



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:

Auto populated

Total ATP Funds Requested:

(in 1000s)

Auto populated

Important: Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding "step-by-step" Application Instructions and Guidance to complete the application (3 Parts):

- Part A: General Project Information**
- Part B: Narrative Questions**
- Part C: Application Attachments**

Application Part A: General Project Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

IMPLEMENTING AGENCY'S NAME:

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

PO Box 499	Zephyr Cove	NV	89448
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IMPLEMENTING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS :



Project Partnering Agency: Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

(The Grant Writer's or Preparer's information should not be provided)

PROJECT PARTNERING AGENCY'S NAME:

See attachment A2 (Executed FLAP Project Agreement)

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

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PROJECT PARTNERING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS :

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MA number

MA#64A0125

Implementing Agency's State Caltrans MA number

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

PROJECT NAME: (To be used in the CTC project list)

Lake Tahoe SR 89 Fanny Bridge Community Revitalization Project - Active Transportation Improvements

Application Number: **out of** **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

Realignment of SR89 in Tahoe City, rerouting the traffic around the downtown core, allows for complete street improvements on old SR89, enhanced bike, pedestrian, transit connections within Tahoe City, and extends existing bike network to Meeks Bay.

PROJECT LOCATION: (Max of 250 Characters)

The SR 89 Fanny Bridge Community Revitalization Project is located in Tahoe City, CA. The Project also includes a key bike path connection at Meeks Bay on the west shore extending the Tahoe City bike network to Meeks Bay.



Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way? Yes No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 39.160881 /long. 120.144144

Congressional District(s):

State Senate District(s): State Assembly District(s):

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

ADDITIONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	Pedestrians	<u>1,500</u>	Bicyclists	<u>1,000</u>
One Year Projection:	Pedestrians	<u>3,000</u>	Bicyclists	<u>2,000</u>
Five Year Projection:	Pedestrians	<u>3,600</u>	Bicyclists	<u>2,400</u>

BICYCLE AND/OR PEDESTRIAN INFRASTRUCTURE (Check all that apply)

Bicycle: Class I Class II Class III Other Bridge under crossing

Pedestrian: Sidewalk Crossing Other Complete Streets Enhancements

Multiuse Trails/Paths: Meets "Class I" Design Standards Other _____

DISADVANTAGED COMMUNITIES

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria: Yes No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income Yes No CalEnviroScreen Yes No

Student Meals Yes No Local Criteria Yes No

Is the majority of the project physically located within the limits of a Disadvantaged Community: Yes No

CORPS

Does the agency intend to utilize the Corps: Yes No



PROJECT TYPE (Check only one: I, NI or I/NI)

Infrastructure (I) **OR Non-Infrastructure (NI)** **OR Combination (N/NI)**

“Plan” applications to show as NI only

Development of a Plan in a Disadvantaged Community: Yes No

If Yes, check all Plan types that apply:

- Bicycle Plan**
- Pedestrian Plan**
- Safe Routes to School Plan**
- Active Transportation Plan**

Indicate any of the following plans that your agency currently has: (Check all that apply)

Bicycle Plan Pedestrian Plan Safe Routes to School Plan Active Transportation Plan

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

- Bicycle Transportation** % of Project 40.0 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 60.0 %
- Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: _____

If the project involves more than one school: 1) Insert “Multiple Schools” in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: _____

School address: _____

District name: _____

District address: _____

Co.-Dist.-School Code: _____

School type (K-8 or 9-12 or Both) Project improvements maximum distance from school _____ mile

Total student enrollment: _____

% of students that currently walk or bike to school% _____ %

Approx. # of students living along route proposed for improvement: _____

Percentage of students eligible for free or reduced meal programs ** _____ %

**Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area, 2) the students considered to be along the walking route being improved, 3) the project improvements.



Trails (Multi-use and Recreational): *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

For all trails projects:

Do you feel a portion of your project is eligible for federal Recreational Trail funding? Yes No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: \$3,000,000

If yes, estimate the % of the total project costs that serve "transportation" uses? 100.0 %

Applicants intending to pursue "Recreational Trails Program funding" **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited. For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a "*" and can provide "N/A" for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:	10/1/14		
* CEQA Environmental Clearance:	4/10/15		
* NEPA Environmental Clearance:			6/5/15
CTC - PS&E Allocation:			8/31/15
CTC - Right of Way Allocation:			8/31/15
* Right of Way Clearance & Permits:			4/30/16
Final/Stamped PS&E package:			4/30/16
* CTC - Construction Allocation:			5/1/16
* Construction Complete:			11/30/17
* Submittal of "Final Report"			3/30/18

**PROJECT FUNDING (in 1000s)**

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged.

See the Application instructions for more details and requirements relating to ATP funding.

ATP funds being requested for this application/project by project delivery phase:

ATP funds for PA&D:	\$0
ATP funds for PS&E:	\$0
ATP funds for Right of Way:	\$0
ATP funds for Construction:	\$4,900
ATP funds for Non-Infrastructure:	\$0 <i>(All NI funding is allocated in a project's Construction Phase)</i>
Total ATP funds being requested for this application/project:	\$4,900

Local funds leveraging or matching the ATP funds: \$2,820

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

Additional Local funds that are 'non-participating' for ATP: 25,280

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

TOTAL PROJECT FUNDS: **33,000**

ATP - FUNDING TYPE REQUESTED:

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding, however some projects may be granted State only funding (SOF) for all or part of the project.

Do you believe your project warrants receiving state-only funding? Yes No

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

This funding will be used to close a funding gap for the project and leverage Federal Lands Access Program funding. The minimum non-federal match has already been met through Placer County for the Federal funds.

