobile --- and that reduces road congestion and is more healthy for the environment.
COOPERATION -- Less talk, more action
Educate the public on Dual-Mode Guideway System Capacity and State Evacuation Systems
Get the kids involved, they are going to need to make these changes
Hold specific meetings about cycling in-around the Tahoe Basin
Hold workshops/or brief comment sessions on transit (of all types) so you reach the transit user community. This has been good PR for us, and insight.
Interactive website
More bike and ped paths and connections
More publicity via the local media. If locals don't know about the meetings, they won't show up with their opinions and input. Surely, that's not a good idea.
Need to find ways to capture those who don't live in urban core areas. For example, Meyers residents. Most transit related focus has been on the more developed areas, so people in less developed areas may be less apt to pay attention.
need to involve/engage second home owners by creating more options for them to "leave car at home" when they visit Lake... think bus, van, train, smart carpool/ridesharing... and then providing incentives for such behavior (think parking fees, free bus passes, free drink vouchers

at bars, dollar off coupons from merchants...let's reward those sacrifice the convenience of the car
Need to serve late hour employees and area visitors
Notices/questionnaires (English/Spanish) on buses and posted in bus stop shelters.
Please make sure the Washoe Tribe is treated like any other government (state or county) and is at the table.
Posters in stores, restaurants, ski resorts
Postings of meetings at public locations (such as the post office). Attach a loudspeaker to a car and visit the neighborhoods in the evening.
Provide food
Public education such as newspaper articles
Reach our visitor markets (Sacramento and Bay Area, Northern Nevada) in addition to local needs/concerns.
Sidewalks and bike paths/lanes have long been the facilities most requested by the community.
Some of the money TRPA is paid needs to go to the locals.
Study of Light Rail
survey tourists seasonally survey residents and tourists about parking needs
use local groups to help educate and increase involvement in planning
We need to get the community excited about its design and meet their needs so it becomes something for them, not only for those who live outside the community (visitors, service workers, etc). We must make it fun, fast, frequent, friendly and for us all! It needs to be part of what we are most proud of here in the Basin and each community must have local transport that really works if we expect regional and intraregional transportation to be successful. Let's be remembered for our outstanding transportation system which is designed for and by those who want to use it, will use it and also those who don't know at this time how proud they will be of it and WILL want to use it because it works!

What needs or gaps in service do you recognize for elderly, disabled or low income transit riders?

1) Curb to curb public transit is sometimes impacted so heavily that our developmentally disabled consumers are unable to use it reliably for work. 2) Access to county is limited.
All gaps. Not enough frequency, terrible buses. Bad service overall.
BLUE GO is a horrible name for our bus service. It should be called something like "Public Bus". People don't even know that it's a public bus. Bus routes should be posted at bus stops. Bus stops should have shelter from the weather. Sidewalks to the bus stops should be plowed in winter. DUH!! Bus stops should have a place where the bus can pull out of the traffic lane so that the bus doesn't cause traffic jams when it stops to load or unload people.
Blue Go is simply not user friendly enough. Even getting to bus stops is very difficult in the winter.
Distance to bus stop. Snow removal. No sidewalks in winter. Pedestrians forced to battle the cars walking in the road. Get splashed with road slush. No service to Stateline/Meyers.
For low income workers, the housing to job distance, and lack of service external to Tahoe. For other user groups, there are probably unmet needs. Our service is minimal to Tahoe and unable to become any sort of gap to such needs.
Getting to Site locations and their accessibility
Increase in service hours would be helpful, as well as improvement of service connections in the Truckee area.
Irregular transportation hours. Needs to be more routine so the bus can be used at all hours.
Lack of regular public transit in South Lake Tahoe. Dangerous for cyclists and walkers on Hwy 50

lack of service after dark, especially in winter lack of service that goes all the way around the Lake Lack of service to Reno and Carson City
Lack of timely transportation to and from work. It currently takes too long to make connections between routes to easily get to work.
lack of walkable community in the North Shore for able or disabled pedestrians
late hour employee transit
Limited hours of service for Blue Go Door to Door outside the city limits.
limited routes in the community and limited after hour service and horrendous maintenance of current transit busses
need later door to door service for disabled public riders. now the cut off time is 6PM for Blue Go.
Night time service in El Dorado County. West slope links to Tahoe. Reduced headways on fixed route service
Nights year round; Lighting.
NO WALKWAYS -- do the Hwy 50 project, PLEASE.
PARKING
poor or no sidewalks for walking, sierra house school gets very upset about walkers interfering with car traffic
Possibly need more options for those outside of urban core areas. I don't know enough about services to really identify gaps for these groups.
public transit for the region
Return to Door-to-Door service and extend hours of operations.
services are not equal to what these people receive in the other parts of Washoe County.
sidewalks. snow removal. visually attractive transit vehicles. alternative fuels transit vehicles.
TART provides absolutely no services in our community for senior, disabled or low income transit riders.
TART stops in the winter are not cleared well and streets in Kings Beach do not have sidewalks and are unsafe to walk to the TART stops.
The best option for elderly or disabled is oftne special paratransit or taxi
The overall services could be improved. Clients have had many complaints over the years.
There are many needs for tribal members, especially because so many are low income and can not afford to have a car. There are many tribal members who work in Dresslerville but have trouble getting back to their homes in Carson City or Woodfords. Public transit to provide transportation to down-town areas may help more people enter the workforce.
Too costly, lack of area coverage, no security and lack of cargo and wait times!
Twice daily transport to Reno for employment and/or shopping.
Very poor transportation here at the Lake
We are a private sector charter company. We get many calls for service from Sacramento to Lake Tahoe. Since Greyhound canceled its service there are no transit or schedule buses to the region. We offer only day trips in to a casino. Karen: I can only help with knowledge we have that people wanted public transportation to Lake Tahoe have no options. If they can't drive a car, they can't get there. If the agency had a pick-up from Placerville in the AM and return in the PM, it might meet this need.
We could do the Tahoe Loop easy enough, we need an effective branch to our lesser covered routes
We need local transportation to be free to the riders and work out some other manner of funding to support it!
We need to get pedestrians and wheelchair-bound people off of highway 50 and onto sidewalks or busses.

What types of transportation would residents be likely or very likely to use that is not provided?

1) sidewalks with street lights, maintained year round for pedestrian use, 2) park and ride lots for users of Amtrak and South Tahoe Express bus services, 3) park and pool lot in Meyers for outdoor enthusiasts
1/2 hour buses
A boat transportation system to get people around the lake.
a bus or two that circle the lake in a clockwise direction.
A Bus to and from Meyers
A light rail system
a more reliable bus system for locals and tourists
a variety of local choices that are frequent, free, and access according to need
Air transportation into and out of the Lake Tahoe area.
Better bike lanes, an efficient bus or van system
Better bus stops and sidewalks
bicycle lanes would facilitate greatly
bicycle trail on West Shore (Homewood to South Lake Tahoe) and in Crystal Bay
Bicycle, if safe bike routes available
Bike if better paths/sidewalks are provided. I live 5 miles from work but won't ride because of winter-caused narrow roads and lack of paths.
Bike if the bike lanes were better.
Bike if there was a separate bike path.
bike path around lake public transit around the lake public transit to Reno and Carson City
Bike path network
Bike paths
bike paths
Bike Paths and Bike Lanes
Bike Routes, if there were more bike routes, residents would choose them over driving.
bike trails
Bikes
Bikes, bikes bikes
Bikes, on a safe, well-planned, and integrated bicycle path system. Walking on snow-plowed pedestrian paths. Buses or light rail if it was convenient, timely, and inexpensive. Since this is my chance to comment, I would like to see the TMPO enforce that bicycle paths that are part of the Tahoe Regional Bicycle and Pedestrian Plan, be built out when NDOT and Caltrans do road improvement and water quality projects in the Tahoe Basin.
Bikes, walking
Bikes, with safe bike paths interconnecting all points; comprehensive coverage of public transportation
boat shuttle
boat transit. bus transit that is more frequent, on time and reliable
Bus
bus - nearest bus stop is 2/3 mile from my house
bus line to Meyers...
Bus services that run later in the evening
Bus, bike,
Connections from Kingsbury Express. Tahoe Youth and Family Services clients are users of public transportation regularly. The transportation barriers create barriers to receiving services and being consistent. Please come to the Lake Tahoe Collaborative, a meeting of human

services agencies each 2nd Monday at 1 pm at Al Tahoe.
consistent free or reduced cost shuttle services between visitor opportunities such as from Tahoe City to Squaw valley etc
Door-to-Door, Destination-to Destination
Dual-Mode Guideway Vehicles and Guideway Systems, because a six foot wide Guideway replaces twelve lanes of highway traffic! You save \$110 Million dollars for every mile you implement!
efficient economic bus service to and from the reno airport from incline; current taxis and shuttles are too expensive
expand bus service/public trans to meyers and xmas valley
expanded bus service (more frequent service going later in the day). year-round clear bike paths for walking/biking
Expanded public transit -- higher frequency (in particular) and longer hours of service Cleared sidewalks and multiuse paths in winter
Free bus service on modern, natural gas buses.
Free or low cost buses
Free, consistent (timing) transit service
Free, frequent jitney or bus service to key points of interest.
Frequent dependable service.
frequent, free, and far reaching public transit, like buses or small vans
Getting people out of their cars is going to be extremely difficult in Lake Tahoe. This area is not built for public transportation.
home/destination pick-up (seniors/disabled), casino workers bus service, elevated light rail
hybrid buses
If sidewalks and bike lanes were kept clear in winter, more people would bike for longer portions of the year.
I'm not sure you want to exclude visitors
inexpensive bus scheduled for 8AM 5 PM an Casino shift change times
Just more frequent and organized service to places like Meyers.
late night employee transportation
Light rail down the center lane of Hwy 50
light rail?
modern buses that run on time and have more scheduled routes that INCLUDE the county...Tahoe Paradise, Myers, Christmas Valley
mono rail system along hwy 50
Monorail
Monorail
more bike paths all over the city, using bike paths for walking on east end of pioneer
More bike paths and bike lanes - if Truckee is included, especially along Glenshire Dr
More bus stop routes throughout the City
more busing, more bike lanes, more pedestrian access throughout Truckee
More complete bus service
More convenient, inexpensive local, small transit.
more fingers into the neighborhoods rather than just main roads. Also regular year round transportation over 267 between North Shore and Truckee
more frequent
More frequent bus schedule would help what is already in place
More frequent schedule of bus services. The span between the bus time schedule is not user friendly.
More frequent service, wider use of routes, more efficient buses, some network of continuous

service completely around the lake connecting on one route all communities and major recreation areas.
More frequent service; also, focus on providing more options to/from less urbanized areas. Need to provide more options during late night hours, perhaps with a focus on weekends, for those staying out late, including tourists. Many options I've heard of tend to end well before midnight. Bike lanes (Class 1) should be provided along every highway as possible. For example, when Caltrans did work along hwy 50 between Meyers to the Y, they could have added a bike lane off to the side, providing a safer option for bicycle travel than what currently exists. This would likely be used by many Meyers/Xmas Valley residents. This is just one example of where highway projects are done without using the opportunity to add bike lanes. Need emphasis on clearing paths for bikes/peds in the winter months.
more frequent shuttles
MORE MORE MORE. that's what is needed, more bus routes, availability, access etc. Cable cars, something cute
More regular bus service that goes into the evenings. Late night bus between N Shore/Truckee and vice versa. We need to get the ferry to happen. Transit has to be "cool" for visitors to use it and if it's regular enough for visitors then it will be more than sufficient for workers.
More ski shuttle stops along pioneer trail between ski run and highway 50
motorcycle,running,taxi
North Lake Tahoe - South Lake Tahoe North Lake Tahoe - Reno
North shore to Carson Valley or Reno
north to south and vice versa shuttles
Off Road Bike Trails Buses on more frequent schedule
On occasion, I would use a bus or some coordinated carpooling from Stateline to Incline Village.
Open-Ended Response
Overhead Gondola from one end of town to the other
Programs similar to Citi Lift provided by the RTC in Reno and Sparks
public transit from Meyers to South Lake Tahoe scheduled to run on 15 or 30 minute intervals...
recreation based transit - buses equipped with bike racks, kayak carriers, etc. that circulate and stop at key beaches
regional public transit
regular cost effective services that provide easy access
Regular transport from North Shore to South Shore. Regular, clean, and cheap Hwy 50 transport. Regular transport from outside the basin to inside the basin to reduce traffic, emissions, and NPS pollution. Regular public transport to the Bay Area in a dreamworld.
Relative to other towns/cities/regions, there are no major new transportation options that residents are not being offered. The land use pattern of Tahoe does not provide cost effective options for residents, especially given changing demographics, and job to work locations.
Safe contiguous sidewalks of standard width with benches for resting and free of snow in the winter.
Safer means of walking and biking to work. Sidewalks and bike trails that are clear of snow and connect our communities more strategically. It is a crime that our most financially challenged members of our communities have to take their lives in to their hands every time they walk to work or walk to get groceries. Priorities should be identified for our neighborhoods that have the greatest need for pedestrian amenities based on income,proximity to transit stops, businesses and schools.
service off pioneer blvd. Car pooling
Shuttle to work and back. I'd use a train if one was available, but that seems like just a dream.

Side Walks
Side walks for walking, bike lanes, short loop consistent and reliable small buses for residents and tourists, mass transportation from Reno and Sac for tourists etc.
sidewalks sidewalks sidewalks!
SIDEWALKS
Sidewalks and cohesive and connected bike path system and bike lanes
Sidewalks for walking on. Better bike trails. Better bus transportation to the neighborhoods.
sidewalks in entire city area....cleared in winter... and safe bike lane...with NO bikers on highway!
sidewalks, bike paths/lanes, low cost, efficient public transit
Since my home is located in the county not the city, it would be helpful for blue go to have home pick up in the county
ski lifts from parking in tahoe city to ski areas!!!
Some form of bus or train from Sacramento to Truckee, with wi-fi, safe, costing maybe 15 or 20 bucks and with free shuttle to Tahoe City plus positive incentives in form of coupons, vouchers, etc. or negative incentives in form of toll on private car (eg at Squaw Valley along river road)once they arrive at Lake.
Sr. Vans to Doc. Visits Door to door vans in County area Keep Blue Go expand to County area where there is no service out beyond Meyers
summer: electric open air cable/bus, similar to what is offered, additional routes and equipment
There is no transportation provided in the Keys. bus service from the business park at Venice and Keys Blvd or 15th street and 89 for instance might be frequently used.
there is only bus transit provided so there is not much of a choice. My clients would use bike lanes, sidewalks, crosswalks, pretty much anything that will SAFELY get them from point A to point B and none of those options exist in Kings Beach.
Train, Vanpool
transportation to work or school outside of regular business hours.
Ultimately, people will be using cars to get around. Developing bike trails, carpooling, buses, boat travel, etc., will not solve any of the issues because of the way people travel and recreate. I would be curious to know how many of the people involved with this effort actually utilize alternative transportation methods - I suspect a few do, but the vast majority do not, which says something.
Unless the Counties are willing to commit endless streams of dollars to public transit it will remain unreliable and unuseable.
water shuttle
water taxi more and better bike trails public transit focused on specific events
waterborne
Waterborne
Waterborne around the lake
We need an infrastructure that reflects our values as an environmentally aware community of outdoor enthusiasts. This means improved bicycle and pedestrian paths.
Well demarcated bike lines and sidewalks seem like a good place to start. It's incredible that we have folks walking down Hwy 50 or Pioneer with no sidewalks in the year 2008. It is very unsafe and arguably racist/classist for the working people in our community.
What types of transportation would residents be likely or very likely to use that is not provided?
year-round transportation that serves the entire basin

appendix k

COMMENTS

PUBLIC COMMENTS

DATE	PROVIDED BY	COMMENT RECEIVED	RESPONSE
8/17/12	Pam Brunmeier, Caltrans	A new SHOPP Storm Water Mitigation was just approved in the SHOPP/CTIPS. The print-out is attached below. The PM would like to begin PE work as soon as possible, so this would need to go in both the 2011 and upcoming 2013 FTIP's. At the very least, if the PE could get programmed in the 2011 FTIP and then the entire project in the 2013 FTIP, that would work for us.	Added project to the 2011 and 2013 FTIP.
8/17/12	Abhijit Bagde, Caltrans	Page 7, 7.2: Please note that TMPO's executive director has delegated authority from Caltrans to approve administrative modifications for the FSTIP	Note added.
8/17/12	Abhijit Bagde, Caltrans	Page 8, paragraph 4: Remove reference to HES program . Add Highway Safety Improvement Program(HSIP), High Risk Rural Roads Program (HRRR) and Safe Routes to School (SRTS) Program	Removed HES and added HSIP, HRRR, and Safe Routes to School.
8/17/12	Abhijit Bagde, Caltrans	Include draft board resolution.	Included board resolution.
8/17/12	Abhijit Bagde, Caltrans	Include language regarding TMPO's administrative modification process.	Added language.
8/17/12	Abhijit Bagde, Caltrans	Provide the financial summary in the electronic format(see 2013 FSTIP Resources section under link below) when submitting final 2013 FTIP to Caltrans.	Sent electronic format to Gwyn Reese on 7/18/12. Will send electronic format to Caltrans Oct 1.
8/17/12	Abhijit Bagde, Caltrans	Please confirm if "CA State Funds" identified in the Revenue-Appendix are the RSTP State Exchange funds.	The CA State Funds are not RSTP funds.
8/17/12	Abhijit Bagde, Caltrans	TMC0203: Projects with the construction cost (excluding support costs) and /or the right of way cost (excluding support costs) more than \$1 million, all STIP-IIP or RIP funding portion of the project shall be programmed with 100% "STIP-AC" fund type. See pages 8 and 9 of the link below for guidance.	Updated project. Programmed all RIP funding with 100% STIP-A C fund type.
8/17/12	Abhijit Bagde, Caltrans	TRANS01, TMC0406: List the applicable transit agencies under MPO Comments field in CTIPS.	Listed the transit agencies in the comments field.
8/17/12	Abhijit Bagde, Caltrans	EDC04: STPL Exchange funding in the amount of \$1523,000 is not included in the financial summary. Please clarify.	The STPL exchange amount for EDC04 is \$153,000 and is included in the financial summary.



MEMORANDUM

Date: September 10, 2012

To: Tahoe Transportation Commission (TTC) Board of Directors

From: TMPO Staff

Subject: Summary of Proposed Changes to Public Draft Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), *Mobility 2035*, in Preparation For Final Approval

Action Requested:

No action necessary, informational item only. The TTC Board is requested to review and provide feedback on the proposed changes to the draft Regional Transportation Plan, *Mobility 2035*, in preparation for approval of a final document in November 2012.

Background:

The TMPO released the draft Regional Transportation Plan (*Mobility 2035*) (RTP), and associated environmental review documents for public comment on April 25, 2012. The comment period for the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the RTP closed on June 28, 2012. While policy-level comments are still being accepted on the RTP up until final approval of the document, the majority of comments on this document have likely been received. At the August TTC meeting, staff presented an overview of these comments to the TTC board and agreed to bring the text of substantive changes to the TTC at its September meeting.

In addition to changes based on public comment, staff has made changes to the project lists and revenue tables in Chapter 6, Funding and Implementation Strategy, due to the approval of MAP-21 (Moving Ahead for Progress in the 21st Century Act, P.L. 112-141), the federal surface transportation funding act, which was approved on July 6, 2012. This bill changes the names and authorization amounts of some federal funding sources on which the draft RTP revenue estimates were based.

Discussion:

New substantive text has been or will be added in four locations in the document (Attachment A). New text includes:

Executive Summary

- Added text on page ES-2 to discuss visitor population levels:

“Overnight and day visitors can triple the Region's population to over 150,000 people during peak periods. In addition, over the past decade more of the region's housing stock has been converted to vacation rentals and secondary homes.”

Chapter 2, Goals and Policies

- Added Policy 1.5 to match corresponding policy proposed to the RPU committee working group in the RPU: “TRPA/TMPO supports sustainable transportation infrastructure and operational programs that provide environmental and community benefits.”
- Modified Goal 10.7, Level of Service (LOS) Standards to reflect language agreed upon by the Bi-State Consultation. The language allows LOS standards to be exceeded when provisions for multi-modal amenities and/or services are adequate and provided at a level that is proportional to the project generated traffic in relation to overall traffic conditions on affected roadways.

Chapter 3, Sustainable Communities Strategy

- Added text before the last paragraph on page 3-4, in the “Land Use and Transportation Connection” section:

“The possibility of reducing the development footprint in the Lake Tahoe region through an innovative development rights transfer program could provide for significant reductions in per capita GHG emissions from private vehicles and can be complemented by the development of a land acquisition program that retires, or in some cases transfers, excess development rights. TMPO supports the development of such a program by partners, including the consideration of necessary commodities to support proposed transportation investments. Acquisition programs have had past success in the Tahoe region, increasing public land ownership from 50% in 1982 to 90% in 2010 and resulting in environmental improvement. This type of program would be an ideal candidate for various potential revenue sources such as California “Cap and Trade” funding, private sector, and other sustainability funding programs.”

Chapter 6

- Added text under “Tier 2 Revenue Sources” on page 6-17:

“Implementing Lake Tahoe Transportation Mandates - Between the level of visitation to public lands in Lake Tahoe, and the Federal and state mandate to reduce the dependency on the private automobile (Public Law 96-551 and CA Govt. Code § 66801), it is clear that standard formula distribution of state and federal transportation funding based primarily on residential population is not sufficient to fund the federal and state share of Transportation EIP improvements. In addition to new local funding sources under consideration it is

necessary to improve federal and state funding participation in order to represent the over 85% public land ownership in the Lake Tahoe Region. TMPO will continue to work with federal and state partners to fine-tune existing funding formulas to utilize a blended population number that includes second homeowners, full-time residents, and visitors. This adjustment could accelerate sustainable transportation investments identified in *Mobility 2035* (Tier 1 & 2 projects).”

Staff also updated Chapter 6, Funding and Implementation Strategy, to reflect changes based on the approval of MAP-21. See Attachments B, C, and D for these changes.

- Updated Figure 6-2, Tier 1 Constrained Revenue Forecast, to reflect changes in federal funding sources based on approval of MAP-1. Added revenue projections under local fund source to reflect potential funding from public utility and general improvement districts that were not included in the April 25 draft.
- Updated Figure 6-3, Tier 1 Constrained Project List and Figure 6-5, Tier 2 Unconstrained Project List, moving approximately \$50 million dollars’ worth of projects from the Tier 1 Constrained list to the Tier 2 Unconstrained list (from what was previously a total \$750 million budget in 2013 dollars), to reflect reductions in reasonably foreseeable revenues.

Next Steps:

At the October TTC meeting, staff will discuss the approval process for the RTP/SCS and the EIR/EIS for November 2012.

Additional Information:

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

Attachments:

- A. Proposed Text Changes to RTP
- B. Proposed Changes to RTP Constrained Revenue Table
- C. Proposed Changes to RTP Tier 1 Constrained Project List
- D. Proposed Changes to RTP Tier 2 Unconstrained Project List



EXECUTIVE SUMMARY

Figure ES-1 Legal Planning Requirements Met by the RTP

Required Document	Requiring Entity or Legislation
Long Range Transportation Plan	Federal requirement (SAFETEA-LU)
California Regional Transportation Plan	State of California
Regional Transportation Plan	Bi-State Compact
Sustainable Communities Strategy (SCS)	California State Bill 375 (SB 375)

Regional Trends and Performance Measures

Demographic and Economic Trends

The Tahoe Region has seen a decline in both population and economic vitality over the last decade, emphasizing the need for transportation system investments that support the Region's prosperity. Demographic trends include the following:

- The population of the Region fell from 63,000 in 2000 to 54,000 in 2010, a decrease of almost 13 percent; this was due to several factors, including a declining economy and a dramatic increase in residential home prices. School enrollment declined 35 percent during that same period.
- [Overnight and day visitors can triple the Region's population to over 150,000 people during peak periods. In addition, over the past decade more of the region's housing stock has been converted to vacation rentals and secondary homes.](#) From 2000 to 2010, the percentage of secondary residences used for recreation or seasonal use increased from 39 percent to 44 percent of all homes. The Region has also experienced an increased vacancy rate.
- Between 2000 and 2007, the Region lost almost 2,000 jobs, and currently has an unemployment rate of between 13 and 19 percent, depending on the area.
- Employment in the gaming industry, traditionally a major economic driver in the Tahoe Region, has declined by 50 percent since its peak in 1996. However, total employment in recreation and hospitality increased from 2000 to 2007.
- Growth industries for the Tahoe Region include health services, green building, environmental education, and recycling and stormwater management.

2 | GOALS AND POLICIES

The plan must also reflect the ideals and visions expressed by the public through the multitude of workshops and hearings that have been held in support of the update of the Regional Transportation Plan and TRPA Regional Plan Update. The objectives, goals, and policies of the plan have been developed to be consistent with SAFETEA-LU, statewide planning factors, the *Bi-State Compact*, and the public visioning statement. They address the multiple elements of transportation planning that must interact to create a successful multimodal transportation system that supports local communities.

Transportation Vision

The following is the vision statement for transportation in the Tahoe Region, developed through public outreach and consensus:

An innovative multimodal transportation system is in place that gives priority to viable alternatives to the private automobile, appeals to users, and serves mobility needs, while improving the environmental and socioeconomic health of the Region.



Transportation Goals and Related Policies

GOAL 1: Walkable, Mixed-Use Centers

Promote walkable, mixed-use centers, transportation enhancements, and environmental improvements that increase the viability of transit systems.

Policies

- 1.1 Support mixed-use that encourages walking, bicycling, and easy access to existing and planned transit stops in town centers, regional centers, and high density tourist districts.
- 1.2 Mitigate the regional and cumulative traffic impacts of new, expanded, or revised



developments or land uses.

- 1.3 Consider non-automobile travel modes when mitigating traffic-related project impacts.
- 1.4 Develop and implement a Sustainable Communities Strategy (SCS) to meet TRPA thresholds and other statutory requirements.

[1.5 TRPA/TMPO supports sustainable transportation infrastructure and operational programs that provide environmental and community benefits.](#)

GOAL 2: Pedestrian & Bicycle Friendly Communities

Encourage bicycle and pedestrian usage as viable and significant modes of transportation in the Tahoe Region.

Policies

- 2.1 Develop and maintain a *Lake Tahoe Region Bicycle and Pedestrian Plan (Bicycle and Pedestrian Plan)* as a component of the *Regional Transportation Plan (RTP)*; and maintain a list of existing and proposed bicycle and pedestrian facilities and strategies for implementation within the Bicycle and Pedestrian Plan.
- 2.2 Construct, upgrade, and maintain pedestrian and bicycle facilities consistent with the *Bicycle and Pedestrian Plan*.
- 2.3 Prioritize constructing pedestrian and bicycle facilities in urbanized areas of the Region, facilities that increase connectivity of the pedestrian and bicycle network, and facilities that can be constructed concurrently with other projects.
- 2.4 Design and site intersections and driveways, where feasible, to minimize impacts on public transportation, adjacent roadways and intersections, and bicycle and pedestrian facilities.
- 2.5 Preserve the condition of sidewalks and bicycle facilities and where feasible, maintain their year-round use.
- 2.6 Promote the incorporation of programs and policies of the Bicycle and Pedestrian Plan into regional and local land use plans and regulatory processes.



2 | GOALS AND POLICIES

GOAL 9: Transportation Demand Management

Implement Transportation Demand Management (TDM) measures to reduce the number of vehicle trips on the Region's highways.

Policies

- 9.1 Require major employers to implement vehicle trip reduction programs. Such programs could include: carpool and vanpool matching programs, employee shuttles, on-site secure bicycle storage and shower facilities, flexible work hours, and parking and transit use incentives.
- 9.2 Require the development of traffic management plans for major temporary seasonal activities that account for the coordination and timing of simultaneously occurring activities.
- 9.3 Encourage rental car providers to offer vehicles that are low- or zero-emission within the Tahoe Region.
- 9.4 Require new, and encourage existing condominiums, timeshares, hotels, and motels to participate in public transit and/or private shuttle programs, and provide transit information and incentives to their guests and residents.

GOAL 10: Regional Roadways

Upgrade regional roadways as necessary to improve safety, and provide for a more efficient, integrated transportation system.

Policies

- 10.1 Incorporate transit stops and bicycle and pedestrian facilities in roadway improvement projects.
- 10.2 Use transportation system management (TSM) measures to improve the existing transportation system, while maintaining provision of bicycle and pedestrian facilities. TSM measures could include: dedicated turn lanes, intersection improvements, signal synchronization, bicycle-activated signals, and roundabouts. Additionally, work with State Departments of Transportation (DOT) and local transportation departments to improve signal synchronization.



- 10.3 Preserve existing view turn-outs along scenic highways to maintain traffic flow and safety.
- 10.4 Reduce traffic conflicts by limiting or controlling turning movements from multiple parking lot access points onto major regional travel routes and major local roadways; by designing and siting driveways to minimize impacts to regional traffic flow, and by utilizing shared access points and shared driveways where feasible.
- 10.5 Consider quality of service for transit, pedestrians, and bicyclists in addition to motor vehicles when analyzing development impacts on the transportation system.
- 10.6 Level of service (LOS) criteria for the Region's highway system and signalized intersections during peak periods shall be: "C" on rural recreational/scenic roads; "D" on rural developed area roads; "D" on urban developed area roads; "D" for signalized intersections. LOS "E" may be acceptable during peak periods in urban areas, but not to exceed four hours per day. These vehicle LOS standards may be exceeded when provisions for multi-modal amenities and/or services (such as transit, bicycling, and walking facilities) are adequate to provide mobility for users; [at a level that is proportional to the project generated traffic in relation to overall traffic conditions on affected roadways.](#)
- 10.7 Prohibit the construction of roadways to freeway design in the Tahoe Region.

GOAL 11: Transit-Dependent Groups

Improve the mobility of the elderly, people with disabilities, traditionally under-represented and under-served populations, and other transit-dependent groups.

Policies

- 11.1 Provide specialized public transportation services with subsidized fare programs for transit, taxi, demand response, and accessible van services.
- 11.2 Ensure that transit and pedestrian facilities are ADA-compliant and consistent with the TMPO Coordinated Human Services Transportation Plan.

3 | SUSTAINABLE COMMUNITIES STRATEGY

In these central places, the form, design, and positioning of buildings will be under the jurisdiction of local communities through local community plans. These plans will need to meet the overarching tenets of focusing new development in town centers, and providing environmental benefits through building location and design. The combination of regional goals and local flexibility to design communities is intended to create an environment where walking, biking, and transit are convenient modes of transportation, and residents and visitors need not rely solely on the private automobile for their travel needs. For those who wish to leave their cars to access walking, biking, and transit options, centralized parking at lodging properties or in shared lots would provide convenient locations to make the transition onto other modes.

Clustering development in well-designed, mixed-use town centers has a number of benefits, including enhanced community character, improved mobility choice, reduced household transportation expenses, improved community health through increased physical activity, and reduced air pollution and greenhouse gas emissions. Increased pedestrian travel can encourage economic development for local business and promote economic competitiveness.

Accommodating development in existing community centers can also reduce the pressure for development in existing open spaces.

Forecast distribution of development

California Government Code 65080(b)(2)(B)(i): Identify the general location of uses, residential densities, and building intensities within the Region.

California Government Code 65080(b)(2)(B)(vii): Set forth a forecasted development pattern for the Region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board.

Impact on GHG Emissions

3%

The land use approach proposed in this section is forecast to reduce per-capita GHG emissions by 3% by 2035.

In the TRPA *Regional Plan* update draft, the staff proposal allocates development rights for new residential and tourist accommodation units, and commercial floor area. The proposal allocates residential units to Tahoe communities at a rate of 130 per year, Region-wide over the 20-year

3 | SUSTAINABLE COMMUNITIES STRATEGY

life of the plan. These residential units may be used on remaining developable parcels in each jurisdiction. In addition, the *Regional Plan* update draft makes available a total of 600 new “Bonus Units” (dedicated to multi-family, affordable, or moderate-income housing), over the life of the plan, plus 874 Bonus Units left over from the 1987 Regional Plan. These Bonus Units may be distributed to any jurisdiction for qualifying development, and may only be used in plan areas designated as town centers.

In addition, Bonus Units may be used to incentive transfers of development rights and existing development from sensitive parcels and parcels far from town centers. Transfer ratios vary based on the distance from the town center and the level of sensitivity, and whether the transferring parcel has existing development or not. For instance, a developed parcel which is in a stream environment zone and is more than 1.5 miles from a town center would have the highest transfer ratio, of 1 to 6. That is, for transferring one unit of existing development, a property owner would receive 5 bonus units. Residential densities will be up to 25 units per acre in town centers. An additional 342 tourist accommodation units and 583,600 square feet of commercial floor area (CFA)³ could also be built, 100 percent of which must be built in town centers.

[The possibility of reducing the development footprint in the Lake Tahoe region through an innovative development rights transfer program could provide for significant reductions in per capita GHG emissions from private vehicles and can be complemented by the development of a land acquisition program that retires, or in some cases transfers, excess development rights. TMPO supports the development of such a program by partners, including the consideration of necessary commodities to support proposed transportation investments. Acquisition programs have had past success in the Tahoe region, increasing public land ownership from 50% in 1982 to 90% in 2010 and resulting in environmental improvement. This type of program would be an ideal candidate for various potential revenue sources such as California “Cap and Trade” funding, private sector, and other sustainability funding programs.](#)

³ 342 Tourist Accommodation Units and 383,000 square feet of commercial floor area are already permitted under existing regulations. An additional 200,000 square feet of CFA would be permitted under Alternative 3.

6 | IMPLEMENTATION AND FUNDING STRATEGY

Nevertheless, Tahoe partners must find ways to turn the challenges of Tahoe's multi-jurisdictional nature into opportunities for building strong support for a transportation investment strategy that will not only improve mobility and environmental threshold attainment, but will also lead to economic development opportunities for the Region. In this way, a revenue generation and transportation investment strategy can help create its own stability, by creating jobs and an attractive, exciting place to visit for the long term.

In the future, as regional partners consider additional funding sources, they must look for ways to tie together packages of funding that clearly demonstrate the benefits to all stakeholders, that leverage each other, and that equitably share the burden for funding the Tahoe Region's transportation vision. Potential funding options are briefly discussed below, with particular emphasis on strategies that could be applied locally or at a regional or super-regional level. Additional details on strategies that require further study are included in the Appendix.

The Trans-Sierra Transportation Coalition

The Trans-Sierra Transportation Coalition is a developing concept that hinges on the idea that the Lake Tahoe Region affects and benefits populations far beyond its traditional planning boundaries. By acting as a larger partnership, local counties and communities, including those that border Lake Tahoe and the states of California and Nevada, can develop a package of transportation investments that benefit the larger Region as a whole. In so doing, this group could generate support among voters, regional jurisdictions, and state and federal legislative bodies for a comprehensive funding package. The funding package would support a full suite of road, rail, transit, aviation, and bicycle and pedestrian improvements throughout the Region.

This umbrella concept, led by the Tahoe Transportation District (TTD), has already generated initial support among Nevada jurisdictions and local transportation management associations. As the TTD continues to pursue this idea, multiple options for different funding opportunities may become more feasible.

Implementing Lake Tahoe Transportation Mandates

Between the level of visitation to public lands in Lake Tahoe, and the Federal and state mandate to reduce the dependency on the private automobile (Public Law 96-551 and CA Govt. Code § 66801), it is clear that standard formula distribution of state and federal transportation funding based primarily on residential population is not sufficient to fund the



6 | IMPLEMENTATION AND FUNDING STRATEGY

federal and state share of Transportation EIP improvements. In addition to new local funding sources under consideration it is necessary to improve federal and state funding participation in order to represent the over 85% public land ownership in the Lake Tahoe Region. TMPO will continue to work with federal and state partners to fine-tune existing funding formulas to utilize a blended population number that includes second homeowners, full-time residents, and visitors. This adjustment could accelerate sustainable transportation investments identified in Mobility 2035 (Tier 1 & 2 projects).

Pursue Increased Flexibility in the Use of Transportation Funds

Funding programs are divided into many silos and their use can be highly restricted. This makes project planning and development complex and time consuming. The Tahoe Region's legislative platform could actively advocate for greater flexibility in the use of existing transportation funding at Lake Tahoe, as well as for new funding programs that may be on the horizon.

Other Strategies

The TMPO and its partners will continue to research additional funding strategies. Other promising strategies that require additional research for application at Lake Tahoe include:

- General Obligation Bonds
- Vehicle License Impact Fee
- Sales Tax
- Redevelopment Agency Tax Increment Funding
- Business Improvement Districts
- Strategic Parking Management
- Parking In-Lieu Fees
- Universal Transit Pass Program
- Public-Private Partnerships

Constrained Revenue Baseline 2013-2035 Forecasts

<u>LOCAL SOURCES</u>	<u>Assumptions</u>	<u>2013-2023</u>	<u>2024-2035</u>	<u>Total</u>
Farebox Revenues	2% Annual increase	\$11,963,624	\$16,395,186	\$28,358,810
Washoe County Regional Transportation Commission	2% Annual increase	\$1,946,994	\$2,668,200	\$4,615,194
TRPA Rental Car Mitigation Fund	Flat thru 2022/1% increase thereafter	\$1,132,725	\$1,319,041	\$2,451,766
TRPA Air Quality Mitigation Fund	Flat thru 2022/1% increase thereafter	\$2,757,326	\$3,210,863	\$5,968,189
TRPA Water Quality Mitigation Fund	Flat thru 2022/1% increase thereafter	\$5,150,266	\$5,997,404	\$11,147,670
Regional Surface Transportation Program	2% Annual increase	\$6,649,716	\$9,112,902	\$15,762,619
Local Funds	2% Annual Increase	\$69,541,622	\$75,590,292	\$145,131,914
Private Funds	Tahoe Fund/Project Mitigation/South Tahoe Transit Partners	\$16,500,000	\$14,700,000	\$31,200,000
Ferry Partnership (public/private)	\$4.6M starting 2015, 20% match thru 2016	\$50,181,568	\$55,200,000	\$105,381,568
O&M (bike trail, ped facilities, roadway, stormwater)	2% Annual increase	\$183,235,482	\$251,109,522	\$434,345,004
Environmental Stormwater/TMDL	Stormwater/TMDL/Washoe Cty SNPLMA/Tahoe Bond	\$145,963,846	\$0	\$145,963,846
Total Local		\$495,023,170	\$435,303,410	\$930,326,580
 STATE SOURCES				
State Transit Assistance and Local Transportation Fund	1.5% Annual increase	\$20,309,288	\$6,140,962	\$26,450,251
Regional Improvement Program (STIP)	Allocation every two years 2% increase	\$16,098,504	\$18,108,156	\$34,206,660
California Proposition 1B (thru 2014)	Discretionary grant	\$1,462,683	\$0	\$1,462,683
California Tahoe Conservancy	2% Annual increase	\$5,194,548	\$0	\$5,194,548
CA Safe Routes to School (SR2S)	Existing allocation	\$425,000	\$0	\$425,000
Nevada Bond Sales (Question #1)	\$5M expires 2013	\$4,577,027	\$0	\$4,577,027
Emergency Road Repair	2% Annual increase	\$1,216,872	\$1,667,625	\$2,884,496
California SHOPP & Nevada State	\$266M Caltrans/NDOT \$10.5M	\$287,284,143	\$0	\$287,284,143
Total State		\$336,568,066	\$25,916,743	\$362,484,809
 FEDERAL SOURCES				
Federal Lands Highway Program	Existing allocation	\$14,500,000	\$0	\$14,500,000
Federal Lands Transportation Program	Annual through USFS 2% increase	\$2,433,743	\$3,335,250	\$5,768,993
Federal Lands Access Program	Tahoe set-aside plus discretionary awards 2% increase	\$11,603,571	\$16,144,797	\$27,748,369
Congestion Mitigation & Air Quality Program	Flat rate thru 2016/2% increase thereafter	\$4,302,884	\$0	\$4,302,884
Demo Section 115	Existing allocation	\$1,655,000	\$0	\$1,655,000
Highway Bridge Program - California	Flat rate thru 2017	\$10,000,000	\$0	\$10,000,000
Highway Safety Improvement Program	2% Annual increase	\$1,825,307	\$2,651,437	\$4,476,744
Transportation Enhancements (CA/NV)	Existing SAFETEA-LU allocation	\$784,000	\$0	\$784,000
Transportation Alternatives (TE, SRTS,)	2% Annual increase	\$3,283,737	\$4,610,227	\$7,893,964
Tahoe Restoration Act	Stormwater Management -10 years	\$72,000,000	\$0	\$72,000,000
FTA 5308 Clean Fuels and Grant Program	\$1M expires March 31, 2014	\$1,000,000	\$0	\$1,000,000
FTA 5309 Fixed Guideway Capital Investment	Flat rate thru 2016	\$2,600,000	\$0	\$2,600,000
FTA 5309 Fixed Guideway Capital Investment - New Starts	Waterborne allocation	\$35,123,313	\$0	\$35,123,313
FTA 5311 Rural Area Formula Grants	Flat rate thru 2014/2.5% increase thereafter	\$24,589,814	\$35,583,840	\$60,173,655
FTA 5339 Bus and Bus Facilities	Flat rate thru 2016/2.5% increase thereafter	\$2,347,223	\$3,361,708	\$5,708,932
FTA 5310 Enhancement Mobility of Seniors and individuals with Disabilities	Flat rate thru 2016/2.5% increase thereafter	\$1,760,417	\$2,521,281	\$4,281,699
Scenic Byways Program	\$2,000,000 existing allocation	\$2,000,000	\$0	\$2,000,000
Public Lands Highway	\$2,526,442 existing allocation	\$2,526,442	\$0	\$2,526,442
Federal Aviation Administration Airport Improvement Program	CSLT annual assumptions	\$13,237,626	\$8,956,605	\$22,194,231
Transportation Investment Generating Economic Recovery	Discretionary grant award	\$7,000,000	\$0	\$7,000,000
Southern Nevada Public Lands Management Act	Placer Cty \$7M	\$7,000,000	\$0	\$7,000,000
Total Federal		\$221,573,078	\$77,165,146	\$298,738,224
Total Local/State/Federal		\$1,053,164,314	\$538,385,298	\$1,591,549,613