ATP PROJECT PROGRAMMING REQUEST (PPR): In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.: 03-Tahoe Transportation District-1

Implementing Agency's Name: Tahoe Transportation District

Important:

- *Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.*
- *Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.*

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Part B: Narrative Questions Detailed Instructions for: **Screening Criteria**

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

This ATP funding request will close the final funding gap for construction, enabling TTD to **implement the Active Transportation elements** (Attachments E2, E3 & E4) of the SR 89 Fanny Bridge Community Revitalization Project (Overall project map and plan set provided in Attachment E1), and leverage over \$25 million in Federal Lands Access Program (FLAP) funds as well as \$3 million in local funding. Tahoe is viewed as a rural area in terms of transportation funding and does not receive a direct allocation of funds as urban areas do, even though, Tahoe has a daily visitation of approximately 240,000 (TMPO), similar to urban areas. Grant opportunities such as ATP and through other Federal sources such as FLAP are key to improving Tahoe's transportation system, and achieving environmental mandates for Lake Tahoe.



Congestion on SR 89 in the distance causing Granlibakken Rd to back up over 1/2 mile from Fanny Bridge

State Route 89 (SR 89) provides the only access to and from Lake Tahoe's west shore for visitors and residents making connections from the national highway system, US 50 and Interstate 80. The two-lane SR 89 along the west shore also provides the only access to over 25,000 acres of federal lands managed by the USFS - Lake Tahoe Basin Management Unit. Fanny Bridge is a narrow two lane bridge and does not provide adequate access for the daily 22,000 vehicles and 400 bike/peds per hour during peak hours of summer months for visitors accessing the USFS and State Parks recreational areas. Traffic backups in Tahoe City at Fanny Bridge have extended over two miles south down SR 89, equating to two plus hour delays.



Congestion issues also pose safety risks in emergency response time delays, safety issues for bike/peds trying to cross the highway and Fanny Bridge, and greatly impact transit circulation/headways.

The ATP program funds requested, along with FLAP and local funds already awarded, would enhance the Tahoe City and west shore community with improved bike, pedestrian, and transit access to neighborhoods, business centers, and high demand recreational areas. ATP funds would be used specifically for construction of the complete streets initiatives and new off highway bike/ped facilities, removing bike/ped traffic from the narrow SR 89/SR 28 shoulders.



SR 89 shoulders on the west shore not conducive for bicyclists and pedestrians

2. Consistency with Regional Plan.

The TMPO's Lake Tahoe Regional Transportation Plan (RTP) (adopted December 12, 2012) identifies SR 89 Fanny Bridge Community Revitalization Project as a top priority for Tahoe and has been in the Plan for over 20 years. It is identified as RTP#2, with the Meeks Bay Bike Trail extension as RTP#26. All shared use path elements of the project segments are also identified in the Lake Tahoe Bicycle and Pedestrian Master Plan (adopted 2010). Caltrans has been involved throughout the project development process and has been a partner in seeing the Project through to implementation. A copy of the RTP pages identifying the project is provided in Attachment I.



SR 89 Fanny Bridge Community Revitalization Project Planning



Part B: Narrative Questions

Detailed Instructions for: Question #1

QUESTION #1

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)

A. Describe the following:

-Current and projected types and numbers/rates of users. (12 points max.)

Current: The current data collected in the field by the Tahoe City Public Utility District (TCPUD) shows 2,500 bikes/peds per peak day using the existing 19-mile Tahoe City bike

network. Recent counts at the SR 89 crossing at Fanny Bridge were 400 bikes/peds per peak hour during the peak summer season. The number of bicyclists and pedestrians crossing SR 89 in the project area create huge