Mobility 2035 Projects - Constrained							
No.	Project Strategies	Cost 2013 Dollars	Project Objective	Location	Implementing Agency	Est. Year Complete	Est. Cost in Year of Expenditure Dollars
<u>Corridor Revitalization</u>							
1	Kings Beach Commercial Core Improvement Project	\$35,000,000	Bike/Ped/WQ	Placer	Placer	2015	\$36,414,000
2	State Route 89/Fanny Bridge Community Revitalization Project	\$20,000,000	Bridge/ Intersection	Placer	Placer	2018	\$22,081,616
3	US 50 South Shore Community Revitalization Project	\$75,000,000	Bike/Ped/WQ	El Do/Douglas	TTD	2017	\$81,182,412
4	Sierra Boulevard Complete Streets Project from US HWY 50 to Barbara Avenue (includes US 50 and Sierra Boulevard intersection improvements)	\$3,155,000	Safety/Bike/Ped/WQ	CSLT	CSLT	2015	\$3,282,462
Project Strategies Total		\$133,155,000					\$142,960,490
<u>Transit Strategies</u>							
5	Lake Tahoe Waterborne Transit Project	\$42,200,000	Transit Capital	NV/CA	TTD	2015	\$43,904,880
6	Lake Tahoe Waterborne Transit Operations	\$4,600,000	Transit Operations	NV/CA	TTD	2015-2023	\$41,400,000
						2024-2035	\$55,200,000
7	BlueGo Service Operational Enhancements	\$749,500	Transit Operations	El Do/Douglas	TTD	2016-2023	\$7,009,091
						2024-2035	\$12,748,825
8	BlueGo Transit Capital Enhancements	\$9,940,000	Transit Capital	El Do/Douglas	TTD	2016	\$2,122,416
						2018	\$3,312,242
						2022	\$5,903,757
9	TART Service Operational Enhancements	\$734,867	Transit Operations	Placer	Placer	2016-2023	\$6,872,248
						2024-2035	\$12,499,921
10	TART Transit Capital Enhancements	\$1,896,300	Transit Capital	Placer	Placer	2016	\$2,012,369
11	East Shore Service Operational Enhancement	\$518,000	Transit Operations	Various locations	Various	2016-2023	\$4,845,927
						2024-2035	\$8,811,062
12	East Shore Transit Capital Enhancement	\$5,200,000	Transit Capital	Various locations	TTD	2016	\$5,518,282
13	Inter-Regional Service Operational Enhancement (cost shown is annual subsidy required, not total cost)	\$560,512	Transit Operations	Various locations	Various	2016-2023	\$5,241,734
						2024-2035	\$9,534,182
14	Inter-Regional Transit Capital Enhancement	\$3,793,751	Transit Capital	Various locations	Various	2016	\$4,025,959
15	City of South Lake Tahoe (TVL) Aviation Capital	\$17,850,000	AIP Capital	CSLT	CSLT	2024	\$22,194,231
Transit Strategies Total		\$88,042,930					\$253,157,127
<u>Bike and Pedestrian Strategies</u>							
16	Pioneer Trail Pedestrian Upgrades Project from Lake Tahoe Blvd/US Hwy 50 to Larch Avenue	\$1,500,000	Sidewalk	CSLT	CSLT	2014	\$1,530,000

<u>No.</u>	<u>Project Strategies</u>	<u>Cost 2013 Dollars</u>	<u>Project Objective</u>	<u>Location</u>	<u>Implementing Agency</u>	<u>Est. Year Complete</u>	<u>Est. Cost in Year of Expenditure Dollars</u>
17	Harrison Avenue from Lakeview Ave to Los Angeles Ave	\$1,200,000	C-I/Shared Use	CSLT	CSLT	2014	\$1,224,000
18	Nevada Stateline to Stateline Bikeway from Incline Village to Sand Harbor	\$10,000,000	C-I/Shared Use or Class II/Bike Lane	Washoe	Washoe/NDOT/TTD	2023	\$12,189,944
19	Sawmill Road from Echo View Estates to US Hwy 50	\$1,500,000	C-I/Shared Use	EI Do	EI Do	2014	\$1,530,000
20	Lake Tahoe Blvd from D Street to Boulder Mountain Drive	\$2,700,000	C-I /Shared Use and Class II/Bike Lane	EI Do	EI Do	2014	\$2,754,000
21	Dollar Creek Shared-Use Trail	\$2,500,000	C-I /Shared Use	Placer	Placer	2015	\$2,601,000
22	South Tahoe Greenway from Sierra Tract to Stateline	\$5,000,000	C-I /Shared Use	CSLT	CTC	2015	\$5,202,000
23	Nevada Stateline to Stateline South Demo from Stateline to Round Hill Pines Beach	\$9,000,000	C-I/ Shared Use	Douglas	TTD	2014	\$9,180,000
24	US Hwy 50-EI Dorado Beach Trail from EI Dorado Beach to Ski Run Boulevard	\$2,950,000	C-I/ Shared Use	CSLT	CSLT	2015	\$3,069,180
25	Homewood Multi-Use Trail from Fawn Street to Cherry Street	\$1,950,000	C-I/ Shared Use	Placer	TCPUD	2014	\$1,989,000
26	West Shore Bike Trail Extension - from Meeks Bay to Sugar Pine Point State Park	\$2,000,000	C-I/ Shared Use	Placer	TCPUD/TTD	2015	\$2,080,800
27	US Hwy 50 from Existing Linear Park Trail to Park Avenue	\$374,000	C-I/ Shared Use	CSLT	CSLT	2023	\$455,904
28	South Lake Tahoe Bicycle Bridges Repair	\$230,000	C-I/ Shared Use	CSLT	CSLT	2013	\$230,000
29	US Hwy 50 - From Kingsbury Grade to Lake Parkway	\$130,000	Sidewalk	Douglas	Douglas	2015	\$135,252
30	Third Street - Safe Routes to School Improvements	\$300,000	C-III /Bike Route/Sidewalk	CSLT	CSLT	2016	\$318,362
31	Tahoe Island Drive Safe Routes to School Project	\$560,000	C-III Bike Route/Sidewalk	CSLT	CSLT	2016	\$594,276
32	Washington Avenue Safe Routes to School Project	\$180,000	C-III Bike Route/Sidewalk	CSLT	CSLT	2024	\$223,807
33	Blackwood Avenue Safe Routes to School Project	\$210,000	Sidewalk	CSLT	CSLT	2024	\$261,109
34	Spruce Avenue Safe Routes to School Project	\$300,000	Sidewalk	CSLT	CSLT	2024	\$373,012

<u>No.</u>	<u>Project Strategies</u>	<u>Cost 2013 Dollars</u>	<u>Project Objective</u>	<u>Location</u>	<u>Implementing Agency</u>	<u>Est. Year Complete</u>	<u>Est. Cost in Year of Expenditure Dollars</u>
35	Nevada Stateline to Stateline from Crystal Bay to Incline	\$20,000,000	C-1/Shared Use	Washoe	TTD	2022	\$23,901,851
36	Washoe County Master Plan Bike/Ped Improvements	\$690,000	C-I, C-II, C-III, Sidewalk	Washoe	Washoe	2015	\$717,876
37	Lake Parkway Sidewalk	\$580,000	Sidewalk	Douglas	NDOT	2013	\$580,000
38	Park Ave (West) - from Pine Blvd to US Hwy 50/End of Linear Park Path	\$121,000	C-I/ Shared Use	CSLT	CSLT	2025	\$153,457
39	US Hwy 50 - City of South Lake Tahoe City Limits to Sawmill Blvd	\$2,900,000	C-I/ Shared Use	EI Do	EI Do	2024	\$3,605,785
40	Al Tahoe Trail - from Lake Tahoe Blvd/US Hwy 50 to Al Tahoe Bike Trail	\$793,000	C-I /Shared Use	CSLT	CSLT	2016	\$841,538
41	West Shore Trail Improvements - from SR 28/89 to Tahoma	\$700,000	C-I/ Shared Use	EI Do/ TCPUD	EI Do/TCPUD	2020	\$804,080
42	Truckee River Trail Widening - from Tahoe City to Squaw Valley	\$1,875,000	C-I/ Shared Use	Placer	TCPUD	2024	\$2,331,327
43	Sunnyside to Sequoia Trail - from Sunnyside Resort to Lower Sequoia/SR 89	\$975,000	C-I/ Shared Use	Placer	TCPUD	2018	\$1,076,479
44	National Avenue East Side - from Toyon Road to Existing Forest Service Path	\$480,000	C-I/ Shared Use	Placer	Placer	2017	\$519,567
45	Venice Drive - from Tahoe Keys to 15th Street	\$35,000	C-III /Bike Route	CSLT	CSLT	2019	\$39,416
46	Class I Path Reconstruction	\$700,000	Class I	CSLT	CSLT	2014	\$714,000
	Bike and Pedestrian Total	\$72,433,000					\$81,227,024
<u>Stormwater Strategies-Caltrans (Capital)</u>							
47	ED 50 EA 1A731 Near South Lake Tahoe, from Johnson Pass Road to Incline Road. PPNO 3233A	\$21,672,000	Erosion Control/WQ	EI Do	Caltrans	2014	\$22,105,440
48	ED 50 EA 1A732 In and near South Lake Tahoe, from South Tahoe Airport entrance Road to SR 89. PPNO 3233B	\$18,761,000	Erosion Control/WQ	EI Do	Caltrans	2014	\$19,136,220
49	ED 89 EA 1A842 In and near South Lake Tahoe, from US Hwy 50 to Cascade Road. Stormwater + bike lanes from "Y" to SLT City Limits. PPNO 3453B	\$30,023,000	Erosion Control/WQ	EI Do	Caltrans	2014	\$30,623,460
50	ED 89 EA 1A843 Near South Lake Tahoe, from Cascade Road to north of Eagle Falls Sidehill Viaduct. PPNO 3453C	\$21,553,000	Erosion Control/WQ	EI Do	Caltrans	2016	\$22,872,216
51	ED 89 EA 1A844 Near South Lake Tahoe, from North of Eagle Falls Sidehill Viaducts to Meeks Creek. PPNO 3453D	\$31,072,000	Erosion Control/WQ	EI Do	Caltrans	2015	\$32,327,309
52	ED 89 EA 1A845 Near Tahoma from Meeks Creek Bridge to Wilson. PPNO 3453E	\$18,879,000	Erosion Control/WQ	EI Do	Caltrans	2017	\$20,435,237

No.	Project Strategies	Cost 2013 Dollars	Project Objective	Location	Implementing Agency	Est. Year Complete	Est. Cost in Year of Expenditure Dollars
53	PLA 89 EA 2A920 Near Tahoe City from 0.2 mile south of the El Dorado/Placer County Line to the Truckee River Bridge. (PM27.2/27.4 and 0.0/T8.5). PPNO 3454	\$68,962,000	Erosion Control/WQ	Placer	Caltrans	2015	\$71,748,065
54	ED 50 EA 3C380 In South Lake Tahoe, north of SR 89 to Trout Creek Bridge. Stormwater + bike lanes and pedestrian improvements. PPNO 3258	\$39,290,000	Erosion Control/WQ	El Do	Caltrans	2016	\$41,694,862
55	ED 50 EA 1A734 In South Lake, west of Ski Run Blvd to Nevada Stateline. PPNO 3233D	\$7,640,000	Erosion Control/WQ	El Do	Caltrans	2013	\$7,640,000
56	In South Lake Tahoe, from Herbert Avenue to Takela Drive. Stormwater runoff treatment. Financial Contribution Only (FCO).	\$4,375,000	Erosion Control/WQ	El Do	Caltrans	2013	\$4,375,000
57	PLA 89 EA 3F440 In Tahoe City, from Route 89/29 junction to 0.5 mile north of Alpine Meadows Road. Install drainage facilities. PPN O5286	\$4,000,000	Erosion Control/WQ	Placer	Caltrans	2014	\$4,080,000
Stormwater Strategies- Caltrans Total		\$266,227,000					\$277,037,809
Stormwater Strategies-NDOT (Capital)							
58	DO20090015-12 US 50 Spooner Summit Storm Drain project from Spooner Summit to CC/DO county line. DO 13.00 to 14.00 to conduct NEPA study for the construction of drop inlet replacement, placement of new drop inlets, slope flattening, grading, concrete curb and gutters, channel work	\$45,000	Erosion Control/WQ	Carson	NDOT	2013	\$45,000
59	CC199808-12 SR 28 from the 0.13 ME of the CC/WA county line to the CC/WA county line. CC 3.82 to 3.95	\$729,000	Erosion Control/WQ	Carson	NDOT	2013	\$729,000
60	WA20090176-12 SR28 Tahoe Blvd at the intersection of Mt. Rose Highway (SR431). WA8.13 Construct a roundabout	\$2,000,000	Erosion Control/WQ	Washoe	NDOT	2013	\$2,000,000
61	DO2011001-13 US 50 from Cave Rock to SR 28 Spooner Junction. Final design and construction of slope stability, water quality and erosion control improvements	\$7,425,000	Erosion Control/WQ	Douglas	NDOT	2013	\$7,425,000
62	New TMDL and Retrofit Projects (\$1M per year, starts 2016)	\$1,000,000	TMDL	Various location	NDOT	2023	\$7,000,000
Stormwater Strategies- NDOT Total		\$11,199,000					\$17,199,000
Local Roadway TMDL Strategies							
63	CSLT Short-Term TMDL	\$25,850,000	Erosion Control/WQ	CSLT	CSLT	2015	\$26,894,340
64	CSLT Long- Term TMDL Implementation	\$1,000,000	Erosion Control/WQ	CSLT	CSLT	2023	\$7,000,000

No.	Project Strategies	Cost 2013 Dollars	Project Objective	Location	Implementing Agency	Est. Year Complete	Est. Cost in Year of Expenditure Dollars
65	El Dorado Short-Term TMDL	\$17,609,076	Erosion Control/WQ	El Do	El Do	2015	\$18,320,483
66	El Dorado Long-Term TMDL Implementation	\$1,200,000	Erosion Control/WQ	El Do	El Do	2023	\$8,400,000
67	Placer Short-Term TMDL	\$32,289,655	Erosion Control/WQ	Placer	Placer	2015	\$33,594,157
68	Placer Long-Term TMDL Implementation	\$5,065,000	Erosion Control/WQ	Placer	Placer	2023	\$35,455,000
69	Stormwater Washoe Central Incline Village Phase I	\$2,500,000	Erosion Control/WQ	Washoe	Washoe	2013	\$2,500,000
70	Stormwater Washoe Central Incline Village Phase II	\$3,000,000	Erosion Control/WQ	Washoe	Washoe	2013	\$3,000,000
71	Stormwater Washoe West Incline Village Phase I	\$3,000,000	Erosion Control/WQ	Washoe	Washoe	2014	\$3,060,000
72	Douglas Short-Term TMDL	\$2,750,000	Erosion Control/WQ	Douglas	Douglas	2015	\$2,861,100
73	Douglas Long-Term TMDL	\$250,000	Erosion Control/WQ	Douglas	Douglas	2023	\$1,750,000
	Local Roadway TMDL Strategies Total	\$94,513,731					\$142,835,080
	Transportation System Management and ITS Strategies						
74	US 50 Signal Synchronization & Adaptive Signals / Enhancements	\$5,000,000	Signal Coordination	CSLT	Caltrans	2016	\$5,306,040
75	Tahoe City Traffic Management Program	\$25,000	Traffic Control	Placer	Placer	2013-2023 2024-2035	\$310,302 \$425,244
76	NDOT Complete Streets Project	\$100,000	Complete Streets	NV	NDOT	2018	\$110,408
77	Meyers Corridor Operations Study	\$700,000	Complete Streets	El Do	El Do	2016	\$742,846
78	Changeable Message Signs in Nevada	\$500,000	ITS	NV	NDOT	2018	\$552,040
79	Sierra Traffic Operation System (ITS at Various Locations in CA)	\$1,700,000	ITS	El Do	El Do	2018	\$1,876,937
80	Traffic Monitoring Stations in Nevada	\$200,000	ITS	NV	NDOT	2018	\$220,816
81	Intersection Detection Equipment (CSLT Various Locations)	\$150,000	ITS	CSLT	CSLT	2016	\$159,181
82	SR 28 Circulation Improvements at Sand Harbor Entrance	\$100,000	Lane Configuration	Washoe County	TTD	2019	\$112,616
83	East Shore Parking Improvements	\$2,000,000	Parking Management	Washoe County	TTD	2020	\$2,297,371
84	East Lake Tahoe Basin Aquatic Species Inspection Station	\$1,300,000	AIS Capital	Douglas	TRPA	2013	\$1,300,000

No.	Project Strategies	Cost 2013 Dollars	Project Objective	Location	Implementing Agency	Est. Year Complete	Est. Cost in Year of Expenditure Dollars
Transportation System Management and ITS Strategies Total		\$11,775,000					\$13,413,803
Operations and Maintenance							
85	Bike and Pedestrian Facilities O&M - Placer, TCPUD, ELDO, CSLT, Douglas, Washoe (existing)	\$502,272	Operations and Maintenance	Various locations	Various	2013-2023 2024-2035	\$6,234,245 \$8,543,533
86	Transit O&M - BlueGo, TART, Washoe, Placer, Douglas (existing)	\$7,207,119	Operations and Maintenance	Various locations	Various	2013-2023 2024-2035	\$89,455,408 \$122,591,456
87	Streets and Roads O&M - Placer, ELDO, CSLT, Douglas, NDOT, Caltrans, Washoe (existing, does not reflect future TMDL implementation)	\$12,745,042	Operations and Maintenance	Various locations	Various	2013-2023 2024-2035	\$158,192,605 \$216,790,268
88	Stormwater Treatment Facilities O&M - Placer, ELDO, CSLT, NDOT, Washoe (existing)	\$1,810,601	Operations and Maintenance	Various locations	Various	2013-2023 2024-2035	\$22,473,342 \$30,797,912
89	Safety and Rehabilitation Projects (Minor Projects-NV)	\$1,800,000	Roadway/ Rehabilitation	NV	NDOT	2030	\$2,520,435
90	Minor SHOPP Projects-CA	\$2,800,000	Roadway/ Rehabilitation	CA	Caltrans	2030	\$3,920,676
91	Emergency Roadway Repair Program	\$100,000	Roadway/ Rehabilitation	CA/NV	Caltrans/NDOT	2013-2023 2024-2030	\$1,241,209 \$942,847
Operations and Maintenance Total		\$26,965,034					\$663,703,935
Program Total		\$704,310,695					\$1,591,534,267
Total by Year of Implementation							
		actuals	Revenue			Variance	
	Year of Implementation (2013-2023) Strategy Costs	\$1,053,163,327	\$1,053,164,314			-\$988	
	Year of Implementation (2024-2035) Strategy Costs	\$538,370,940	\$538,385,298			-\$14,358	
	Total 2012-2035 Strategy Costs	\$1,591,534,267	\$1,591,549,613			-\$15,346	

Mobility 2035 Projects - Unconstrained

<u>No.</u>	<u>Strategies</u>	<u>Cost 2013 Dollars</u>	<u>Project Objective</u>	<u>Location</u>	<u>Implementing Agency</u>	<u>Est. Year Construction Complete</u>	<u>Est. Cost in Year of Expenditure Dollars</u>
Project Strategies Total		\$0					\$0
<u>Transit Strategies</u>							
1	Stateline Transit Center to Zephyr Cove/Kingsbury Elementary School via US 50	\$80,600	Transit Operations	Douglas	TTD	2017-2023	\$669,958
						2024-2035	\$1,370,988
2	Meyers Circulator/South Y Transit Station to Meyers via LTCC & Lake Tahoe Airport	\$233,800	Transit Operations	El Dorado	TTD	2017-2023	\$1,943,376
						2024-2035	\$3,976,885
3	South Lake Tahoe City Circulator/South Y Transit Station to Kelly Ridge	\$167,900	Transit Operations	City of South Lake Tahoe	TTD	2017-2023	\$1,395,607
						2024-2035	\$2,855,941
4	Intercept Parking Lots with Shuttles to Town Centers (Operations Only)	\$23,000,000	Transit Operations	Basin-wide	TTD	2024-2035	\$396,822,382
5	TART Service Operational Enhancements (West Shore and North Shore Neighborhood Shuttles)	\$600,000	Transit Operations	North/West Shore	Placer	2024-2035	\$10,351,888
6	Inter-Regional Transit Capital Enhancement	\$200,000	Transit Capital	Various Locations	Various	2016	\$212,242
7	Lake Lapper Operational	\$240,000	Transit Operations	Basin-wide	TTD	2020-2023	\$1,200,187
						2024-2035	\$4,082,345
8	Lake Lapper Capital	\$30,000	Transit Capital	Basin-wide	TTD	2020	\$34,461
Transit Strategies Total		\$24,552,300					\$424,916,259
<u>Bike and Pedestrian Strategies</u>							
9	NSR 207/Kingsbury Grade From - Basin Bndy/US Hwy 50	\$20,000,000	C-II /Bike Lane	Douglas	NDOT	2030	\$28,004,828
10	Round Hill Bike Path Connector 2 - From Round Hill Bike Path to McFaul Way	\$3,131	C-III /Bike Route	Douglas	Douglas	2023	\$3,817
11	South Ave - From Melba to Third Street	\$4,051	C-III /Bike Route	CSLT	CSLT	2023	\$4,938
12	South Tahoe Greenway from Sierra Tract to Stateline Phase II	\$3,000,000	C-I /Shared Use	CSLT	CTC	2018	\$3,312,242
13	South Tahoe Greenway "Y" Connector	\$3,000,000	C-I /Shared Use	CSLT	CTC	2018	\$3,312,242
14	Blitzen Rd - From SR 89 Near Meyers to Santa Claus Drive	\$2,000,000	C-I /Bike Route	El Dorado County	El Dorado	2023	\$2,587,213
15	US Hwy 50 - from H Street (South) to CSLT City Limits	\$884,390	C-I/ Shared Use	CSLT	CSLT	2023	\$1,099,628

<u>No.</u>	<u>Strategies</u>	<u>Cost 2013 Dollars</u>	<u>Project Objective</u>	<u>Location</u>	<u>Implementing Agency</u>	<u>Est. Year Construction Complete</u>	<u>Est. Cost in Year of Expenditure Dollars</u>
16	State Route 28 (North Side) - from Preston Field to Northwood Blvd	\$591,559	C-I/ Shared Use	Washoe	Washoe/NDOT	2018	\$653,129
17	Nevada Stateline to Stateline Bikeway - from Sand Harbor to Carson County Line	\$11,400,000	C-I /Shared Use or Class II/Bike Lane	Washoe	Washoe/NDOT/TTD	2023	\$13,896,536
18	North Tahoe Bike Trail Phase II (Cedar Flats to North Tahoe Regional Park)	\$13,500,000	C-I /Shared Use	Placer	Placer	2021	\$15,817,402
19	Brockway Vista Multi-Use Trail	\$3,000,000	C-I /Shared Use	Placer	Placer	2017	\$3,247,296
20	Lake Forest Road Bike Trails - From SR 28	\$242,783	C-I /Shared Use	Placer	Placer	2015	\$252,591
21	Bijou Neighborhood Bicycle Route Improvements	\$153,928	C-II & C-III/Bike Lane	CSLT	CSLT	2015	\$160,147
22	Pope/Baldwin Path Reconstruction and Expansion - From 15th St to Spring Creek/Fallen Leaf Lake	\$2,000,000	C-I/ Shared Use	EI Do	USFS	2019	\$2,252,325
23	Nevada Stateline to Stateline Bikeway - from Washoe County Line to Douglas County Line	\$11,400,000	C-I /Shared Use	Washoe/Douglas	TTD	2023	\$13,896,536
24	South Tahoe Greenway - from Meyers to Sierra Tract	\$14,187,000	C-I /Shared Use	EI Do	CTC	2021	\$16,622,332
25	Lakeside Trail Phase 2C - from Mackinaw to Commons Beach	\$3,000,000	C-I/ Shared Use	Placer	TCPUD	2020	\$3,446,057
	Bike and Pedestrian Total	\$88,366,842					\$108,569,261
TMDL Strategies- Caltrans							
26	TMDL Projects - amount unknown to be determined	\$0	Erosion Control/WQ	EI Dorado/Placer	Caltrans	2013-2035	\$0
	TMDL Strategies- Caltrans Total	\$0					\$0
TMDL Strategies- NDOT							
27	Tahoe Mobile BMP Project	\$2,550,000	Erosion Control/WQ	Douglas/Washoe	NDOT	2031	\$2,550,000
28	Long-Term TMDL Strategies	\$144,150,000	Erosion Control/WQ	Douglas/Washoe	NDOT	2031	\$144,150,000
	TMDL Strategies- NDOT Total	\$146,700,000					\$146,700,000
Local Roadway TMDL Strategies							

<u>No.</u>	<u>Strategies</u>	<u>Cost 2013 Dollars</u>	<u>Project Objective</u>	<u>Location</u>	<u>Implementing Agency</u>	<u>Est. Year Construction Complete</u>	<u>Est. Cost in Year of Expenditure Dollars</u>
29	Long-Term TMDL CSLT	\$1,000,000	Erosion Control/WQ	CSLT	CSLT	2035	\$11,000,000
30	Long-Term TMDL EL Dorado	\$1,200,000	Erosion Control/WQ	El Dorado	El Dorado	2035	\$13,200,000
31	Long-Term TMDL Placer	\$5,650,000	Erosion Control/WQ	Placer	Placer	2035	\$62,150,000
32	Long-Term Washoe TMDL	\$500,000	Erosion Control/WQ	Washoe	Washoe	2035	\$5,500,000
33	Stormwater Washoe WC6	\$3,300,000	Erosion Control/WQ	Washoe	Washoe	2015	\$3,433,320
34	Stormwater Washoe WC7	\$1,700,000	Erosion Control/WQ	Washoe	Washoe	2016	\$1,804,054
35	Long-Term TMDL Douglas	\$250,000	Erosion Control/WQ	Douglas	Douglas	2035	\$3,419,279
	Local TMDL Strategies Total	\$13,600,000					\$100,506,653
	Transportation System Management and ITS Strategies						
36	Caltrans Complete Streets Project	100,000		El Dorado	Caltrans	2020	\$114,869
37	South Lake Tahoe Basin Aquatic Invasive Species Inspection Station	\$1,300,000	AIS Capital	El Do	TRPA	2013	\$1,300,000
38	North East Lake Tahoe Basin Aquatic Invasive Species Inspection Station	\$1,300,000	AIS Capital	Washoe	TRPA	2013	\$1,300,000
39	North West Lake Tahoe Basin Aquatic Invasive Species Inspection Station	\$1,300,000	AIS Capital	Placer	TRPA	2013	\$1,300,000
	Transportation System Management and ITS Strategies Total	\$4,000,000					\$4,014,869
	Program Total	\$277,219,142					\$784,707,042



MEMORANDUM

Date: September 10, 2012
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Approval of Lease Agreement between Tahoe Transportation District and the City of South Lake Tahoe for Use of Transit Facilities and Authorization for District Manager to Execute Agreement

Action Requested:

It is requested the Board approve and authorize District Manager to execute a lease agreement (Attachment A) between TTD and the City of South Lake Tahoe for use of the transit facilities.

Background:

The South Y Transit Center, located at 1000 Emerald Bay Road, and the Stateline Transit Center, located at 4114 Lake Tahoe Boulevard, as well as several bus stops and six buses have been used by the TTD in the provision of public transit under a license agreement with the City of South Lake Tahoe (City). When the TTD became the direct recipient of Transportation Development Act (TDA) funds, monies formerly received by the City and used to support operations at the Stateline Transit Center via payments to Park Avenue Development Management Association (PADMA) were no longer available, but still necessary for the use and upkeep of the facility. City and TTD staffs have drafted a lease agreement, which has been reviewed by the legal departments of both agencies, as well as by TTD's insurer. The lease agreement was unanimously adopted by the South Lake Tahoe City Council on their consent calendar on September 4, 2012.

Discussion:

The proposed lease agreement replaces the license agreement that currently exists between the City and the TTD for use of the transit centers and formalizes the agreements for use of the buses and bus stops. The proposed lease agreement is dated October 1, 2011, so TTD can provide the funds to pay the outstanding balance to PADMA (\$53,103.50).

Previous license agreements did not include compensation for the use of the transit centers, as the TDA funds received directly by the City were used to pay 50% of the City's financial obligations to the PADMA. The City is responsible for 20% of PADMA's operating costs in part because the City transit center at Stateline utilizes PADMA maintenance services. This lease agreement includes reimbursement to the City for expenses incurred by the City to support transit operations at the Stateline Transit Center, now that the TTD is the direct recipient of the TDA funds.

The 2012 Funding and Service Agreement between the City and TTD, as well as the current lease agreement for the bus yard will remain effective.

Fiscal Impact:

Lease payments to the City of South Lake Tahoe are included in the approved transit operations budget.

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. Lease Agreement Between the City of South Lake Tahoe and the Tahoe Transportation District for use of the City of South Lake Tahoe Transit Facilities

**LEASE AGREEMENT BETWEEN THE CITY OF SOUTH LAKE TAHOE AND THE
TAHOE TRANSPORTATION DISTRICT FOR USE OF THE CITY OF SOUTH
LAKE TAHOE TRANSIT FACILITIES**

THIS LEASE AGREEMENT (“Agreement”) is made and effective as of September ____, 2012, by and between the City of South Lake Tahoe (“CITY”) and the Tahoe Transportation District (“LESSEE”).

RECITALS

WHEREAS, CITY is the owner of certain real property situated in the City of South Lake Tahoe, County of El Dorado, State of California, which is being used by LESSEE to provide a regional transit system; and

WHEREAS, LESSEE and City have previously entered into a license agreement dated November 1, 2010, for LESSEE’s use of the South Y Transit Station located at 1000 Emerald Bay Road, the Stateline Transit Station located at 4114 Lake Tahoe Boulevard, and certain bus stop locations; and

WHEREAS, the parties desire to enter into a lease agreement for the use of the South Y Transit Station, the Stateline Transit Station, certain bus stop locations, and certain CITY owned buses, to be used by LESSEE to provide a regional transit system in an area which includes the City of South Lake Tahoe and the south shore of Lake Tahoe; and

NOW, THEREFORE, in consideration of the foregoing and of the mutual covenants hereinafter contained, the parties agree, for themselves, their successors and assigns, as follows:

1. LEASED AREAS

CITY hereby leases to LESSEE the “Leased Areas,” which collectively refers to: (1) the South Y Transit Station, APN 023-411-25, located at 1000 Emerald Bay Road, South Lake Tahoe, California, (2) a portion of the Stateline Transit Center consisting of the waiting area inside the building (approximately 384 square feet), bus pull through aisles and islands, and adjacent walkways, APN 029-480-02, located at 4114 Lake Tahoe Boulevard), South Lake Tahoe, California, and (3) the CITY owned bus stop locations listed on Exhibit A hereto.

2. LEASED BUSES

CITY hereby leases to LESSEE the CITY owned buses identified as #3240, #3251, #3252, #3299, #3300, and #3316 (the “Leased Buses”).

3. TERM

The term of this Agreement shall commence on the date set forth above (the “Commencement Date”) and shall continue for two (2) years unless terminated by either party

for convenience upon thirty (30) days prior written notice, or extended by mutual written agreement of the parties.

4. LEASE PAYMENTS

During the term of this Agreement, LESSEE agrees to pay CITY, in exchange for the Leased Areas and the Leased Buses, a sum equal to \$18,526 on a quarterly basis (hereinafter "Lease Payments"). The amount of the Lease Payments may be adjusted annually, by a percentage increase/decrease equal to the percentage increase/decrease of PADMA membership dues in the previous year, such percentage not to exceed a 10% increase per year. CITY will provide a copy of the PADMA annual budget to LESSEE each year upon adoption by PADMA. Lease Payments shall be paid by LESSEE to CITY upon receipt of an invoice by LESSEE from CITY. A one hundred dollar (\$100.00) late fee shall be assessed for any payment not received by CITY within fifteen (15) days of the invoice date indicated on each invoice. Payments not received within fifteen (15) days from the date due shall accrue interest in the amount of one percent (1%) per month. Payments shall be made to the City of South Lake Tahoe Finance Department, 1901 Airport Road, South Lake Tahoe, CA 96150.

In the event CITY and LESSEE agree to extend the term of this Agreement, LESSEE shall pay the Lease Payment to CITY on or before the date the additional term commences. Upon expiration of the term of this Agreement and at the expiration of any additional term(s), CITY shall have the right to modify the Lease Payments due hereunder for the additional term(s).

5. EXPENSES OF LESSEE

In addition to the Lease Payments, LESSEE shall pay the following costs and expenses:

a. Cost to Repair Damage.

LESSEE shall pay the cost of repairing, replacing or correcting any damage to the Leased Areas or the Leased Buses caused by LESSEE, either from a willful act or an act resulting from active or passive negligence on the part of LESSEE. Such damage includes but is not limited to impairments or damages to the land, property, fixtures, improvements of any portion or part of the Leased Areas or the Leased Buses. Upon request by LESSEE, CITY shall furnish an itemized list of the actual cost of repair. Upon request by LESSEE, CITY shall furnish a list of bids and anticipated costs of any repairs in advance of the work being performed.

b. Maintenance and Improvements.

LESSEE shall pay any cost and expenses which arise from LESSEE's obligations under this Agreement to improve, construct, reconstruct, alter, repair and maintain Leased Areas and Leased Buses.

c. Reimbursement to CITY.

If CITY shall have made payments on behalf of LESSEE for any costs or expenses incurred herein, LESSEE shall reimburse CITY within 30 days of receipt of an invoice from CITY. Payments shall be made to the City of South Lake Tahoe Finance Department, 1901 Airport Road, South Lake Tahoe, CA 96150.

d. Utilities.

LESSEE shall be responsible for and shall pay in entirety, all costs of utilities arising from use, occupation, and lease of the Leased Areas and Leased Buses. Such utilities include, electrical, gas, water, sewer, refuse, cable television, and all other utility expenses incurred in connection with the use and operation of the Leased Areas and Leased Buses. LESSEE responsibility for utilities shall include 100% of utility expenses for the South Y Transit Station and one-third (1/3) of the total utility expenses for the Stateline Transit Station. LESSEE may choose to transfer electrical and gas services into its name for the South Y Transit Center, but may not do so for the Stateline Transit Center.

The City will provide LESSEE an invoice for utilities on a quarterly basis. Payments pursuant to such invoices shall be made by LESSEE to City within thirty (30) days of receipt of this billing. A 10% late fee not to exceed one hundred dollars (\$100.00) shall be assessed for any payment not received by CITY within thirty (30) days of the invoice date indicated on each invoice. Payments not received within thirty (30) days from the date due shall accrue interest in the amount of one percent (1%) per month. Payments shall be made to the City of South Lake Tahoe Finance Department, 1901 Airport Road, South Lake Tahoe, CA 96150.

6. COMPLIANCE WITH LAW

LESSEE, at its expense, shall comply with all applicable laws, regulations, rules and orders with respect to the use of the Leased Area and Leased Buses, regardless of when they become or became effective, including, but not limited to, those relating to health, safety, noise, environmental protection, waste disposal, and water and air quality.

7. USE OF FACILITY

LESSEE shall be entitled to the non-exclusive use of the Leased Areas, and CITY, its agents, employees, and contractors shall have the right to enter and use the Leased Areas for any purpose that will not unreasonably interfere with the rights granted to LESSEE under this Agreement.

LESSEE's right to use the Leased Areas and Leased Buses shall be for the sole purpose of providing public transit services in an area which includes the City of South Lake Tahoe and the south shore of Lake Tahoe.

CITY agrees that LESSEE's Transit Operations and Maintenance Contractor shall be authorized to utilize the Leased Areas and Leased Buses in accordance with the terms of this Agreement.

CITY agrees to consult with LESSEE prior to entering into agreements with other parties that involve the use of the Leased Areas or the Leased Buses.

8. MAINTENANCE AND IMPROVEMENTS

a. LESSEE shall maintain the Leased Areas and Leased Buses in good condition and repair to standards of repair, orderliness, neatness, sanitation, cleanliness, and safety to the satisfaction of CITY. CITY shall have no responsibility to maintain the Leased Areas and Leased Buses with the exception of normal wear and tear for which CITY shall be responsible.

b. LESSEE shall not contract with any outside personnel to construct any new improvements or make any modifications, other than regular maintenance, to the Leased Areas or Leased Buses without prior approval from CITY, unless obtaining such prior approval would result in an unreasonable delay in LESSEE's ability to provide public transit services.

c. CITY shall be responsible for repairing, replacing or correcting any damage to the Leased Areas or the Leased Buses not caused by LESSEE. Such damage includes but is not limited to impairments or damages to the land, property, fixtures, improvements of any portion or part of the Leased Areas or the Leased Buses.

d. All improvements, with the exception of that property which normally would not be attached or affixed to the buildings or land in such a way that it would become a part of the realty, shall remain within the Leased Area or on the Leased Buses after the expiration of the term of this Agreement or termination by cancellation as hereinafter provided, and shall thereupon become the property of CITY.

9. ENVIRONMENTAL IMPAIRMENT

Should any discharge, leakage, spillage, emission, or pollution of any type occur upon or from the Leased Areas or Leased Buses due to the LESSEE's use and occupancy thereof, LESSEE, at its expense, shall be obligated to clean all the property affected thereby, to the satisfaction of CITY.

Insofar as it lawfully may, LESSEE shall indemnify, hold harmless and defend CITY against all liability, cost and expense (including, without limitation, any fines, penalties, judgments, litigation costs, and attorney's fees) incurred by CITY as a result of any such discharge, leakage, spillage, emission or pollution, regardless of whether such liability, cost or expense arises during or after the term of this Agreement, unless such liability, cost or expense is proximately caused solely by the active negligence of CITY.

10. SNOW REMOVAL

LESSEE shall be responsible for hand shoveling all areas and portions of the Leased Areas, except that CITY shall provide snow removal in the parking areas and roadways associated with the South Y Transit Station and the Stateline Transit Center during CITY's normally scheduled snow plow routes.

11. PARKING

LESSEE may park vehicles and equipment in assigned areas of the Leased Areas only as designated by CITY. Personal vehicles or vehicles of LESSEE or LESSEE's employees shall not be parked in Leased Areas, except short term parking for maintenance or administrative staff.

12. CITY'S ACCESS TO THE LEASED AREA/RIGHT OF ENTRY

CITY, its agents, and employees, may enter the Leased Areas or Leased Buses to inspect the same, or for any other purpose pertaining to CITY's rights therein.

13. SERVICE STANDARDS

LESSEE shall at all times retain an active, qualified, competent and experienced manager to supervise the operation of the Leased Areas and to represent and act for LESSEE. At all time during that person's absence, a responsible subordinate shall be in charge and available.