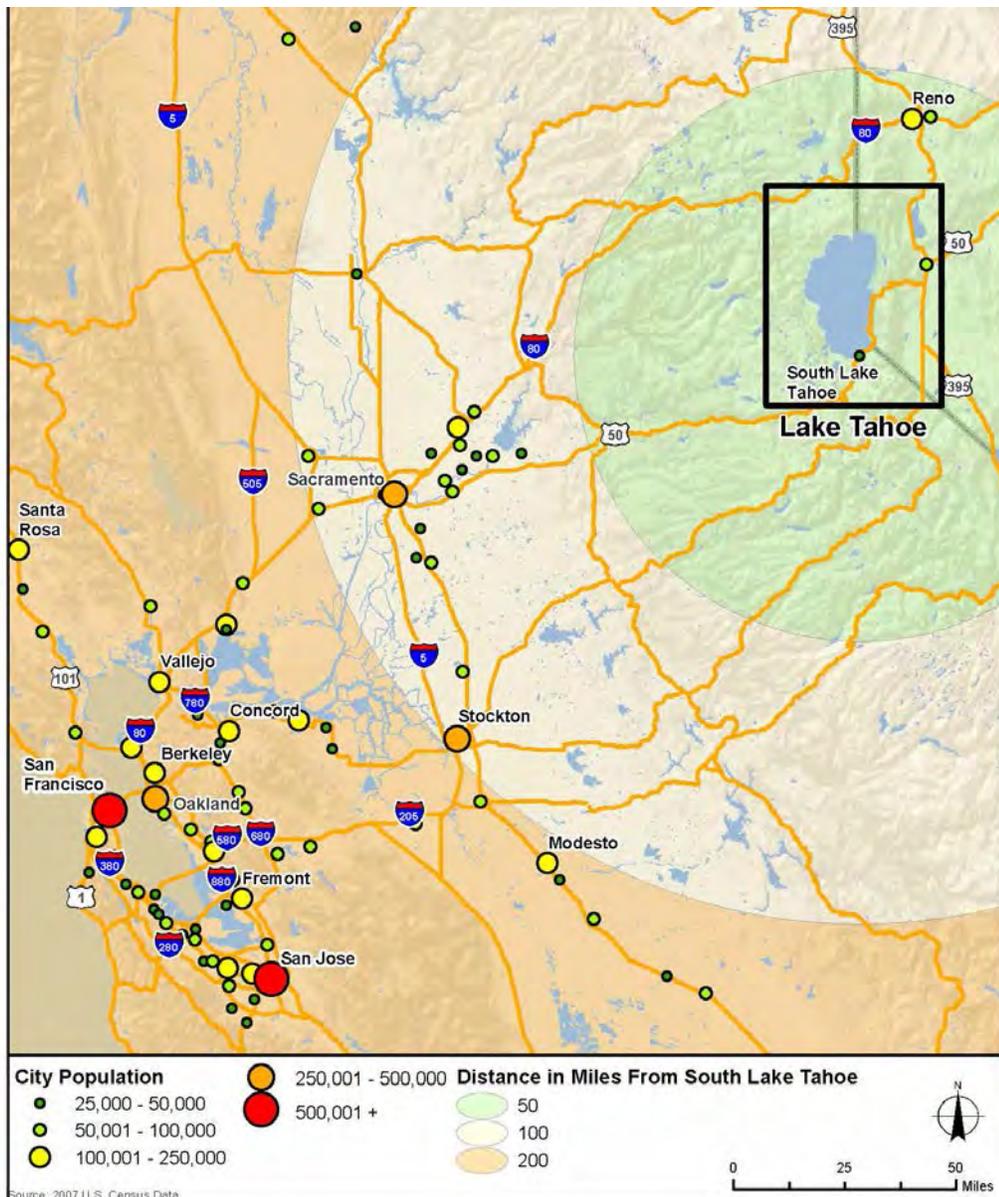


delays during the summer traffic with traffic backing up over two miles.

Projected: As part of the RTP, the TMPO utilizes a bike/ped usage model that captures both recreation and non-recreation based trips. Upon completion of the bike and pedestrian improvements proposed with this Project, including the last approximate mile extension of the network to Meeks Bay, the TMPO bike/ped model projects the current demand will double to 5,000 bikes/peds per peak day, using the 23+ mile continuous shared use path network (TMPO Bike/Ped Plan). It is estimated 60% of the use will be pedestrian and 40% bicyclist.



As shown in the illustration below, **Tahoe is the backyard for millions of people living less than 200 miles away**, or within a one to three hour drive. Annual visitation to Tahoe continues to increase, now estimated over eight million visits. It is not physically or environmentally possible to expand highways within the Tahoe Basin. Improving bike and pedestrian facilities and shifting the traffic out of the downtown core areas are Tahoe’s answers to dealing with the growing congestion. Investments in Active Transportation will encourage the millions of visitors to use non-auto modes of transportation and enjoy Tahoe





without their vehicle. These proposed improvements are projected to substantially increase the Active Transportation use within the Tahoe City and along the west shore of Lake Tahoe.

- B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via: (12 points max.)**
- a. creation of new routes
 - b. removal of barrier to mobility
 - c. closure of gaps
 - d. other improvements to routes
 - e. educates or encourages use of existing routes

Creation of New

Routes:

The SR 89/Fanny Bridge

Community

Revitalization realigns

SR 89 out of the

middle of Tahoe City

with a new bridge

over the Truckee

River for pass through

traffic in order to

create a walkable and bikeable

downtown Tahoe City area. The

current SR 89 will become a local

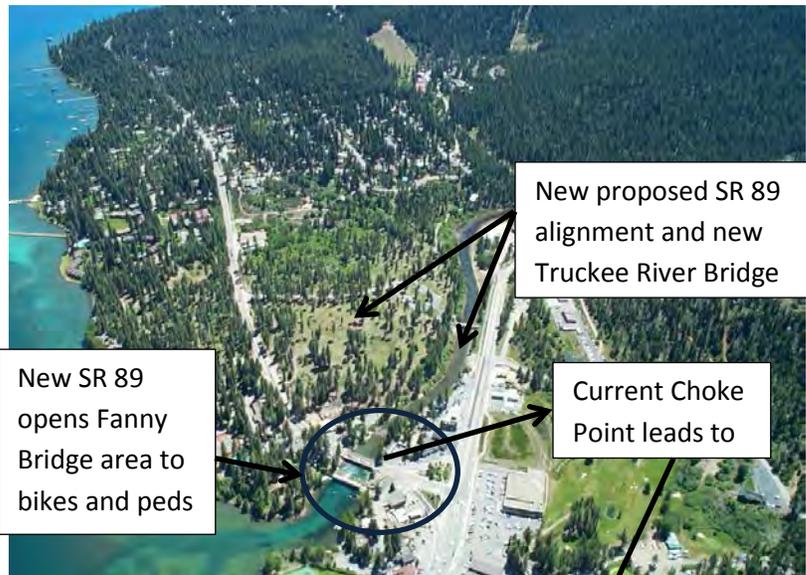
road with a complete streets

treatment as depicted in

Attachment E3.