LESSEE shall be required to uniform or dress its attendants and employees properly and they shall be clean, courteous, efficient, and neat in appearance at all times.

LESSEE shall not permit its agents, servants or employees to conduct business in a manner that is boisterous, offensive, or objectionable to other CITY employees or customers.

14. INDEMNIFICATION

LESSEE agrees to defend, indemnify, release and hold harmless CITY from and against any and all loss, damage, liability, claims, demands, costs, charges and expenses (including, without limitation, attorney's and expert witness fees and other expenses of litigation) and causes of action of whatsoever character which CITY may incur, sustain, or be subjected to on account of loss or damage to the Leased Areas and loss of use thereof, or for bodily injury to or death of any persons (including, without limitation, property, employees, subcontractors, agents and invitees of each party hereto) arising out of or in any way connected with the occupancy, operation, maintenance, use or enjoyment of the Leased Areas and Leased Buses under this Agreement.

LESSEE waives any and all rights to any type of express or implied indemnity or right of contribution from CITY for any liability, claims, demands, costs, charges and expenses (including, without limitation, attorney's and expert witness fees and other expenses of litigation) and causes of action of whatsoever character on account of loss or damage to the Leased Areas

and Leased Buses and loss of use thereof, or for bodily injury to or death of any persons (including, without limitation, property, employees, subcontractors, agents, and invitees of each party hereto) arising out of or in any way connected with the occupancy, operation, maintenance, use or enjoyment of the Leased Areas and Leased Buses under this Agreement.

15. INSURANCE

a. LESSEE, at LESSEE's own cost and expense, shall procure and maintain, for the duration of this Agreement, the following insurance policies which shall protect CITY, its elective and appointive boards, and officers from any claims for damages for personal injury, including death, and/or property damage, to third parties which may arise from LESSEE's operations under this Agreement:

- i. **Workers' Compensation Coverage.** LESSEE shall maintain Workers' Compensation Insurance and Employer's Liability Insurance for his/her employees in accordance with the laws of the State of California. In addition, LESSEE shall require each subcontractor to similarly maintain Workers' Compensation Insurance and Employer's Liability Insurance in accordance with the laws of the State of California for all of the subcontractor's employees. Any notice of cancellation or non-renewal of all Workers' Compensation policies must be received by CITY at least thirty (30) days prior to such change. The insurer shall agree to waive all rights of subrogation against CITY, its officers, agents, employees and volunteers for losses arising from work performed by LESSEE for CITY. The provision set forth directly above, shall not apply if LESSEE has no employees performing work under this Agreement.
- ii. **General Liability Coverage.** LESSEE shall maintain commercial general liability insurance or its equivalent, in an amount not less than five million dollars (\$5,000,000) per occurrence for bodily injury, personal injury and property damage. If a commercial general liability insurance form or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to the work to be performed under this Agreement or the general aggregate limit shall be at least twice the required occurrence limit.

Such insurance shall identify CITY, its elected or appointed officers, officials, employees, agents and volunteers are to be covered as additional covered parties with respect to liability arising from LESSEE' operations under this Agreement.

This policy shall be considered primary insurance as respects CITY, its elected or appointed officers, officials, employees, agents and volunteers. Any insurance maintained by CITY, including any self-insured retention CITY may have, shall be considered excess insurance only and shall not contribute with it.

This insurance shall act for each insured and additional covered party as though a separate policy had been written for each, except with respect to the limits of liability of the insuring company.

- iii. Automobile Liability Coverage. LESSEE shall maintain automobile liability insurance coverage for bodily injury and property damage for all activities of the LESSEE arising out of or in connection with the work to be performed under this Agreement, including coverage for owned, hired and non-owned vehicles, in an amount of not less than five million dollars (\$5,000,000) per occurrence.
- b. Endorsements.

Any commercial insurance policies shall be placed with insurers possessing an A.M. Best rating of no less than A-:VII. No policies of insurance carried by LESSEE shall be canceled, except after thirty (30) days written notice to the City Attorney.

- c. Deductibles and Self-Insured Retentions.

LESSEE shall maintain any deductibles or self-insured retentions at a maximum of \$5,000.00. Any insurance policies with deductibles greater than \$5,000.00 must be declared to and approved by CITY. At CITY's option, LESSEE shall demonstrate financial capability for payment of such deductibles or self-insured retentions.

- d. Certificates of Insurance.

LESSEE shall provide certificates of insurance to CITY as evidence of the insurance coverage required herein, at the inception of this Agreement. LESSEE shall not commence operations under this Agreement until all insurance required under this section has been approved by CITY as to form, amount and carrier, nor shall LESSEE allow any sublessee or subcontractor to commence operations until all similar insurance required of the sublessee or subcontractor has been so obtained and approved prior to the expiration of any such policy. Prior to the expiration of any such policy (typically annually), a certificate showing that such insurance coverage has been renewed shall be delivered to CITY. CITY shall be given notice if such insurance coverage is canceled or reduced, and a replacement certificate shall be filed with CITY showing that the required insurance has been reinstated or provided through another insurance company. In the event that LESSEE shall at any time fail to furnish CITY with the certificate of insurance required, upon 10 days written notice by CITY to LESSEE, CITY shall have the right to secure the required insurance at the cost and expense of LESSEE, and LESSEE agree to promptly reimburse CITY for the cost thereof, together with any sales or use taxes thereon, which costs shall be additional rent hereunder and shall be immediately due and payable.

16. INGRESS/EGRESS

CITY hereby grants LESSEE, its officers, agents and employees, the right of ingress and egress over and across roadways, walkways, passageways and other public facilities of the Leased Areas.

17. SURRENDER OF PREMISES

Upon termination, revocation or expiration of this Agreement, LESSEE shall discontinue the use of the Leased Areas and Leased Buses and, upon written notice from CITY, remove from the Leased Areas and Leased Buses all personal property. LESSEE shall restore the Leased Areas and Leased Buses as nearly as possible to the condition in which they existed immediately prior to the execution of this Agreement, normal wear and tear excepted. Property of LESSEE not removed from the Leased Areas and Leased Buses within 60 days after the termination, revocation or expiration of this Agreement shall become the property of CITY. LESSEE agrees to reimburse CITY for the cost and expense incurred by CITY in restoration of the Leased Areas and Leased Buses and disposing of said property of LESSEE not so removed.

19. NOTICES

All notices as required to be given by one party to the other shall be served upon the other by registered mail, postage prepaid, and addressed as follows:

To LESSEE:

Tahoe Transportation District
PO BOX 499
Zephyr Cove, NV 89448
Attn: Carl Hasty, District Manager

To CITY:

City of South Lake Tahoe
City Manager
1901 Airport Road, Suite 203
South Lake Tahoe, CA 96150
Attention: Hilary Roverud, Director of Development Services

With a copy to:

City Attorney
City of South Lake Tahoe
1901 Airport Road
South Lake Tahoe, CA 96150

Or at such other address as either party shall from time to time notify the other in writing of such change of address.

20. EXECUTION OF OTHER DOCUMENTS

The parties hereto agree that each shall concurrently herewith, or at any time hereafter, on the demand of the other execute any other documents or instruments, and do or cause to be done,

any other act and things as may be necessary or convenient to carry out the intent and purposes of this Agreement.

21. ATTORNEY FEES

In the event of any dispute, claim or litigation based upon or relating to breach, default or enforcement of any of the provisions of this Agreement, the prevailing party in such dispute, claim or litigation shall be entitled to recover its reasonable attorney's fees, court costs and expenses from the non-prevailing party.

22. JURISDICTION AND VENUE

This Agreement shall be interpreted and enforced in accordance with the laws of the State of California and the venue for any litigation arising here from shall be in the El Dorado County Superior Court.

23. DEFAULT

LESSEE shall be in default under this Agreement if LESSEE fails or refuses to pay the Lease Payments or any other amount when due or if LESSEE fails or refuses to perform any other covenant or condition of this Agreement.

If LESSEE fails to cure a default within 15 days after notice from CITY to do so, CITY shall have the right, without further notice and in addition to any other remedies CITY may have at law or equity, to revoke this Agreement forthwith and to retake possession of the Leased Areas and the Leased Buses.

24. NONWAIVER

CITY's failure to enforce or exercise its rights under any term, condition or covenant of this Agreement shall not be construed as a waiver of such rights or such term, covenant or condition. Acceptance of the Lease Payments shall not be deemed a waiver of CITY's right to revoke this Agreement as provided herein, regardless of when accepted.

25. ENTIRE AGREEMENT

This Agreement is the entire agreement of the parties regarding the Leased Areas and the Leased Buses and supersedes all previous written and oral agreements between the parties hereto. This Agreement may not be modified orally and any modification must be entered into voluntarily by CITY and LESSEE, under the same formalities as are required for the execution of this Agreement.

IN WITNESS WHEREOF, the parties hereto have executed and acknowledged this Agreement as of the day and year first above written.

“CITY”
City of South Lake Tahoe

“LESSEE”
Tahoe Transportation District

Claire Fortier, Mayor

Carl Hasty, District Manager

ATTEST:

City Clerk

Exhibit A

List of Bus Stops



MEMORANDUM

Date: September 10, 2012
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Approval of Task Order for Design Workshop for Nevada Stateline to Stateline Bikeway Project – Phase 2 (North Demonstration Project)

Action Requested:

It is requested the Board approve a Task Order for Design Workshop as recommended by Staff in the table below.

Background: In January 2010, TTD staff completed a “Preliminary Scenic Impact Analysis” for the Nevada Stateline to Stateline Bikeway Project – North Demonstration to determine if there was a fatal flaw in regards to final permitting and project approval, as it relates to Tahoe Regional Planning Agency (TRPA) Thresholds for Scenic Resources. This preliminary analysis determined that with context sensitive engineering, including material specifications, and aesthetic treatments, a lake side alignment was regulatory feasible and should proceed to preliminary engineering and environmental analysis. In September 2011, staff issued a formal Notice of Preparation for the preparation of a TRPA and National Environmental Policy Act (NEPA) Environmental Assessment which officially initiated the environmental review process. Since that time, various environmental studies and preliminary engineering have been completed in administrative draft form for both a lake and mountain side alignment, however scenic simulations were not included in this work, as it was determined that it would be in the best interest of the project schedule and budget to obtain further direction from TRPA staff following the development of 30% plans.

On June 5, 2012, TTD, Ascent Environmental, and scenic expert Tom Packard held a focused scenic resource meeting with TRPA representatives, John Hitchcock and Brian Judge, to discuss the initial findings of the preliminary scenic assessment and come to concurrence on a more detailed methodology for the formal scenic evaluation based on the 30% design. As a result of this meeting, it was determined that since the project is one congruent project area, that scenic ratings could be applied as an average, which was further justified by the fact that the project area is within one TRPA scenic roadway unit. Clear direction as to what would be required for the analysis was provided by TRPA representatives at that meeting, however additional design is required prior to commencing this work.

Discussion: Now that an adequate level of design has been complete, Staff is requesting approval to proceed with a focused scenic analysis that will analyze the location, size, and treatment of structures and cut slopes visible from various locations within the project area. The scope includes photographs from the trail at Key Observation Points (KOP's), as seen from SR

28, public recreation areas, and Lake Tahoe. Once the photos are collected from KOP's, the consultant will develop more detailed aesthetic solutions compatible with the North Demonstration Project 30% design plans. Consistent with the agreed upon methodology, the Consultant team will create three-dimensional models of portions of the North Demonstration Project shared-use path (including walls, bridges, etc.) and integrate those models with the photographs. Finally, the Consultant team will apply the treatments identified during the agency review process to the models to depict the potential scenic condition after implementation of the North Demonstration Project. The visual representations will represent portions of the shared-use path that have the potential to impact the study area's scenic quality. In anticipation of the end of the field season, a meeting with the consultant team and TRPA staff will be scheduled immediately to determine the final KOP's, pending approval of this task order request.

Below is the description and budget for the proposed task orders:

Firm	Work Element	Type of Agreement	Phase	Work to be Performed/Deliverable	Cost
Design Workshop	3.3.2	Task Order	Environmental	Scenic Impact Assessment and Simulations	\$50,500

Fiscal Analysis:

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

Program	Description	Total	Grantor	Grant Amount	Match	Match Amount
CIP	Design Workshop - PED	\$50,500	FHWA Scenic By-ways	\$35,855	NV SQ 1	\$14,645

Work Program Impact:

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

Additional Information:

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



MEMORANDUM

Date: September 10, 2012

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Review and Acceptance of BlueGO's Monthly July 2012 Operations Report and Presentation by John Busskohl of Keolis, Highlighting the First-Year Accomplishments

Action Requested:

It is requested the Board review and accept BlueGO's monthly operations report for July 2012 and hear short presentation from Keolis COO John Busskohl.

Background:

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

Discussion:

After a strong run of injury-free operation lasting 188 days, there was a minor workplace injury on July 22.

The Keolis Safety Committee discussed FCC radio codes, regulations and etiquette to comply with FCC's protocols and to cut down on unnecessary radio use. Recent accident trends were discussed and practices to reduce these types of events were reviewed. During a separate safety meeting held for maintenance staff, shop cleanliness and safe working conditions were discussed.

Mark Reynolds is July's Customer Service Award Recipient for his positive outlook and friendly smile. He was driving on the East Shore Express route from Incline to Sand Harbor, and had many compliments on his great attitude. Jose Morales is July's Safety Award winner, for successfully implementing the Facilities Emergency Evacuation Plan. There was a main gas-line break on Shop Street and Jose got all employees out of building safely with no injuries. He has been a dispatcher with BlueGO since 2008.

There were five accidents in July, two of which were preventable. Four of the five accidents involved East Shore Express buses. All five were minor and none incurred any expenses for the District.

There were twelve road calls in July, two of which resulted in more than a ten-minute delay in service. There were eight complaints in July: four of drivers deviating from routes and missing passengers; one of a driver littering; one of a driver being unsafe; one of a driver providing bad information; and one of not allowing bicycles inside of a bus. In the cases involving deviating

from the schedule and littering, the drivers were re-trained. The other three complaints were determined to be invalid.

Fixed-route ridership was virtually unchanged from last year, with 125 more trips this year. July's cash fare revenue collected on the routes totaled \$57,370 and pass sales totaled \$3,375.

John Busskohl will discuss the progress made by Keolis during their first year of the BlueGO operations contract.

Advertising Policy Update:

The bus interior advertising policy and resolution adopted by the Board last month has been reviewed by legal staff and determined to be acceptable with minor revisions made to the phrasing (Attachment B).

Avego Update:

All Avego units have been installed in the buses and TTD has taken delivery of ten passenger information display units. Installation at the transit centers will take place following the procurement of protective enclosures.

East Shore Express Update:

ESE ridership statistics through September 3:

<u>Old Elm</u>	<u>Overflow</u>	<u>Tart Stop</u>	<u>Sand Harbor</u>	<u>Total</u>
5,202	1,101	537	5,315	12,155

The total revenue service hours incurred for the pilot is 1,193.8. Final project costs and revenues will be presented to the Board in October.

Additional Information:

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

Attachments:

- A. BlueGO statistical data for July 2012
- B. Final Bus Interior Advertising Policy

**BLUEGO RIDERSHIP REPORT
JULY 2012**

ATTACHMENT A

	<u>Riders</u>					
	Jul-12	Jul-11	YOY Change		Jun-12	MOM Change
Fixed Routes						
19X	557		557		387	170 44%
20X	1,573	1,808	-235	-13%	1,504	69 5%
21X	2,107	2,672	-565	-21%	1,817	290 16%
23	9,644	8,462	1,182	14%	6,622	3,022 46%
24	0	0	0		169	-169
30	6,468	5,713	755	13%	1,068	5,400 506%
50	15,898	17,380	-1,482	-9%	14,576	1,322 9%
53	12,185	12,272	-87	-1%	11,028	1,157 10%
Total Fixed	48,432	48,307	125	0%	37,171	11,261 30%
ESE	6,974				438	6,536 1492%
Winter Routes	N/A					
Total Winter	-	-	-		-	-
On-Call	1488	1999	(511)	-26%	1537	(49) -3%
TOTAL	56,894	50,306	6,588	13%	38,708	18,186 47%

	<u>Farebox</u>					
	Jul-12	Jul-11	YOY Change		Jun-12	MOM Change
	\$ 1,374		\$ 1,374		\$1,076	298 28%
	\$ 1,438	\$ 2,179	\$ (741)	-34%	\$4,181	(2,743) -66%
	\$ 2,576	\$ 3,221	\$ (645)	-20%	\$5,051	(2,475) -49%
	\$ 3,296	\$10,164	\$ (6,868)	-68%	\$8,873	(5,577) -63%
	\$ -	\$ -	\$ -		\$338	(338)
	\$ 7,496	\$ 6,887	\$ 609	9%	\$1,489	6,007 403%
	\$ 19,145	\$20,950	\$ (1,805)	-9%	\$20,127	(982) -5%
	\$ 14,605	\$14,793	\$ (188)	-1%	\$15,498	(893) -6%
Total Fixed	\$ 49,930	\$58,194	\$ (8,264)	-14%	\$56,633	(6,703) -12%
ESE	\$ 8,785				\$488	\$8,297 1700%
On-Call	\$ 2,030	\$ 2,410	\$ (380)	-16%	4273	(2,243) -52%
TOTAL	\$ 60,745	\$60,604	\$ 141	0%	60,906	(2,243) -4%

	<u>Vehicle Service Hours</u>					
	Jul-12	Jul-11	YOY Change		Jun-12	MOM Change
Fixed Routes						
19X	229		229		229	- 0%
20X	316	382	(66)	-17%	306	10 3%
21X	362	476	(114)	-24%	352	10 3%
23	541	542	(1)	0%	525	16 3%
24	0	0	-		13	(13)
30	555	537	18	3%	161	394 245%
50	558	570	(12)	-2%	540	18 3%
53	558	558	-	0%	540	18 3%
Total Fixed	3,119	3,065	54	2%	2,666	453 17%
ESE	588				284	304 107%
Winter Routes	N/A					
Total Winter	-	-	-		-	-
On-Call	603	706	-103	-15%	609	(6) -1%
TOTAL	4,310	3,771	539	14%	3,559	751 21%

	<u>Non-Service Hours</u>					
	Jul-12	Jul-11	YOY Change		Jun-12	MOM Change
	51				51	- 0%
	79	199	(120)	-60%	76	3 4%
	88	62	26	42%	86	3 3%
	17	18	(1)	-6%	17	0 1%
	0	0	-		11	(11) -100%
	3	3	-	0%	1	
	3	3	-	0%	3	- 0%
	4	4	(0)	-10%	4	- 0%
Total Fixed	245	289	(44)	-15%	248	(5) -2%
ESE	57				29	28 97%
On-Call	146	70	76	109%	143	3 2%
TOTAL	448	359	89	25%	391	57 15%

	<u>Vehicle Service Miles</u>					
	Jul-12	Jul-11	YOY Change		Jun-12	MOM Change
Fixed Routes						
19X	4,746		4,746		4,746	- 0%
20X	7,440	8,519	(1,079)	-13%	7,200	240 3%
21X	10,471	13,780	(3,309)	-24%	10,168	303 3%
23	7,264	7,335	(71)	-1%	7,066	198 3%
24	0	0	-		400	(400)
30	10,912	10,560	352	3%	3,168	7,744 244%
50	6,250	6,333	(83)	-1%	6,048	202 3%
53	8,593	8,593	-	0%	8,316	277 3%
Total Fixed	55,676	55,120	556	1%	47,112	8,564 18%
ESE	8,984				4,451	4,533 102%
Winter Routes	N/A					
Total Winter	-	-	-		-	-
On-Call	7,762	9,807	-2,045	0	8,648	-886 -10%
TOTAL	72,422	64,927	7,495	12%	60,211	12,211 20%

	<u>Non-Service Miles</u>					
	Jul-12	Jul-11	YOY Change		Jun-12	MOM Change
	1,365				1,365	- 0%
	1,436	8,897	(7,461)	-84%	1,356	80 6%
	1,422	1,426	(4)	0%	1,368	54 4%
	372	378	(6)	-2%	360	12 3%
	0	-	-		360	(360)
	124	96	28	29%	36	88 244%
	62	64	(2)	-3%	60	2 3%
	403	403	-	0%	390	13 3%
Total Fixed	5,184	11,264	(7,445)	-66%	5,295	(111) -2%
ESE	1,878				970	908 94%
On-Call	432	370	62	17%	327	105 32%
TOTAL	7494	11634	(7,383)	-63%	5,622	105 2%

ATTACHMENT A

Policy Governing All Advertising in TTD Vehicles

1. Restrictions: The Tahoe Transportation District **WILL NOT** display or maintain any advertisement that falls within one or more of the following categories:

(a) Demeaning or disparaging materials. The advertisement contains material that demeans or disparages an individual or group of individuals on the basis of race, color, religion, national origin, ancestry, gender, age, disability, ethnicity, gender, marital or parental status, military discharge status, source of income, or sexual orientation.