Removal of Barriers:

The existing SR 89 creates a choke point in Tahoe City with vehicular traffic





congestion creating a barrier for bike/peds to safely move throughout the Tahoe City area. Realignment of SR 89 allows for **new bicycle and pedestrian connections** associated with the Project, encouraging continued and improved bicycling and walking in and around the Tahoe City Downtown District, to and



from the new transit center, as well as to recreation areas, including the Tahoe Rim Trail and Pacific Crest Trail national trails systems, state park facilities, and the community areas, such as Commons Beach. Tahoe City is popular among residents and visitors alike who want to take advantage of being outside to enjoy Lake Tahoe and the surrounding amenities.

Closing a gap in the bike trail network: The Project also includes extending the existing 19 mile Tahoe City bike/ped network approximately

0.8 miles along SR 89 to the historic Meeks Bay Resort and USFS lands along the West Shore. Currently, bike/peds are forced to walk and ride on this portion of the highway. This extension to Meeks Bay will create a safe shared use path separated from the highway. The project maps and plans can be found in Attachments E1-E4. The ATP specific project elements are identified in Attachments E2, E3, and E4.

Improving Active Transportation for Tahoe City: SR 89 runs through the middle of Tahoe City and provides the only access to and from the west shore.

Having a major state highway in the middle of the business community and high demand recreational areas creates mobility and safety issues for bikes/peds/and ADA access who need to cross the highway to reach their destination, as well as creates further





congestion and delays for the motoring public. Many visitors are intimidated by the lack of connectivity to bike paths and choose not to bike in order to avoid the thousands of cars that currently pass through the middle of town. Realigning the state highway around the business/recreational areas removes the vehicles from the center of Tahoe City and provides improved non-motorized connectivity for bikes/peds accessing businesses and recreation opportunities. The new trail system connections proposed for ATP funding take advantage of this improved condition, assuring seamless bike/ped connections to and through the commercial and recreational areas in Tahoe City. Extending the existing 19-mile Lake Tahoe Bikeway network to Meeks Bay Resort and a major Tahoe Rim Trail trailhead addresses serious safety conflicts in this narrow highway corridor and helps eliminate a barrier to bike/ped use by family groups and others nervous about sharing a travel lane with auto traffic.

- C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)

The SR 89/Fanny Bridge Community Revitalization Project has been in the RTP and community planning stages for over 20 years to reduce traffic in the downtown Tahoe City area and improve the bike/ped/transit access, promote safe non-motorized access, as well as finish a key section of the class 1 bike path network on the west shore. This project represents major safety improvements for residents and the millions of visitors who come to Tahoe annually by reducing bike/ped and motorist conflict points. Currently, non-motorized access is impeded by thousands of vehicles daily creating an atmosphere that does not promote walking or biking. **ATP will close the funding gap to make this Project a reality and create a walkable and bikeable Tahoe City.**





Part B: Narrative Questions

Detailed Instructions for: Question #2

QUESTION #2

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

- A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)

Improve Safety: The proposed Project will realign 22,000 AADT out of the Tahoe City Downtown District, eliminating a dangerous situation where currently **400 bicyclists and pedestrians cross a busy SR 89 every hour** during the mid-day period throughout the peak summer months. The old SR 89 over Fanny Bridge will become a local community road with complete street enhancements for safe bicycling and walking, as well as new bicycle and pedestrian connections to eliminate conflict points.



**Area of influence:**

- The Lake Tahoe Region experiences high annual visitation (over eight million visits estimated per year through cell phone data collected by Airsage, under contract with TTD).
- Two-lane highways make up the majority of the roadway network, which experience substantial auto congestion during peak times, allowing limited space for bicyclists and pedestrians.
- Expanding the highways is not an option for the Lake Tahoe Basin, as identified in the Lake Tahoe Regional Plan.
- Construction of new separated bike and pedestrian facilities are critical to improving safety for bicyclists and pedestrians and encouraging them to use alternative transportation at Tahoe.
- User surveys conducted around Tahoe cite **perceptions about safety as the reason to not bicycle or walk more often.**
- **SR 89 is the major auto route providing access through Tahoe City** and the only northern access to the west shore providing connections to I-80 and US 50. The existing SR 89 (Fanny Bridge) and SR 28 intersection serve as a choke point for the Tahoe City transportation system. With an **AADT of 22,000** and as the only access for the west shore, **SR 89 will see traffic backups over two miles with two plus hour wait times.**
- **400 bike/peds per hour during the summer peak cross SR 89 in the Fanny Bridge area**, contributing to the congestion issues.
- The Project is within Placer County, CA and, according to data collected in the TMPO Bike/Ped Plan, has the **second highest amount of bike/ped accidents in the Lake Tahoe Basin.**

Crash Data: was collected as part of the Project Study Report for Caltrans. Over the past four years, there have been 77 accidents within the Project area, including **44 bike/ped accidents, of which seven were fatal accidents.**



B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)

- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
- Improves sight distance and visibility between motorized and non-motorized users.
- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.
- Improves compliance with local traffic laws for both motorized and non-motorized users.
- Addresses inadequate traffic control devices.
- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

Q: How to improve bicycle and pedestrian safety in the Downtown Tahoe City for millions of users annually and eliminate fatalities?

A: Realign SR 89 to remove 22,000 AADT from the downtown area where currently 400 bike//peds per hour cross the highway during the peak season.

The majority of the traffic will be shifted to the new SR 89 with a new bridge across the Truckee River and around the Downtown District, eliminating a dangerous conflict point at the current Fanny Bridge pedestrian crossing.

Realignment of SR 89 allows for the old SR 89 to become a local street, with the reconstruction of Fanny Bridge, where complete streets enhancements (Attachment E3) will be made to promote walking and biking and includes:

- wider sidewalks and river viewing areas on Fanny Bridge
- on-street parking
- safe pedestrian crossings at appropriate locations





- improved bike and pedestrian connections to the transit center
- landscaping and gateway features to delineate the local road as business access only to reduce through traffic in the area

The project will provide Tahoe City with a **walkable/bikeable/transit oriented plaza** with safer transit ingress and egress, as well as **class 1 bike path connections from the transit center to the business district, recreational areas, and the rest of the class 1 bike network along the west shore. Bike and pedestrian under crossings will**



be used for the new SR 89 to eliminate bikes and pedestrians crossing the busy highway. The realignment of SR 89 will utilize **roundabouts at intersections as traffic calming measures** and

allows for the current SR 89 speed to be reduced. The Tahoe City class 1 bike path network extension to Meeks Bay will offer a non-motorized mode of travel from Tahoe City to the popular recreational destination,



reducing auto use along the SR 89 west shore corridor. This segment **will provide full non-auto class 1 shared use path connectivity between Tahoe City and Meeks Bay** that provides access to neighborhoods, businesses, and recreational areas.



Part B: Narrative Questions

Detailed Instructions for: Question #3

QUESTION #3

PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

- A. **Who:** Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)

The SR 89 Fanny Bridge Community Revitalization Project has been identified in the TRPA regional planning documents for over 20 years, including the 1992 RTP/AQP and the Tahoe City community plan since its adoption in 1994. All of these planning documents involved public participation, public hearings, and various open public forums, not only for community members, but also stakeholders from various public agencies (USFS, Caltrans, TCPUD, TRPA, utility companies, CA State Parks, and many more), environmental groups, as well input from second home owners and visitors.

Most recently, TTD has completed several publicly noticed hearings as required through the environmental process and has developed a community review committee. The community review committee is made up of business owners and the general public that meets at project milestones to provide feedback on the project design. TTD plans to continue to engage the public, community, agency stakeholders, business owners, and environmental groups as the project progresses.



B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)

TTD has launched an interactive website and conducted an extensive public outreach process notifying the public how they can be involved. This included press releases and notices of the website and public hearings for the environmental documentation process sent to property owners. Over the past four years, there have been over 30 meetings with various stakeholders and the public as identified below:

- North Tahoe Historic Society – January 2011
- Tahoe Transportation District Open House held at the TCPUD – January 2011
- Tahoe City PUD Board – February 2011
- Tahoe City Downtown Association – April 2011
- Tahoe League for Charity – May 2011
- Truckee North Tahoe Transportation Management Association – June 2011
- Tahoe City Restaurant Industry – June 2011
- Tahoe City Public Forum held at the TCPUD – June 2011
- Tahoe City Rotary Club – July 2011
- Tahoe City Tuesday Morning Breakfast Club – August 2011
- Tavern Shores Association – August 2011
- North Tahoe High School Parents Group – October 2011
- Tahoe Tavern – October 2011

SR 89/Fanny Bridge Community Revitalization Project

Latest Update
The Final EIR/EIS/EA has been released.
FED Mitigation Monitoring and Reporting Program
The Final document is very large and has been broken into sections for easier downloading:
Table of Contents
Chapters 1 and 2
Chapter 3 - Pages 2-1 to 2-413
Chapter 3 - Pages 2-414 to 2-692
Chapters 4 and 5
Stay informed, via email
SIGN UP FOR UPDATES

Meetings
Tahoe Transportation District Board Meeting
Friday, March 27, 2015
9:30 a.m.
Granlibaaken Resort
725 Granlibaaken Rd., Sunnyside-Tahoe City
Tahoe Regional Planning Agency Advisory Planning Commission
(Wednesday, April 8, 2015
9:30 a.m.
Tahoe Regional Planning Agency
128 Market St., Stateline, NV
www.trpa.org
Tahoe Regional Planning Agency Governing Board
Thursday, April 23, 2015
9:30 a.m.
North Tahoe Conference Center
8315 N. Lake Blvd., Kings Beach, CA
www.trpa.org

Downloadable Details
To read more, click on a pdf link.
-> Draft EIR/EIS/EA
-> Appendix A - Notice of Preparation

Location
Tahoe City, CA is a gateway to Lake Tahoe's north and west shores. The area is also known for congested seasonal traffic.
The project addresses the traffic congestion and safety concerns along SR 89 and in the area of the "Wye" and Fanny Bridge.
Improved transit travel times, reliability and connectivity with the new transit center are also project goals.

Goals
Realigning SR 89 will provide for safety, evacuation routes from the west shore and trail protection and bicycle routes safety.
Addressing long-term structurally deficient Fanny Bridge would resolve community concerns about the 60-year-old landmark.
Making the "Wye" more inviting for shopping and dining will encourage tourism and economic development, revitalizing the community.

Design
Please see recently completed simulations to provide context and understanding of the proposed Project Alternatives. Click on the thumbnail to view.