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(b) Tobacco and firearms. The advertisement promotes the sale or use of tobacco or firearms, or ~~tobacco , or firearms products~~ related ~~products, including depictingthereto, or depicts~~ such products.

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(c) Profanity. The advertisement contains profane language, *i.e.*, language containing certain of those personally reviling epithets naturally tending to provoke violent resentment or language that under contemporary community standards is so grossly offensive to members of the public who actually hear it as to amount to a nuisance.

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(d) Violence. The advertisement contains an image or ~~description~~depiction of violence, including, but not limited to (1) the depiction of human or animal bodies or body parts, or fetuses, in states of mutilation, dismemberment, decomposition, or disfigurement, and (2) the depiction of weapons or other implements or devices used in ~~the advertisement in~~ an act of violence or harm on a person or animal.

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(e) Unlawful goods, services or conduct. The advertisement, or any material contained in it, ~~that~~ promotes or encourages, or appears to promote or encourage, unlawful or illegal goods, services, behavior or activity.

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(f) Obscenity or nudity. The advertisement contains legally obscene material or depicts nudity or sexual intercourse or other sexual acts. For purposes of these standards, the terms "obscene" and "nudity" shall have the meanings contained in Nevada Revised Statutes 201.235 and 201.256.

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(g) Prurient sexual suggestiveness. The advertisement contains material that incites, describes, depicts, or represents sexual activities or images or descriptions of human sexuality or anatomy in a way that the average adult, applying contemporary community standards, would find appeals to the prurient interest. The advertisement promotes the sale of pornography, adult telephone or Internet services, escort services, nude dance clubs, sensual massage, or any other form of adult-oriented entertainment.

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~~(h) Endorsement.~~ (h) Endorsements by Tahoe Transportation District. The advertisement, or any material contained in it, implies or declares an endorsement by the Tahoe Transportation District of any service, product, or point of view; without prior written authorization of the Tahoe Transportation District Manager.

(i) False, misleading, or deceptive speech. The advertisement, or any material contained in it, is false, misleading, or deceptive.

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(j) Libelous speech, copyright infringement, etc. The advertisement, or any material contained in it, is libelous or an infringement of copyright, or is otherwise unlawful or illegal or is likely to subject the Tahoe Transportation District to litigation.

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(k) Unclear identification of the advertiser. The advertisement is such that (1) the message or sponsorship of the advertisement cannot reasonably be determined without reference to a web site~~website~~ or telephone number that is listed in the advertisement, and/or (2) ~~that web site prominently~~ the referenced website contains, or ~~that~~ the referenced telephone number directs callers to, material that violates these guidelines.

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(l) Political: Candidates, Advertisements for or against candidates for political office, Political Action Committees and advertisements by political action committees or other groups seeking to sway public opinion in favor of or against an issue.

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AGENDA ITEM: IX.G

ATTACHMENT A

(m) Religious. Discussions surrounding Advertisements relating to the absence or presence of a deity, the supremacy of a religion or creed, invitation to worship or any other attempt to convert, preach or promulgate morality.

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2. Public Service Announcements. The Tahoe Transportation District shall reserve unto itself two advertising spaces on every bus and may make advertising space available for public service announcements by governmental entities, academic institutions or nonprofit organizations. Such announcements are subject to the provisions set forth in Section 1 above. The term for a public service message shall be 90 days and available on a first come, first served basis. Public service messages may remain in TTD vehicles longer than 90 days, if there are no other requests for the use of the space. The Tahoe Transportation District reserves the right to promote transportation and educate the public regarding transportation issues and these shall not be considered political, nor seen to conflict with the provisions of Section 1.

3. Funding Partners. For those entities making significant financial contributions to the Tahoe Transportation District, space shall be reserved on at least 50% of the fleet for their advertising. The advertising of partner organizations shall still comply with all of the provisions of Section 1 above.

4. Review: The Tahoe Transportation District shall review each advertisement submitted for display in TTD vehicles to determine compliance with advertisement standards set forth above. In the event that the advertisement falls within (or may fall within) one or more of the categories, the TTD will send prompt, written notification to the advertiser; including, a copy of this policy, identification of category(s) and, at its discretion, suggestions for policy compliance.

5. Appeal: Advertisers may appeal the rejection of advertising to the Tahoe Transportation District Board of Directors by notifying the District Manager, in writing, within 30 days of the rejection. The Transit Operations Committee Chair will advise the advertiser of the next opportunity to present their grievance to the Committee. The TOC will present their recommendation to the full Board at the next meeting.

6. Applicability: These guidelines apply to all advertising coordinated or sold by the Tahoe Transportation District, any sub-contractor or third party partner. The Tahoe Transportation District reserves the right to suspend, modify, or revoke the application of any or all of this policy as it deems necessary to comply with legal mandates.

7. Rates: The minimum advertising term is three months and purchases one advertising space on 80% of the vehicles in service. The rate for one advertising space during the period April 16 through November 15 is \$300 for each three-month term. The rate for the period November 16 through April 15 is \$1,500 per three-month term. Rates shall remain in effect until such time as the Board of Directors opts to change them. The Tahoe Transportation District reserves the right to outsource the marketing and management of the entire fleet, excepting that capacity identified in Sections 2 and 3 above which shall be reserved by the Tahoe Transportation District. In the event that a professional firm is employed to sell advertising on behalf of the Tahoe Transportation District, this rate structure shall not apply, in favor of the revenue sharing agreement with the contractor.

8. Materials: Advertiser is responsible for the production of advertising materials which shall be 11" x 22" in size, portrait orientation and printed on durable vinyl, laminated material or styrene no more than 2 millimeters thick. The Tahoe Transportation District shall not be held liable for the preservation, maintenance, production or replacement of the advertising materials, nor is the

CG/jw

AGENDA ITEM: IX.G



MEMORANDUM

Date: September 10, 2012
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Approval of the Creation of a Mobility Manager Contractual Staff Position for Federal Fiscal Year 2013

Action Requested:

It is requested the Board approve the creation of a Mobility Manager contractual staff position.

Background:

This item was first brought to the Board at the May 2012 meeting. Following discussion, staff was directed to verify grant funding, and upon approval of the grant, return to the Board for further discussion. The original funding application was for a 5317 "New Freedom" grant, a program consolidated under MAP-21 with other urban, rural and elderly transportation programs. Staff was notified on August 24 that the application and funding had been approved by NDOT under the FTA section 5310 program.

Discussion:

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 attention. The so-called "Silver Tsunami" when demands on services could easily exceed capacity rapidly approaches and coordinated services will not only improve access to transportation in the near-term, but will better position the TTD to accommodate increased demand in the future.

Mobility Management is a strategic approach for managing and delivering coordinated transportation services. Many agencies have programs and/or funding for the provision of transportation to their constituent groups. These agencies include Medicaid, Medicare, the Disabled American Veterans, as well as human services agencies and non-profit organizations. The Mobility Manager will collaborate with all transportation providers and funders to create a full range of well-synchronized mobility services, while acting as a policy coordinator, a service broker and a 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 service needs study
- Coordinate with Human Resources Departments to help attain employment-related transportation program requirements under the TRPA Code of Ordinances, Section 65.4.2
- 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
- Work with both the North and South Shore TMA's to improve transportation alternatives

It is not anticipated that the Mobility Manager will be a permanent staff position; the goals are to identify gaps in existing services, inventory transportation resources, coordinate funding and services, establish a client intake and asset allocation strategy, establish long-term partnerships and search for technological solutions to effectively manage billing, coordination and service provision. Much could be accomplished in a single year, but staff feels that the effort would be more comprehensive and complete if continued for two years and will seek additional funding for FY 2014.

Fiscal Analysis:

Staff applied for an NDOT 5317 "New Freedom" grant to fund mobility management efforts, which under MAP-21 will now be funded at 90% under section 5310. NDOT has approved a program cost of \$96,633, with a 10% local match requirement of \$9,663, which can be achieved through budget adjustments to travel, miscellaneous, printing and professional services. The maintenance of this position for a second year will rely on successful grant funding, which means it will be a contract position affiliated with the grant.

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: September 10, 2012
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Approval of Revised Approach for US 50 South Shore Community Revitalization Project Management Support for Public Planning Process and Associated Contract and Task Order Amendments for Wood Rodgers

Action Requested:

It is requested the Board review and approve Staff's revised approach to US 50 South Shore Community Revitalization Project Management support for public planning process and associated contract and task order amendment.

Background:

At the June 8, 2012 meeting of the TTD Board of Directors, Staff provided an update on the US 50 South Shore Community Revitalization Project, including the outcome of the May 29, 2012 City of South Lake Tahoe (CSLT) City Council workshop and approaches to Project Management support as it relates to public process and engagement. As part of this update, Staff presented an approach for additional project management support that would be specific to assisting in public engagement, including the management and oversight of the previously approved Community Review Committee, as well as management and facilitation of the previously discussed design. It was agreed upon by the Board that these efforts would be delayed until the solicitation and procurement of additional project management support.

Also since this time, the CSLT City Council held a meeting on June 19, 2012 and July 3, 2012, at which the US 50 South Shore Community Revitalization Project was also discussed. As an outcome of these meetings, the City Council prepared and submitted a comment letter dated July 5, 2012 to the TTD Board (Attachment A) requesting the implementation of specific measures, "without delay."

In an effort to address the request of the CSLT and comments received from the public, Staff requested authorization to solicit and receive Requests for Approach (RFA) related to project management support for public planning process assistance. While it was agreed that a more robust public process was warranted, the Board directed Staff to postpone the solicitation of RFA and meet with a south shore ad-hoc group of the Board and project partners to consult with them on an approach that honors the request of the CSLT, while taking into consideration project schedule and work completed to date.

Consistent with the direction of the Board, Staff met with ad hoc members and project partners on July 31, 2012 to discuss the Board direction and potential approaches and again on August 17, 2012 for final concurrence.

AK/jw

AGENDA ITEM: XI.C.

Discussion:

As directed by the Board, Staff has met with project partners, including three ad hoc Board members from the south shore, several times since the July 20, 2012 Board meeting. At the August 17, 2012 partnership meeting, Staff presented a revised approach in response to community input and the CSLT letter dated July 5, 2012, as well as Board direction provided at the July 20, 2012 meeting of the TTD Board of Directors. The conclusion was that time is of the essence, and that qualified experience and expertise can be acquired through existing contract services, rather than through an RFA process. The revised approach recommended by Staff involves utilizing the existing professional services contract, currently procured by TTD, to include the following project development activities:

Item 1: Organized facilitated community outreach to solicit input on existing and potential additional alternatives via workshops with the general public, and work sessions with the community review committee and project delivery team (PDT).

Item 2: Additional technical and environmental studies to provide for environmental analysis and preliminary engineering of up to two additional alternatives, in addition to the two currently under consideration

Item 3: Analysis by qualified consultant to objectively study the short and long term economic analysis of the project, and consult with representative businesses.

To accomplish these additional items of work, staff proposed to the project partnership group to utilize the existing consulting team of Wood Rodgers (public outreach facilitation, preliminary engineering, and technical studies) and LSA Associates (environmental studies) to accomplish Items 1 and 2, and use Economic Planning System, Inc. (EPS) to accomplish the work associated with Item 3. Staff proposes that Mr. Andy Durling of Wood Rodgers' Reno office, who is very qualified and available, be the project lead for this part of the public process, Item 1, and oversee the integration of Item 3 into the overall project evaluation. He has extensive experience with projects of similar scope and public involvement, most recently with Washoe Regional Transportation Commission's Virginia Street Corridor and 4th Street/Prater Way Corridor projects. Mr. Durling comes highly recommended based on his work in Reno. Staff and the project partnership concurred on this approach given the existing team's knowledge of the project and associated public comment to date; additional available consultant resources with experience on similar projects; and the need to mitigate impacts to schedule incurred to date. In recognition of schedule and budgetary impacts, Staff proposed not to reinitiate the solicitation of Request for Approach, which was also agreed up on by the partnership. Re-initiation of the RFA process would result in additional delays, loss of the field season, and increased administrative costs, while with the Board's approval of this revised approach, field work and the public planned process could commence effective immediately.

Therefore, as part of this action, Staff is requesting approval of a task order amendment in the amount of \$810,828 of which \$305,500 is for preliminary engineering and design, \$339,455 for environmental studies, \$125,910 for public outreach and facilitation, and \$39,963 for the economic analysis. While it is acknowledged that this is a substantial cost increase, it should also be acknowledged that this revised approach is essentially doubling the area to be analyzed for environmental analysis and associated preliminary engineering, as well as new scope for public facilitation and economic analysis, all of which are required to honor the request of the public and the CSLT. To cover this task order amendment, it is necessary to increase Wood

Rodgers' contract by \$800,000. A breakdown of the contract amendment and task order amendment are provided in the tables below.

CONTRACT AMENDMENT REQUEST

Firm	Work Element	Type of Agreement	Phase	Total Contract Capacity Authorized	Cost
Wood Rodgers	3.1	Contract Amendment	Preliminary Engineering and Design	Increase blanket contract amount by \$810,828 to provide for the Task Order Amendment. This increases the overall contract total to \$2,810,828, and includes previous work done in FY09, FY10, FY11, and FY12.	\$2,810,828

TASK ORDER REQUEST

Firm	Work Element	Type of Agreement	Phase	Work to be Performed/Deliverable	Cost
Wood Rodgers	3.1	Task Order	Preliminary Engineering and Design	Public Planning Process Facilitation, Preliminary Engineering and Design, Environmental Studies, Economic Analysis	\$810,828

Fiscal Analysis:

All expenditures associated with this work were anticipated in the 2012/2013 Work Program and associated allotted staff time, while the remaining cost will be covered in the 2013/2014 Work Program and budget. There is no additional fiscal impact associated with this item.

Work Program Analysis:

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

Additional Information:

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



MEMORANDUM

Date: September 10, 2012

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Update on Tahoe Transportation District Capital Improvement Program Funding and Public Outreach Strategies; Approval of Contract and Task Order for Smith, Watts & Company for State Advocacy and Consulting Services; and Approval of Contract and Task Order Amendments for Smith & Jones for Public Outreach Efforts

Action Requested:

It is requested the Board approve the Contract and Task Order for Smith, Watts & Company related to TTD's California funding Strategy, and Contract and Task Order Amendments for Smith & Jones related to public outreach for TTD's Capital Improvement Program.

Background:

Funding Strategy:

At the August 10, 2012 Board meeting, the Board approved Staff to move forward with the proposed strategic plan to develop implementation funding for transportation projects in the Tahoe Basin. That approval included a Task Order for Exploration Services, Inc. to continue working on the funding strategy in the Lake Tahoe Basin, as well as at the Nevada Legislative side. As part of that strategy, Staff proposed to seek additional expert services to assist TTD with the funding strategy for the California Legislative side in order to position TTD with state funding from both Nevada and California. State funding will be essential to funding TTD's Capital Improvement Program (CIP) for the Tahoe Basin, as federal funding has and continues to be more competitive at lower funding levels. Since that approval, Staff has found a very experienced firm, Smith, Watts & Company, who has a significant amount of knowledge of the changes coming forward in the recently approved Transportation Bill MAP-21, as well as the history and future of the California State transportation funding. Smith, Watts & Company's experience and resume is provided in Attachment A.

Public Outreach:

Over the past three and half years, TTD has taken the approach to emphasize public outreach for TTD's CIP in order to educate the public, both in and outside the basin, about the benefits of the identified transportation projects. This Public Outreach Strategy has worked well for TTD and the projects, allowing TTD to stay ahead of the curve in terms of a well-informed constituency. The public outreach that Smith & Jones has assisted TTD with these past few years has been and will continue to be a key element to the funding strategies the Board approved on August 10, 2012. Smith & Jones has played a very large role in assisting TTD with implementing projects, such as the East Shore Express and the first phase of the Nevada

CH/jw

AGENDA ITEM: XI.D.

Stateline to Stateline Bikeway-South Demonstration Project through their public outreach efforts.

The Federal Highway Administration (FHWA) is now taking the same approach TTD has been using for the past three and half years, encouraging transportation agencies to link planning and public outreach with the environmental phase of the projects. The goal of emphasizing public outreach in the environmental phase not only covers a legal requirement for the environmental process, but also allows the public to get involved and provide input early on in the project development phases. The outcome of early public involvement is the public can support a program of projects they helped create. TTD is a leader in linking public outreach with the planning and environmental process, and both NDOT and the Nevada FHWA have realized that and have supported TTD in those efforts. The innovation and creativity of Smith & Jones, along with their experience working in the Tahoe Basin is a large part of TTD's current success, and will play an even larger part in the success anticipated with implementation of TTD's CIP as the projects move past the environmental phases over the next year to year and a half.

Discussion:

Funding Strategy:

As the next California legislative session approaches in the upcoming months, Staff proposes to bring Smith, Watts & Company on board in September in order to familiarize them with TTD's CIP projects, establishing a self-help initiative for TTD, and assist with the further development of the Trans Sierra Transportation Coalition as part of TTD's funding strategy. Smith, Watts & Company's proposal (Attachment A) includes a detailed discussion on how they plan to assist TTD over the next year, with a robust effort to put TTD in position to compete for California transportation funding.

Public Outreach:

Over the past year, Smith & Jones, under their current Task Order, have been tremendous at assisting TTD with public outreach for all of the CIP projects. Accomplishments include the successful public outreach for the launch of the East Shore Express, construction of the Incline Gateway Project, construction of the Nevada Stateline to Stateline Bikeway Phase 1B – South Demonstration Project, construction of three bus shelters in Nevada and four shelters in California, and the new and improved TTD website set to launch this week, which will hopefully allow the public to be more involved with the projects. Smith & Jones has also been assisting TTD with getting a variety of press releases, frequently asked questions and project information flyers, and other project materials out to the public to keep them informed for all of TTD's projects.

Moving forward, involving the public will be more important than ever, with the US 50/South Shore Community Revitalization Project, SR 89 Fanny Bridge Community Revitalization Project, Nevada Stateline to Stateline Bikeway Phase 2 – North Demonstration Project, and the SR 28 Corridor Management Plan (SR 28 CMP) all ramping up. Keeping the public involved, updated, and well informed will be critical in order to move these projects, among others, successfully into the implementation phase. The Task Order Amendment adds the necessary funding to keep Smith & Jones moving on critical public outreach efforts for these projects, which includes development and printing of project materials to disseminate to the public over the next few months, press releases for the various projects, and continuing to develop TTD's website to be more user friendly and easy to navigate with detailed Project information pages. Smith & Jones will also be working to further develop and incorporate Facebook into the website and build

public participation through social media. According to a recent statement by the FHWA , “It is not whether or not you are using social media, it is how you are using it.”

The East Shore Express was an in-depth public outreach process beginning with the survey research that established its basis, which lead to a successful season of ridership, and a well perceived transit route. That success had a lot to do with the public outreach in the Basin, but a lot of the support that helped move the project forward was the public outreach conducted in Reno and Carson because of the large majority of recreational users who live outside of the Tahoe Basin. Similar to the East Shore Express, Staff is planning for a large public outreach effort for the 28 Corridor Management Plan (SR 28 CMP) that includes two public meetings in Reno, one public meeting in Carson, one public meeting in Incline, and a stakeholders meeting in Incline as well. The forum for these open houses will include booths with printed material representing the different elements of the corridor, and will include the CrowdBrite software that creates virtual meeting space, where people can post comments on specific locations, even if they cannot attend the meeting. With so much of the user base outside of the Basin, the CrowdBrite tool will be very important to receiving valuable public comment that will be used in the development of the SR 28 CMP. CrowdBrite is the same online tool the Tahoe Metropolitan Planning Organization (TMPO) used for the Regional Transportation Plan meetings. As Staff has seen with past successful open house events, TV commercials are the best way to get people to participate. Staff plans to use TV commercials for the 28 CMP open houses, which are scheduled for early October.