<http://www.tahoetransportation.org/fanny-new-1>



- Placer County Board of Supervisors – October 2011
- North Tahoe Regional Advisory Council; scoping meeting – December 2011
- Scoping Meeting – January 2012
- Tavern Shores HOA Annual Meeting – July 2012
- North Tahoe Regional Advisory Council – April 2013
- League to Save Lake Tahoe Board – June 2013
- Tahoe Fund Board – August 2013
- Community Review Committee (CRC) meetings (4 meetings between 2013-2014)
- Public meeting at Granlibakken to inform about the Environmental Document Review Process and explain new options to the existing alternatives - December 2014
- Public Hearing for Environmental Document presentation to TRPA APC – January 2015
- Environmental Document hearings January 2015 – May 2015

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NEWSROOM EVENTS BUSINESSES COMMUNITY SCHOOLS

TAHOE BIKE CHALLENGE
June 1 - 14, 2015
More Info & REGISTER NOW at
TahoeBikeChallenge.org
Facebook/TahoeBikeChallenge

Kick-Off Party:
May 30, 1-4pm
Cycle Celebration:
June 30, 12-4pm
[CLICK HERE FOR DETAILS](#)

News on the proposed State Route 89/Fanny Bridge Community Revitalization Project

Submitted by paula on Wed, 03/25/2015 - 9:44pm

1 advisory beach board meeting business california city community conference county environment fanny bridge granlibakken holidays judge kings beach Lake Tahoe legal local meeting Nevada News news personal placar county planning planning commission principal resort Review revitalization safety services state route 89 statelime statelime nevada Tahoe tahoe city tahoe regional planning agency tahoe transportation tahoe transportation district Traffic transportation travel TRPA Truckee truckee river.

Round-a-bout alternative in Tahoe City

The public is invited to a series of public hearings on the proposed State Route 89/Fanny Bridge Community Revitalization Project. The completed design is expected in September with construction expected to start in May, 2016.

In addition to all of the meetings held, there have been numerous interviews with local and regional news sources, press releases, and articles in the newspapers.



- C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)**

TTD has engaged the stakeholders in various public outreach platforms over the past several years as the project has progressed through the planning phase and environmental phase. TTD has provided numerous opportunities to receive public comment and input, including a public outreach representative in the Tahoe City area, a project website, a project info email address, project manager contact info, and a variety of public meetings. Through all of the outreach effort and informing the public and stakeholders about their opportunity to participate in the Project, the environmental document received over 100 comments through the public review period. The majority of the comments received were supportive of the project with an excitement to get the traffic out of the downtown area, making a more walkable/bikeable community. The community review committee provided feedback on circulation patterns, design elements, and overall appeal of the project. TTD has also met with business owners to discuss the project and get their feedback. All of these comments, suggestions, ideas, and project input have been considered in the development of the alternatives used for environmental review, the determination of a preferred alternative, and will continue to be considered as the project moves through final design. Other comments received that will be addressed through final design included ensuring proper wayfinding signage is implemented, improving access to businesses, gateway features in the proposed roundabouts, minimizing the footprint of the new SR 89, and comments regarding tree removal and landscaping.

- D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)**

As the Project moves out of the environmental process and into the final design stages, TTD plans to reconvene the community review committee to guide the decision process on certain community design elements, especially the complete streets portion near the business community. TTD will also hold additional public information meetings to get feedback from others in the community on the design. As the final design of the project continues between June 2015 and spring 2016, TTD will continue



to meet with the community review committee; hold public meetings to engage the community and business owners to ensure the project design elements fit within the community vision; and continue using the Tahoe City public outreach representative to engage the community and ensure the community feels a sense of ownership of the design. TTD will also maintain the interactive website so the community and stakeholders can continue to be engaged in the project development process, as well as be informed of the project updates and schedule. Once construction begins, TTD will assist the business owners in maintaining proper access and visibility to their businesses during construction and will conduct regular community updates and a robust public outreach campaign.

Part B: Narrative Questions

Detailed Instructions for: Question #4

QUESTION #4

IMPROVED PUBLIC HEALTH (0-10 points)

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.**

A. Describe the health status of the targeted users of the project/program/plan. (3 points max)

Barton Health, located in South Lake Tahoe, commissioned a community health assessment for the South Lake Tahoe area over the past few months (spring 2015). Although the specific project area is located in North Lake Tahoe, the study was completed in the South Lake Tahoe area and it would be assumed the results would be similar for the entire Lake Tahoe Basin.



Through the data assessment conducted with the study, “Areas of Opportunity” representing the significant health needs of the community were identified in a table provided below:

COMMUNITY HEALTH NEEDS ASSESSMENT

Summary of Findings

Significant Health Needs of the Community

The following "areas of opportunity" represent the significant health needs of the community, based on the information gathered through this Community Health Needs Assessment and the guidelines set forth in Healthy People 2020. From these data, opportunities for health improvement exist in the area with regard to the following health issues (see also the summary tables presented in the following section).

Areas of Opportunity Identified Through This Assessment	
Access to Healthcare Services	<ul style="list-style-type: none"> • Specific Source for Healthcare • Barriers to Access <ul style="list-style-type: none"> ◦ Appointment Availability ◦ Finding a Physician • Primary Care Physician Ratio • Health Professional Shortage Area Designation
Cancer	<ul style="list-style-type: none"> • <i>Cancer is the #1 Leading Cause of Death in the Area</i> • Cancer Incidence <ul style="list-style-type: none"> ◦ Including Lung Cancer, Prostate Cancer, Female Breast Cancer • Skin Cancer Prevalence
Dementia, Including Alzheimer’s Disease	<ul style="list-style-type: none"> • Alzheimer’s Disease Deaths
Heart Disease & Stroke	<ul style="list-style-type: none"> • <i>Heart Disease is the #2 Leading Cause of Death in the Area</i>
Infant Health	<ul style="list-style-type: none"> • Prenatal Care
Injury & Violence	<ul style="list-style-type: none"> • Unintentional Injury Deaths <ul style="list-style-type: none"> ◦ Including Motor Vehicle Crash Deaths • Firearm-Related Deaths
Mental Health	<ul style="list-style-type: none"> • Suicide Deaths • Seeking Help for Mental Health • <i>Mental Health ranked #2 as a “major problem” in the Online Key Informant Survey</i>
Nutrition, Physical Activity & Weight	<ul style="list-style-type: none"> • Fruit/Vegetable Consumption • Low Food Access • Obesity • Medical Advice on Weight
Oral Health	<ul style="list-style-type: none"> • <i>Oral Health ranked #3 as a “major problem” in the Online Key Informant Survey</i>
Substance Abuse	<ul style="list-style-type: none"> • Cirrhosis/Liver Disease Deaths • Overall Alcohol Use • Excessive Drinking • Drinking & Driving • Drug-Induced Deaths • <i>Substance Abuse ranked #1 as a “major problem” in the Online Key Informant Survey</i>
Tobacco Use	<ul style="list-style-type: none"> • Chronic Lower Respiratory Disease (CLRD) Deaths • Use of Cigars • Use of Smokeless Tobacco

Professional Research Consultants, Inc.
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B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)

The important “Areas of Opportunity” to note where the proposed bike and pedestrian improvements can help are:

- 1) Heart Disease & Stroke - Heart disease is the second leading cause of death in the area.
 - a. The Active Transportation improvements proposed with the project would help promote the use of non-auto modes of transportation and encourage residents to walk and bike. The improvements would encourage a more active lifestyle, improving overall health and reducing the risk of heart disease.
- 2) Injury & Violence – Unintentional Injury Deaths (Includes motor vehicle crash deaths)
 - a. Within the Project area, there were 77 vehicle crashes- 44 involving bike and pedestrians with seven fatalities. The proposed improvements would create a much safer bike and pedestrian friendly area and significantly reduce the crash rates and fatalities.
- 3) Nutrition, Physical Activity & Weight – Obesity
 - a. The realignment of SR 89 and the complete streets conversion on the current SR 89 will promote higher bike/ped use in Tahoe City for both residents and visitors. Increased bike/ped use will promote healthier lifestyles for residents by having more efficient non-motorized access, as well as encouraging visitors to park their car and enjoy Tahoe via bike or foot. Creating a more walkable/bikeable community will improve the overall quality of life for residents and visitors.



Part B: Narrative Questions

Detailed Instructions for: Question #5

QUESTION #5 (N/A – Project is not within a Disadvantaged Community)
BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

A. Identification of disadvantaged communities: (0 points – SCREENING ONLY)

To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

Option 1: Median household income, by census tract for the community(ies) benefited by the project:

\$ _____

- Provide all census tract numbers
- Provide the median income for each census track listed
- Provide the population for each census track listed

Option 2: California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: _____

- Provide all census tract numbers
- Provide the CalEnviroScreen 2.0 score for each census track listed
- Provide the population for each census track listed

Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs: _____ %

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal

Option 4: Alternative criteria for identifying disadvantaged communities:

- Provide median household income (option 1), the CalEnviroScreen 2.0 score (option 2), and if applicable, the percentage of students eligible for Free and Reduced Meal Programs (option 3)
- Provide ADDITIONAL data that demonstrates that the community benefiting from the project/program/plan is disadvantaged
- Provide an explanation for why this additional data demonstrates that the community is disadvantaged



B. For proposals located within disadvantage community: (5 points max)

What percent of the funds requested will be expended in the disadvantaged community? ____%
Explain how this percent was calculated.

C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)

Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.



Part B: Narrative Questions

Detailed Instructions for: Question #6

QUESTION #6

COST EFFECTIVENESS (0-5 POINTS)

- A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of “increased use of active modes of transportation”. (3 points max.)

Seven project alternatives are being considered in the environmental document, consisting of six action alternatives (Alternatives 1, 2, 3, 4, 6, and 6A) and one no-action alternative (Alternative 5). Four action alternatives (Alternatives 1 through 4) will result in the construction of a new bridge over the Truckee River and realignment of SR 89, rehabilitation or replacement of Fanny Bridge, and bike path realignments. Two action alternatives (Alternatives 6 and 6A) focus on rehabilitating or replacing the existing Fanny Bridge on the current SR 89 alignment and improve the SR 89/SR 28 intersection at its current location. All action alternatives propose improvements to the existing SR 28/SR 89 Wye intersection. Based on the findings in the environmental review process; the project planning history; input from the public and public agencies; a value engineering study; and the Project purpose and need to improve safety and mobility, Alternative 1 (realignment of SR 89 with new Truckee River Bridge; rehabilitation of Fanny Bridge; roundabouts at intersections; bike and pedestrian path improvements; transit circulation improvements; and complete streets improvements on the old SR 89) was selected as the preferred alternative to move forward to final design by the Project team including TTD, Caltrans, FHWA, and Placer County. As part of the FHWA Value Engineering/Value Analysis process, the value analysis (VA) team brainstormed 105 ideas. Of those, 17 were identified for further development into VA proposals, including cost impacts and 58 Design Suggestions, without any cost impact. The VA proposals are categorized by the following project functions, as identified during the VA workshop: Relieve Congestion (RC), Support Community (SC), Modernize Multi-Modal (MM), Control Stormwater (CS), Reduce Environmental-Impacts (RE), Retrofit Fanny Bridge (RF), Improve Recreational Access (IR), Establish Sense-of-Place (ES), Mitigate Risk (MR) and Miscellaneous (M).