Below are the descriptions and budgets for the proposed contract, contract amendment, task order, and task order amendment:

CONTRACT REQUESTS

Firm	Work Element	Type of Agreement	Phase	Total Contract Capacity Authorized	Cost
Smith, Watts & Company	Varies	Contract	Varies	New Contract	\$60,000
Smith & Jones	Varies	Contract Amendment	Varies	Smith & Jones currently has \$98,736 left in their blanket contract authority. In order to cover the Task Order Amendment requested, the blanket contract will need to be increased by \$7,284 for a contract total of \$677,284, which includes previous work done in FY10, FY11, and FY12.	\$7,284

TASK ORDER REQUEST

Firm	Work Element	Type of Agreement	Phase	Total Contract Capacity Authorized	Cost
Smith, Watts & Company	5.3	Task Order	Planning	Task Order based on one year of service as identified in their Proposal (Attachment A)	\$60,000
Smith & Jones	2.4	Task Order Amendment	Planning	Increase existing Task Order amount by \$106,020 to extend the Task Order through the end of the calendar year, and to cover the increased public outreach costs for the SR 28 Corridor Management Plan. The total Task Order authorized will change from \$233,770 to \$339,790 overall for the period December 2011 – December 2012. As of September, they have approximately \$35,000 remaining in the Task Order.	\$106,020

Fiscal Analysis:

Program	Description	Total	Grantor	Grant Amount	Match	Match Amount
CIP	Smith, Watts & Company - Planning	\$60,000	FLH ½%	\$60,000	N/A	\$ -
CIP	Smith & Jones - Planning	\$106,020	FLH ½%	\$106,020	N/A	\$ -

RECAP:		
CIP	Grant Funding	\$166,020
	FLH ½%	\$166,020

Work Program Analysis:

The funding strategy and public outreach for TTD's CIP will take considerable work on the part of the District Manager, in addition to support from the Board, Staff, and consultants. The work program reflects this level of work time.

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. Smith, Watts & Company Resume and Proposal

Smith, Watts & Company, LLC.

Consulting and Governmental Relations

August 7, 2012

Mr. Carl Hasty
Tahoe Transportation District
PO BOX 499
Zephyr Cove, NV 89448

Dear Carl,

I am pleased, on behalf of advocacy and consulting firm of Smith, Watts & Martinez, LLC (SWM) to submit a proposal to you in response to our series of discussions with you on how we can benefit the efforts the District is beginning to undertake to position the Lake Tahoe region to ensure adequate and stable funding sources for transportation improvements.

My firm is a recognized leader in developing both local and statewide funding initiatives. In addition to proven policy expertise in the field of transportation funding and formula distributions, we also bring tremendous experience in actively preparing advocacy strategies and support these with our strong understanding of the legislative process and contacts throughout the Governor's Administration, key state agencies and the Legislature. Our involvement in most major state transportation funding efforts, as well as numerous local Self-Help elections, separates us from others and provides SWM with deeply rooted local contacts and long standing relations. We have a track record to demonstrate the capacity to perform a range of time-intensive project development tasks including research, strategy development and effective lobbying of multiple entities.

In order to begin our work as soon as possible and with the best understanding of yours and the Tahoe Transportation District priorities, we would strongly recommend that we schedule a session with you and other members of your team, as soon as we have finalized our business engagement. Given the potential for legislation on implementation of MAP-21, or possible movement of ACA 23 this summer or in the coming session, we feel such an early planning meeting will be critical to getting a quick start to our work.

We very much look forward to you response to our proposal and to finalizing our business arrangement. We are confident that we can assist you in building a successful "advocacy team" between us.

Sincerely,

Original/Signed By
Mark Watts
Principal

Cc: DJ Smith, Principal, Smith, Watts & Martinez, LLC.
Juanita Martinez, Principal, Smith, Watts & Martinez, LLC

980 Ninth Street, Suite 2000 • Sacramento, CA 95814
Telephone: (916) 446-5508 • Fax: (916) 266-4580

Smith, Watts & Company, LLC.
Consulting and Governmental Relations

PROPOSAL FOR

Tahoe Transportation District

**STATE ADVOCACY &
CONSULTING SERVICES**

By

Smith, Watts & Martinez, LLC.
1111 L Street
Sacramento, California 95814

August 3, 2012

Part 1—Project Understanding

As we understand your needs, working with other agencies in the Lake Tahoe Region, you have developed a conceptual approach to securing additional state resources based on an adjustment of the population basis for formula distribution of grants and other state transportation resources. Additionally, another objective would be to also support and seek passage of legislation that addresses future potential Self-Help status. Finally, it is clear that the state faces a crisis in supporting its transportation infrastructure, and another role for my firm would be to position the District for an opportunity in the event that a major new funding program materializes.

It is with this basic understanding that we have constructed this proposal and have therefore developed our “project understanding” into the following three basic elements:

A. Strategy Session

As mentioned in the cover letter, we would suggest a very direct and simple approach to organizing our work on this engagement. We would expect to meet with you and other partner agencies at your discretion to determine our overall approach in terms of your priorities for the near term.

B. State Legislature/Executive Agencies

My initial evaluation of the present positioning of the District has led me to conclude that you may need a dual approach - educating state and local officials about what is needed while positioning you to be prepared to act in the case of supportable emerging legislative effort.

1. *Identify and catalogue areas of opportunity for Tahoe Transportation District.* In coordination with you, we will catalogue opportunity areas through our contacts with appropriate legislative and administration officials.

2. *Develop a strategy for achieving the District's objectives in the Legislative Process.* I will work with you to determine specific actions that need to be taken to succeed by identifying specific opportunities where your core conceptual language can be incorporated into an emerging or ongoing legislative effort.

Over the last 30 years, we have earned an impeccable reputation with the Legislature, administrations of different governors from both political parties, and other government officials in California. We have earned our reputation by understanding the public policy interests of our clients and then partnering them with policy makers and jointly resolving some of California's most timely and relevant public policy debates. . There is no substitute for substantive information and sound public policy.

Part 2 – Project Staffing and Experience

Mark Watts will act as the day to day contact and principal advocate on your behalf. Additionally, Mark will coordinate directly with you regarding necessary client interaction on our overall work program, reports and client communication, and on direct verbal reports to you. Mr. Watts will deal with all contract administration issues.

From time to time, with your complete understanding and agreement, Mark may bring in DJ Smith to assist on other issues where we believe it is in your best interest. In such an instance, Mr. Smith will act under my direction to me.

Communications

We expect to assist in the development of letters, at your direction, officially communicating your collective positions on legislation of interest, or budgetary actions pending, and participate directly in meeting with appropriate staff and decision makers committees or hearings. SWC will work with other allied interest groups to marshal support for your adopted positions.

Regular Work Program Reports

Beyond the expected flow of emails, phone calls, memorandums and communications transmitted on an ongoing basis regarding developments of interest to the District, that occur throughout the course of a legislative session, we will also provide routine summary reports to you as needed.

At the end of the year, a written report that summarizes the status of the Tahoe Transportation District funding program shall be provided.

Part 3 – Proposed Professional Services Fees

We propose the following fee schedule:

- Professional Services Retainer: \$5,000/month, \$60,000/year

Part 4 – Relevant Experience and References

Our relevant experience and accomplishments in the transportation policy arena are presented below, documenting our involvement in state and local policy, funding and project level consulting and advocacy over the last 30 years in California.

General Transportation Experience

- Mr. Watts and Mr. Smith were paid advisors to the “Let’s Rebuild California” campaign in support of Propositions 1A and 1B on the November 2006 General Election Ballot.

Mr. Watts, who signed the state ballot argument, also served as Co-Chair of the Proposition 1B Campaign with Jim Earp, President, California Alliance for Jobs and current Commissioner, California Transportation Commission. Proposition 1B authorizes the state to sell \$20 billion in general obligation bonds to fund transportation projects to relived congestion, improve the movement of goods, improve air quality, public transportation and enhance the safety and security of the transportation system.

- We acted as campaign advisors and helped to draft Proposition 42, which constitutionally dedicated the sales tax on motor vehicle fees for transportation purposes on the November 2001 General Election Ballot.
- Mr. Watts served as Under Secretary of the Business, Transportation and Housing Agency from 1995 through 1996, working on major initiatives such as SB 45 (Kopp, 1995), and public rail passenger capacity on private rail lines through the state.
- Mr. Watts from 1996 to 1997 was the Chief of Staff to the Speaker of the Assembly, Curt Pringle. He developed positions for the majority party on major policy issues such as the program and the entire state budget process.
- Mr. Smith worked closely with the Davis Administration on the Governor’s \$7.4 billion TCRP. Working directly with Governor Davis on the use of the sales tax on gasoline for transportation purposes for the first time in the state’s history, Mr. Watts was able to advocate ongoing funding for local streets, roads and transit.
- Mr. Smith, working with the Speaker of the Assembly **Antonio Villaraigosa** and Senate Republican Leader Jim Brulte worked with, regional air districts, the California Air Resources Board (CARB), the trucking industry and environmental organizations to pass the Carl Moyer Heavy duty truck retrofit program which would expend \$500 million over 6 years for cleanup of truck emissions.

- Mr. Smith has acted as strategic advisor on expenditure plan development, voter opinion research and successful ballot measure campaigns for transportation sales taxes for seven California Counties between 2002 and 2006 raising over \$50 billion in new transportation revenues. In addition, he worked on the original self-help sales tax in Santa Clara County in 1984, and successful measures in seven other counties between 1984 and 1990 raising over \$30 billion in new transportation revenues.
- On behalf of Transportation California, Mr. Smith provided campaign support and strategic advice for the Proposition 192 Campaign, which was the \$2 billion earthquake retrofit bond act for state highways and bridges enacted by the voters in 1992.
- Mr. Smith was hired by Governor George Deukmejian, Chairman of the Proposition 111 and 108 campaigns in 1990, to act as transportation advisor to that successful statewide ballot effort that doubled the state gas tax from nine cents per gallon to eighteen cents per gallon, and approved a \$1 billion transit bond.
- As Chief Consultant to the Assembly Transportation Committee in the California State Legislature from 1975 to 1981, Mr. Smith worked on landmark transportation organization and financial issues including:
 - Legislation creating the California Transportation Commission out of four state boards and commissions previously dealing with transportation planning and finance issues.
 - Creation of the State Transportation Improvement Program concept for the capital budgeting of state and local transportation projects, giving local governments through regional agencies a formal role for the first time in decision making regarding improvements to the state highway system.
 - Creation of county transportation commissions in Los Angeles, Orange, Riverside and San Bernardino Counties.
 - Creation of the concept of consolidating commuter rail in Southern California leading to the creation of the METROLINK regional commuter rail system in Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties.
 - Starting with Los Angeles County in 1978, and continuing with Santa Clara County in 1984, developed the concept of “local transportation sales tax measures”, which became the basis for the current “Self-Help” County local government measures throughout California.

- Mr. Smith and Mr. Watts have had similar success in obtaining state and federal funding for similar project work. They helped develop strategy and activated advocacy programs in association with public or private clients to obtain funding for:
 - A \$10 million CEC grant for the establishment of a private truck company based program for LNG trucks, with fueling stations from Ports of LA/Long Beach to San Bernardino, in Southern California.
 - Obtained \$22.5 million in Trade Corridor Bond funding in support of a new “inland port” in the Central Valley linking the Port of Oakland by rail through the Altamont Pass to “West Park” in Stanislaus County.
 - Helped to obtain \$20 million in State Route 99 Bond funds for the State Route 99/Riego Road Interchange in Sutter County.
 - Obtaining \$2 million in STIP funding for a bridge crossing of the American River in Folsom, California, which began a \$60 million state and local commitment leading to construction of the bridge in 1998. Through a complex funding “swap” with transit operators in the Bay Area, developed by Mr. Will Kempton then a partner with Mr. Smith, we were able to generate \$50 million in direct funding for the bridge project, avoiding \$12-15 million in bond finance costs.
 - Worked with State Trade and Commerce Agency and the City of Folsom to obtain \$23 million in state funding for interchange and mainline freeway improvements to support a specific local economic development project in support of a major INTEL Corporation development in the City of Folsom.
 - Assisted in strategy and state advocacy for \$200 million + (cost to complete cost escalation clause) in the federal Surface Transportation Act funds for the State Route 24/I-680 Interchange in Walnut Creek, working over five years for Contra Costa County.
 - \$68 million STIP funding for the I-5/I-805/State Route 56 interchange in North San Diego County over two STIP cycles.
 - \$11 million STIP funding for the State Route 49 Jackson Bypass Project in Amador County in the last STIP cycle.
 - \$11 million State Transit Capitol Improvement (TCI) grant for purchase of 22 miles of Southern Pacific rail right-of-way in the San Ramon Valley of Contra Costa County.

- \$1-2 million STIP funding for initial State Route 125 EIR/EIS in north San Diego County.
- \$6 million of STIP funding for the Bollinger Canyon Interchange in the Bishop Ranch Business Park in Danville, the first public/private funded interchange project in the history of the Caltrans program approved by the California Transportation Commission.
- \$20 million in Regional Measure I (San Francisco Bay bridge tolls) for the North Richmond Bypass project.
- \$30 million in STIP/Right-of-way contribution funds for State Route 238 in the City of Hayward.
- \$200 million + for the new second span of the Benicia Bridge in Regional Measure I toll bridge legislation, approved by Bay Area voters.
- \$200 million in STIP funding for the Foothill Freeway in San Bernardino County over the last two STIP cycles.
- \$5 million in the 1998 STIP for project development and engineering on State Route 52 in the City of Santee, and another \$6 million in appropriated state flood control funds necessary for the construction of the same project on State Route 52.
- Worked with numerous private developers across the state to develop transportation strategies and secure funding for necessary infrastructure and access improvements. While some improvements were paid for through benefit assessments and other local funding sources, state and federal money was applied to mainline highway improvements associated with most privately financed project work.

Lastly, SWC has also been successful in assisting clients in “fast-tracking” the implementation of transportation and energy capital projects. This has involved a variety of measures including acceleration of the planning, design, environmental, and funding elements of projects. The Emeryville Amtrak station, which was opened only 11 months after planning was initiated, is an example of these efforts. Since going online about 10 years ago, Emeryville Station is now the second most used rail passenger station in California after L.A.’s Union Station.

References

We are proud to provide the following client and professional references, and would encourage you to contact them all.

Mr. James Earp, President, California Alliance for Jobs, Board Member, Transportation California, and Chair, California Transportation Commission, 928 2nd Street, Suite 200, Sacramento, California 95814-9865, Phone: (916) 446-2259.

Honorable Mary Nichols, Chair, California Air Resources Board, California Air Resources Board, 1001 "I" Street Sacramento, CA 95812, Phone: (916) 322-5840.

Honorable Curt Pringle, Mayor, City of Anaheim and Member, California High Speed Rail Commission, 2400 E. Katella Avenue, Ste. 350, Anaheim, California 92806, Phone: (714) 939-9070.

Mr. Gary Gallegos, Executive Director, San Diego Association of Governments, (SANBAG), 401 B Street, Suite 800 San Diego, California 92101-4231, Phone: (619) 699-1990.

Honorable Darrell Steinberg, President Pro Tempore, California State Senate, State Capitol, Room 205, Sacramento, CA 95814, Phone: (916) 651-4006.

Mr. Will Kempton, Executive Director, Orange County Transportation Authority, Office of the Director, MS 49, 1120 N Street, Suite 1100, Sacramento, California 95814, Phone: (916) 654-5267.

Part 6 – Professional Resumes**Mark Watts**

- POSITION:** Principal, Smith, Watts & Company, LLC.
1111 L Street
Sacramento, California 95814
- TENURE:** March 2009-Present
- DUTIES:** Serves as lead advocate for SWC on a full range of services necessary to monitor and represent private and public interests before California State, regional, and local governments. These services include consulting and advocacy on the cost and availability of energy, and the development and implementation of plans, programs, and policies to better utilize public and private transportation infrastructure. The firm assists clients with strategies that enable them to capture additional resources for and expedite implementation of major infrastructure programs. The firm also advises on environmental, financial, political and community processes and issues. Clients include major manufacturers, residential and commercial developers, city and county governments, county and regional transportation and air quality authorities.
- POSITION:** Partner, California Strategies LLC
980 9th Street, Suite 2000
Sacramento, California 95814
- TENURE:** January 2007 – March 2009
- DUTIES:** Serves as lobbyist for a private transportation and resource consulting firm, located in Sacramento, which provides the full range of services necessary to monitor and represent private and public interests before California State, regional, and local governments. These services include consulting and advocacy on the cost and availability of energy, and the development and implementation of plans, programs, and policies to better utilize public and private transportation infrastructure. The firm assists clients with strategies that enable them to capture additional resources for and expedite implementation of major infrastructure programs. The firm also advises on environmental, financial, political and community processes and issues. Clients include major manufacturers, residential and commercial developers, city and county governments, county and regional transportation and air quality authorities.

In addition, Mr. Watts serves as Executive Director of Transportation California, an organization of construction contractors, suppliers and trade unions that build major transportation projects throughout California. Mr. Watts has been involved with public/private partnerships that have led to successful state legislation and project implementation on toll roads in Orange, Riverside and San Diego Counties over the last 20 years.

POSITION: Partner, Smith, Watts & Company
980 Ninth Street, Suite 1560
Sacramento, California 95814

TENURE: December 1999 – January 2007

DUTIES: Serves as lobbyist for a private transportation and resource consulting firm, located in Sacramento, which provides the full range of services necessary to monitor and represent private and public interests before California State, regional, and local governments. These services include consulting and advocacy on the cost and availability of energy, and the development and implementation of plans, programs, and policies to better utilize public and private transportation infrastructure. The firm assists clients with strategies that enable them to capture additional resources for and expedite implementation of major infrastructure programs. The firm also advises on environmental, financial, political and community processes and issues. Clients include major manufacturers, residential and commercial developers, city and county governments, county and regional transportation and air quality authorities.

POSITION: Partner, Advocation, Inc.
1121 L Street, Suite 610
Sacramento, California 95814

TENURE: February 1997 – December 1999

DUTIES: With two other partners, managed and served as lobbyist and legislative strategist for firm with more than 34 clients and annual billings of greater than \$1.5 million.

POSITION: Chief of Staff for Speaker Curt Pringle, California State Assembly
State Capitol, Room 219
Sacramento, California 95814

TENURE: January 1996 – February 1997

DUTIES: Spearheaded transition of the Assembly on behalf of Assembly Speaker Curt Pringle to Republican Leadership for first time in 25 years. Oversaw all aspects of leadership from daily administration of the House, selection of entire new staff of committee consultants, and Republican policy staff operations. Established series of reforms under Speaker Pringle's leadership, including major House budget reductions (more than \$4 million), restructuring of the House rules, opening of Rules Committee hearings, and complete overhaul of the Administration arm of the Assembly.

Major policy achievements included: (1) first year of modern class-size reduction for California's school children, (2) approval of the restructuring and deregulation of the electrical industry, (3) significant tax reductions for individuals and industry, and (4) resolution of homeowner's insurance crisis through establishment of California Earthquake Authority and approval of mini policy for earthquake coverage.

POSITION: Undersecretary for Transportation, Office of the Secretary
Business, Transportation & Housing Agency
801 K Street, Suite 1918
Sacramento, California 95814

TENURE: July 1995 – January 1996

DUTIES: Appointed by Governor Pete Wilson to oversee the California Department of Transportation (Caltrans), the California Highway Patrol (CHP) and the California Transportation Commission (CTC), working directly with those agencies as their policy liaison with the Secretary and the Governor's Office. Developed master funding plan to undertake the complete retrofit of nearly 2,000 state-owned bridges, developed budget plan to complete the Governor's commitment to add more than 500 new officers, net, to the CHP during his tenure, and developed budgets for Caltrans which saw more than 2,000 positions eliminated.

POSITION: Co-Chief Administrative Officer, Assembly Rules Committee
State Capitol, Room 3016
Sacramento, California 95814

TENURE: January 1995 – June 1995

DUTIES: Selected jointly by Assembly Speaker Willie Brown and Assembly Republican Leader Jim Brulte to become Republican Co-CAO of the Assembly Rules Committee to ensure equitable distribution of resources

between parties and caucuses. Service in this capacity interrupted tenure as Undersecretary, but was approved by Governor Wilson.

POSITION: Associate, Carpenter Snodgrass & Associates
1121 L Street, Suite 210
Sacramento, California 95814

TENURE: February 1990 – May 1994

DUTIES: Served as lobbyist in top-ranked lobbying firm. Clients included ARCO, Orange County and its related Transportation Authority, SP Railroad, Koll Co., California Private Transportation Company, and others.

POSITION: Staff Director, Assembly Minority Ways and Means Committee
State Capitol
Sacramento, California 95814

TENURE: 1988 –1990

DUTIES: Responsible for directing efforts of staff of 6 professionals in providing analysis of annual budget and more than 4,000 bills.

POSITION: Principal Staff Consultant
Assembly Minority Ways and Means Committee
State Capitol
Sacramento, California 95814

TENURE: 1985 – 1988

DUTIES: Lead staff responsible for providing analyses for Republican Members of the Budget Subcommittees on transportation and resources issues.

POSITION: Various Positions, California Department of Transportation
1120 N Street
Sacramento, California 95814

TENURE: 1975 – 1985

DUTIES: Performed in a range of increasingly responsible positions at Caltrans, including Executive Assistant to Director, Executive Assistant to District Director (LA), and Legislative Affairs staff.

EDUCATION:

1973 Graduated in 1973 with B.A. in Economics, University of California Santa Barbara

APPOINTMENTS:

1996 California Earthquake Authority, Founding Member (ex officio)
1996, 1997 Member of Governor's Economic Strategy Panel
1995 California High Speed Rail Commission, vice Transportation Secretary Dunphy (one meeting)
1995 California Clean Air and Rail Passenger Bond Act, Allocation Committee (one meeting)

PERSONAL:

Married to Kelly Watts, two children. Resides in Auburn, California.

REFERENCES:

Provided upon request.

D.J. Smith

POSITION: Principal , Smith, Watts & Company, LLC
1111 L Street
Sacramento, California 95814

TENURE: March 2009 - Present

DUTIES: Participates as Co-Principal, focusing his strategic advice on a diversity of transportation, energy, water, flood control, and associated infrastructure development projects and associated issues throughout California. Mr. Smith also participates in the advocacy services of the firm representing transportation agencies, local government agencies, private energy developers and large industrial energy consumers, manufacturers and private land developers before the legislative, executive and regulatory branches of California State government. In addition, Mr. Smith has been involved in strategy, public affairs and program development regarding numerous and successful local and statewide voter approved ballot measures raising over \$100 billion of new revenue for public infrastructure over his 38 year career.

POSITION: Partner, California Strategies, LLC
980 Ninth Street, Suite 2000
Sacramento, California 95814

TENURE: January 2007 – March 2009

DUTIES: Participates as Managing Partner in the Infrastructure and Transportation Division of California Strategies, focusing his strategic advice on a diversity of transportation, energy, water, flood control, and associated infrastructure development projects and associated issues throughout California. Mr. Smith also participates in the Advocacy Division of California Strategies & Advocacy representing transportation agencies, local government agencies, private energy developers and large industrial energy consumers, manufacturers and private land developers before the legislative, executive and regulatory branches of California State government. In addition, Mr. Smith has been involved in strategy, public affairs and program development regarding numerous and successful local and statewide voter approved ballot measures raising new revenue for public infrastructure.

POSITION: Founding Partner, Smith, Kempton & Watts Company
980 Ninth Street, Suite 1560

Sacramento, California 95814

TENURE: May 1981 – December 2006

DUTIES: Founded, and with his partners, Will Kempton and Mark Watts, the activities of a private transportation and resource consulting firm, located in Sacramento, which provides the full range of services necessary to monitor and represent private and public interests before California State, regional and local governments. These services include consulting and advocacy on the cost and availability of energy, and the development and implementation of plans, programs and policies to better utilize public and private transportation infrastructure. The firm assists clients with strategies that enable them to capture additional resources for and expedite implementation of major infrastructure programs. The firm also advises on environmental, financial, political and community processes and issues. Clients include major public and private energy companies, major manufacturers, residential and commercial developers, city and county governments, county and regional transportation and air quality authorities. Mr. Smith has developed successful strategy, voter opinion research, and campaigns for over \$100 billion in voter approved transportation ballot measures at the state and local level. In addition, Mr. Smith successfully advised on the defeat of two statewide energy ballot measures opposed by his industrial clients.

POSITION: District Manager of Public Affairs
Pacific Coast Division
Bethlehem Steel Corporation
Sacramento, California 95814

TENURE: November 1979 - April 1981

DUTIES: Responsible for the full range of public affairs activities of Bethlehem Steel Corporation on the West Coast, including media, governmental and community relations. Major functions in the area of news media involved press relations with general interest and trade publications, radio and TV. Areas of coverage involved trade, news and corporate issues. Represented the corporation before the Legislature and executive offices of the States of California, Nevada and Washington, and with local governments. Community relations activities included liaison with cultural, social, charitable and academic organizations in the seven communities where Bethlehem had manufacturing operations and sales offices.

POSITION: Chief Consultant, Assembly Committee on Transportation
Sacramento, California 95814

TENURE: February 1975 - November 1979

DUTIES: Directed business and staff of the Assembly Transportation Committee reporting to the Chairman of the Committee. Committee work involved analysis of all transportation, motor vehicle, California Highway Patrol and air quality legislation. Assisted Chairman in representing the Assembly in the development of legislation and legislative policy regarding transportation and air quality issues.

Acted as principal staff person responsible for AB 402 which established the state transportation planning and budgeting process and created the California Transportation Commission, consolidating four previous board and commissions. Acted as principal staff person for AB 1246 which established county transportation commissions in Los Angeles, Orange, Riverside and San Bernardino Counties.

Provided staff assistance in the Legislature's first full review of the state transportation budget as called for in AB 402. Also assisted in the research and helped draft SB 620 which established the State Transportation Planning and Development Account.

POSITION: Assistant for Program Management
Office of the Deputy Undersecretary
U.S. Department of Transportation
Washington, D.C.

TENURE: September 1973 - February 1975 Assistant for Program Management,
Office of the Deputy, Undersecretary, U.S. Department of Transportation,
Washington, D.C.

DUTIES: Assisted the Deputy Undersecretary by helping to prepare and review the budget, legislative program and policy concerning the major financial responsibilities of the U.S. Department of Transportation, including highway, mass transit, railroad, aviation, Coast Guard and St. Lawrence Seaway responsibilities.

Assisted in the implementation of major Departmental management and reorganization program aimed at identifying, managing and resolving key Presidential/Secretarial level issues. This function involved close coordination with the various operating administrators, the Office of Management and Budget and appropriate Congressional committees.

POSITION: Program Coordinator/Transportation Planning Assistant

Office of the Assistant Secretary for Environment and Urban Systems
 U.S. Department of Transportation
 Washington, D.C.

TENURE: July, 1971 – January, 1974

DUTIES: Responsible for formulation and implementation of the Federal Department of Transportation's policy regarding new and emerging state departments of transportation. This involved formally presenting this policy and giving direct assistance to various gubernatorial task forces and State Legislators who were considering the creation of state DOT's.

Assisted in the development of U.S. DOT rules and regulations germane to the National Environmental Policy Act requiring environmental impact statements relative to the expenditure of all federal transportation funds for the first time.

Project Manager responsible for U.S. DOT research contracts concerning state transportation issues with the Council of State Government, social economic impacts of urban expressways, and development of a total transportation program in rural states.

POSITION: Research Assistant
 Department of Urban and Regional Planning
 Florida State University
 Tallahassee, Florida

TENURE: April, 1970 - June, 1971

DUTIES: Review and codification of all state transportation enabling legislation, keying especially on new state departments of transportation. Travel to several states to interview state and local officials and gather data pertaining to the state transportation function. Review and report on existing literature directly or indirectly concerned with the operation and management of Department of Transportation.

PUBLICATIONS:

Smith, D. Joseph, State Transportation in Transition, State Government Magazine, Spring, 1975

Smith, D. Joseph, A discussion of the 1973 Highway Act: Urban Development Opportunities, American Institute of Planners Newsletter, February 1974

Smith, D. Joseph, The Trend Toward State Departments of Transportation: An Appropriate Federal Role, Technical Report, Office of the Secretary, U.S. Department of Transportation, January 1972

Brimmer, Michael; Smith, D. Joseph and Roland, Glenn; The Downtown Urban Renewal Program and Small Businesses, Washington, D.C., D.C. Redevelopment Land Agency, November, 1969

ASSISTED IN PREPARATION OF:

Rubino, Richard G., and Ashford, Dr. Norman, Structuring State Government to Meet Growing Transportation Needs, Transportation Center, Department of Urban and Regional Planning, Florida State University (under U.S. Department of Transportation grant) June, 1971

AWARDS:

Quality Performance Award, awarded by Undersecretary, U.S. Department of Transportation, May 1972

American Institute of Planner's Student Award from Florida State University, June 1971

Federal Urban Mass Transportation Assistantship, Florida State University, 1969-1971

1998 Distinguished Alumnus Lecturer, Department of Urban and Regional Planning, Florida State University, Tallahassee, Florida.

EDUCATION:

1969-1971 Florida State University, Department of Urban and Regional Planning; graduated in 1971 with Master of Science Degree in Urban and Regional Planning with a specialization in Public Policy Planning and Transportation Planning.

1965-1969 The American University, School of Government and Public Administration, Washington, D.C.; graduated in June 1969 with a B.A. in Political Science and Urban Affairs.

PERSONAL:

Married to Diane Holmberg Smith, with four children and three grandchildren. Resides in Napa, California where he and his wife Diane own a vineyard and make Cabernet Sauvignon wine for commercial sale.

REFERENCES:

Furnished upon request.

ORGANIZATIONS:

Board of Directors, Justin-Siena Catholic Preparatory School Foundation, Napa, California.

Board of Directors, The Land Trust of Napa County.

Associate Member, Self-Help Counties Transportation Coalition, Sacramento, CA.

Former President (1995-2001), Child Abuse Prevention Council of Sacramento County.

Former President, Board of Directors, St. John the Baptist Catholic School, Napa, CA.

Former Member, Board of Directors, California Transportation Foundation.

Former Coordinator, Assembly Bill 1890 Implementation Group, Sacramento, CA. (1996-2001)

Juanita Marie Martinez, ESQ.

POSITION: Vice-President, Smith, Watts & Company
1111 L Street
Sacramento, California 95814

TENURE: October 2009-Present

DUTIES: Lobby legislative members, legislative staff, governor's office staff and regulators regarding issues of importance to our clientele. Research and draft strategy programs for proposed legislation on complex issues including energy, transportation, environmental, land use and AB 32 policies. Prepare coalition letters, bill language and legislative analyses. Track proposed legislation that impacts our clientele. Develop and execute strategy plans on legislation and regulatory matters. Prepare and present political contribution plans with clients so as to develop the most strategic program for their individual interests.

POSITION: Legislative Advocate, KP Public Affairs
1201 K Street, Suite 800
Sacramento, California 95814

TENURE: January 2006-October 2009

DUTIES: Research and draft memoranda regarding proposed legislation on complex issues including environmental, energy, air quality, water, flood protection and toxic materials policies. Prepare amicus briefs, bylaws, coalition letters, bill language and legislative analyses. Lead internal and external multi-stakeholder groups on a variety of issue areas and legislation. Lobby legislative members, legislative staff, governor's office staff and regulators regarding issues of importance to our clientele. Develop firm and client political strategies including organizing fundraising and non-fundraising events with clients and legislative members.

POSITION: Law Clerk, Immigration Law Clinic
UC Davis School of Law
One Shields Avenue
Building TB30
Davis, California 95616-5201

TENURE: January 2005-December 2005

DUTIES: Researched and drafted legal memoranda. Interviewed detainees to gather information relevant to immigration status and discussed forms of relief. Advised clients on wide-ranging issues related to immigration including the consequences of criminal convictions. Took depositions from clients and witnesses that were filed with a client's paperwork for citizenship or residency.

POSITION: Law Clerk, Neil, Dymott, Frank, Harrison & McFall
1010 Second Avenue, Suite 2500
San Diego, California 92101

TENURE: May 2005-August 2005

DUTIES: Researched medical malpractice and business related issues for litigation firm. Gained practical litigation experience drafting and serving subpoenas, preparing pleadings, and attending depositions. Prepared motions in limine, motions for summary judgment, motions to compel and witness statements. Drafted special interrogatories and deposition questions.

POSITION: Legislative Intern, Senate Judiciary Committee
State Capitol, Room 2187
Sacramento, California 95814

TENURE: August 2004-December 2004

DUTIES: Researched, drafted and presented legal memoranda regarding child relocation laws throughout the United States. Analyzed proposed legislation, which included research on bill supporters and opponents, court rulings, and current law. Prepared legislative proposals for child relocation bill language and prepared arguments in support and opposition for legislation.

POSITION: Legislative Intern, Senate Housing Committee
State Capitol, Room 2209
Sacramento, California 95814

TENURE: August 2004-December 2004

DUTIES: Gathered background information for legislative housing proposals. Prepared and presented annual report on chaptered housing legislation to committee staff and chair. Worked with Senate and Assembly leadership

offices on research and analysts on California State cases regarding eminent domain.

POSITION: Legal Clerk, Federal Defenders of San Diego, Inc.
225 Broadway
San Diego, California 92101-5030

TENURE: June 2004-August 2004

DUTIES: Researched and drafted legal memoranda. Interviewed arrestees to gather information relevant to bail determination, attended initial interviews, investigations and met with clients to discuss waiver of indictments, probation sentencing interviews and probation sentence reports. Assisted with jury selection and jury surveys.

POSITION: Assembly Fellow, Jesse Unruh Fellowship Program, Assembly Speaker
Fabian Núñez
State Capitol
Sacramento, California 95814

TENURE: October 2002-August 2003

DUTIES: Researched, analyzed and drafted the Assembly Member's bill package. Worked directly with members, their staff, lobbyists and constituents in order to successfully implement legislation. Staffed the member on Elections and Redistricting Standing Committee and worked with the member on housing legislation and water, natural resources, and parks policy issues. Organized district meetings bringing state and local agencies and constituents together to discuss issues regarding neighborhood development and grant funding.

EDUCATION:

2006 May 2006, University of California Davis, School of Law, California,
Juris Doctorate

2002 May 2002 Scripps College Claremont, California, Bachelor of Arts,
Politics and Chicano Studies, Minor in Economics, Thesis: Guest Worker
Legislation Debate: The Resurrection of a New Beginning to an Old
Problem.

CERTIFICATIONS:

2008 California State Bar, Member

2008 Sacramento County Bar Association, Member

ACTIVITIES:

2009-present Capitol Network, Member

2009-present Institute of Government Advocates, Board Member

2006-present Chicano Latino Capitol Association, Board Member

2008-present Junior Giants, Tee Ball Coach,

2007 John Ferrera for Yolo Supervisor, Campaign Volunteer

1990-2006 Senator Denise Moreno Ducheny, Campaign Volunteer

REFERENCES:

Furnished upon request.



MEMORANDUM

Date: September 10, 2012
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Adoption of Resolution Supporting State of California Acquisition of Right-of-Way on Behalf of Tahoe Transportation District for Transit Stop Improvements

Action Requested:

It is requested that the Board adopt a resolution supporting the State of California's acquisition of right-of-way on behalf of Tahoe Transportation District (TTD) for transit stop improvements.

Background:

In November 2011, the TTD completed the Phase 1 of the California Shelter Improvement Program with the installation of four (4) transit shelters within the City of South Lake Tahoe to serve the BlueGO transit system. Completion of this phase was the first of what is expected to be many phases to provide transit stop improvements that currently serve the BlueGO transit system. In April 2012, TTD staff initiated Phase 2 of the California Transit Shelter Improvement Program, which included the preliminary site evaluation of additional sites within the California portion of the BlueGO service area. As part of the site evaluation process for all phases, staff strives to locate stops that have high boarding and alighting numbers, are ADA accessible, and require little to no right-of-way acquisition to provide best cost benefit ratio and ensure timely implementation. Due to the constrained physical nature of US Highway 50, there are very few additional opportunities to construct transit stop improvements that do not require acquisition of private right-of-way, outside those that have already been identified as part of the Phase 1 and Phase 2 projects. Acquisition of right-of-way for such small scale projects can increase cost and delay schedules, thereby reducing the overall cost benefit of the improvements.

Discussion:

Caltrans is in the process of conducting preliminary right-of-way investigations as part of the US 50 Phase 2 Water Quality Project (EA 03-3C380) planned from Trout Creek to the "Y," which includes the construction of water quality improvements, pedestrian improvements, landscaping, and bus stop improvements. As part of this planning process, TTD has provided input on the standard design for bus pullouts and associated pads that will be able accommodate TTD's standard bus shelter design upon completion of the project, while the City of South Lake Tahoe (CSLT) has provided input on the design of the improvements beyond the top back of curb (i.e. sidewalks, landscaping, etc.). Initially, the CSLT was to be the recipient of all right-of-way beyond the top back of curb through right-of-way relinquishment upon completion of all right-of-way acquisition and construction of the project. However, due to the fact the TTD now operates the south shore transit system and has an established capital program to implement transit shelter improvements, TTD is the logical recipient of right-of-way as it relates to bus stop improvements. Acceptance of this right-of-way and improvements will assist in streamlining

implementation of future transit shelter improvements, as encroachment permits will not be required from the CSLT and/or Caltrans; clarify ownership of improvements; formally and legally establish bus stop locations within the limits of the US 50 Phase 2 Water Quality Project; and ensure all stops are in compliance with the Federal Americans with Disabilities Act.

On August 29, 2012, TTD staff and legal counsel participated in a conference call with Caltrans Project Manager, Mike Cook and Senior Right-of-Way Agent, John Ballantyne, to discuss critical path deadlines as it relates to the design of the US 50 Phase 2 Water Quality Project, including the design of transit stop locations. As part of this conference call, Caltrans stated that in order for the transit stop improvements to continue to be part of the project, Caltrans requires a certain level of commitment from a local agency to initiate formal right-of-way negotiations and ensure that once the project is complete, there is a local entity willing to maintain facilities that are constructed outside the typical operating parameters of the state highway system (e.g. transit stops, sidewalks, landscaping, bike trails, etc). The attached resolution serves to memorialize this commitment, while a subsequent Cooperative Agreement is developed between TTD and Caltrans.

Staff is requesting adoption of the attached resolution to allow Caltrans to proceed with formal right-of-way negotiations and to ensure the transit stop improvements remain a component of the Caltrans US 50 Phase 2 Water Quality Project. TTD staff and legal counsel are working with Caltrans to develop a formal Cooperative Agreement which is anticipated to be brought back before the Board for action as part of the October 2012 meeting of the TTD Board of Directors.

Additional Information:

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

Attachment:

- A. Resolution 2012-011

**TAHOE TRANSPORTATION DISTRICT
RESOLUTION NO. 2012-011**

**A RESOLUTION SUPPORTING STATE OF CALIFORNIA ACQUISITION OF
RIGHT-OF-WAY ON BEHALF OF TAHOE TRANSPORTATION DISTRICT FOR
TRANSIT STOP IMPROVEMENTS**

WHEREAS, the Tahoe Transportation District (TTD) and the State of California Department of Transportation (Caltrans) desire to acquire property in the City of South Lake Tahoe portion of El Dorado County as part of the Caltrans US 50 Phase 2 Water Quality Improvement Project (EA # 3C380) and the Tahoe Transportation District California Transit Shelter Project (TTD # 300-0008.3); and

WHEREAS, as part of the projects referenced above, Caltrans intends to acquire necessary right-of-way on behalf of TTD for the purpose of making transit stop improvements related to the south shore transit system; and

WHEREAS, Caltrans and TTD are negotiating a Cooperative Agreement which will address the acquisition of the necessary right-of-way and other responsibilities of the parties in connection with the projects; and

WHEREAS, Caltrans has requested that the TTD Board adopt this resolution to evidence its intent to approve acquisition of the necessary right-of-way by Caltrans on behalf of TTD.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Tahoe Transportation District intends to negotiate a Cooperative Agreement and approve acquisition of the necessary right-of-way by Caltrans on behalf of TTD.

PASSED AND ADOPTED by the Board of Directors of Tahoe Transportation District at its regular meeting held on September 14, 2012, by the following vote:

Ayes:

Nays:

Abstain:

Absent:

Steve Teshara, Chair
Tahoe Transportation District