After the VA Study, the decision makers met to determine the action for the VA alternatives. The following is a list of the implementation results of VA alternatives:

ACCEPTED VA ALTERNATIVES:

- RC-15 Provide and improve the wayfinding signage
- SC-04 Eliminate the existing free right turns
- SC-07 Provide "bike park" area near existing Wye area
- SC-08 Provide bike-pedestrian connection to the Tahoe Tavern area
- MM-02 Eliminate the access to the Transit Center along the new SR-89
- MM-06 Combine the two undercrossings at the new SR-89 alignment
- RB-04 Relinquish SR-89 from a state to a county road
- IR-07 Add parking in the disturbed areas
- MR-01 Move Caltrans maintenance yard to Tahoe City maintenance yard
- MR-03 Reconfigure the entrance into the Caltrans maintenance yard

REJECTED VA ALTERNATIVES:

- RC-01 Construct Alternative 2 instead of Alternative 1
- RC-02 Construct Alternative 3 instead of Alternative 1
- RC-03 Construct Alternative 4 instead of Alternative 1
- RC-04 Construct Alternative 6 instead of Alternative 1
- RC-05 Construct Alternative 6A instead of Alternative 1
- RC-16 Close existing SR-89 to vehicles between the Wye and the Tahoe Tavern entrance
- MR-10 Move the west roundabout to the northeast

As part of the Project, TTD also commissioned an economic study for the community on the benefits of the proposed Project. The results of the economic study can be summarized as:

“Congestion at the SR 89/28 interchange is a major issue affecting Tahoe City’s current appeal as a destination. The SR 89/Fanny Bridge Project is likely to increase the overall appeal of Tahoe City by creating a more attractive, pedestrian and bicycle-friendly district



near Fanny Bridge and the Truckee River and reducing severe congestion during peak traffic periods. The Project would support several nearby community revitalization initiatives, which have the potential to provide substantial economic benefits to the region, including jobs, sales activity, and municipal revenues. With the **SR 89/Fanny Bridge Project as a catalyst**, the entire **Tahoe City area could realize positive retail sales impacts ranging from \$1.6 to \$3.5 million per year.**”

- B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC’s website at: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)

$$\left(\frac{\textit{Benefit}}{\textit{Total Project Cost}} \textit{ and } \frac{\textit{Benefit}}{\textit{Funds Requested}} \right).$$

The following page depicts the results of the ATP Benefit/Cost tool. The tool is straightforward and easy to use, but slightly difficult to determine how some things were being calculated and how that works with data that is available for this specific project. Going from commuters to recreational use did not seem very clear as to how those numbers were being calculated. The forecasting was difficult as there is not a standard method described for use in this tool. It didn’t seem very clear how going from no project to one year after project completion to a 20 year benefit was being calculated. It would be beneficial if training was available on how to use this tool in the future, and how to prepare to use this tool. Data collection can get expensive, so if this is the direction Caltrans is headed, would it be possible for data collection to be an eligible ATP activity in the future?



B/C Tool for the Project:

Project Name:	SR 89 Fanny Bridge Community Revitalization Project		INFRASTRUCTURE
Project Location:	Tahoe City, CA		
Bike Projects (Daily Person Trips for All Users) (Box 1A)			
	Without Project	With Project	
Existing	1000		
Forecast (1 Yr after completion)	1100	2000	
	Commuters	Recreational Users	
Existing Trips	110	890	
New Daily Trips (estimate)	165	1835	
(1 YR after completion) (actual)	165	1835	
Project Information- Non SR2S Infrastructure			
Bike Class Type		Bike Class I	
Average Annual Daily Traffic (AADT)		22,000	
Project Costs (Box 1D)			
Non-SR2S Infrastructure Project Cost			\$33,000,000
SR2S Infrastructure Project Cost			
ATP Requested Funds (Box 1E)			
Non-SR2S Infrastructure			\$4,900,000
SR2S Infrastructure			
CRASH DATA (Box 1F)			
		Last 5 Yrs	Annual Average
Fatal Crashes		7	1.4
Injury Crashes		44	8.8
PDO		33	6.6
Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)			
	Without Project	With Project	
Existing	1500		
Forecast (1 YR after project completion)	1650	3000	
	Without Project	With Project	
Existing step counts (600 steps=0.3mi=1 trip)			
Existing miles walked			
Safe Routes to School (SR2S) (Box 1C)			
		Total	
Number of student enrollment			
Approximate no. of students living along school route proposed for improvement			
Percentage of students that currently walk or bike to school			
Projected percentage of students that will walk or bike to school after the project			
SAFETY COUNTERMEASURES (improvements) (Box 1G)			
			Y or N (Capitalized)
Signalized Intersection	Pedestrian countdown signal heads		Y
	Pedestrian crossing		Y
	Advance stop bar before crosswalk		Y
	Install overpass/underpass		Y
Unsignalized Intersection	Raised medians/refuge islands		Y
	Pedestrian crossing (new signs and markings only)		Y
	Pedestrian crossing (safety features/curb extensions)		Y
Roadways	Pedestrian signals		Y
	Bike lanes		Y
	Sidewalk/pathway (to avoid walking along roadway)		Y
	Pedestrian crossing (with enhanced safety features)		Y
	Pedestrian crossing		Y
	Other reduction factor countermeasures		Y

20 Year Invest Summary Analysis	
Total Costs	\$33,000,000.00
Net Present Cost	\$31,730,769.23
Total Benefits	\$352,284,942.83
Net Present Benefit	\$233,311,101.08
Benefit-Cost Ratio	7.35

20 Year Itemized Savings	
Mobility	\$23,897,806.64
Health	\$8,890,038.29
Recreational	\$94,554,368.70
Gas & Emissions	\$2,167,629.10
Safety	\$222,775,100.10

Funds Requested	\$4,900,000.00
Net Present Cost of Funds Requested	\$4,711,538.46
Benefit Cost Ratio	49.52



Part B: Narrative Questions

Detailed Instructions for: **Question #7**

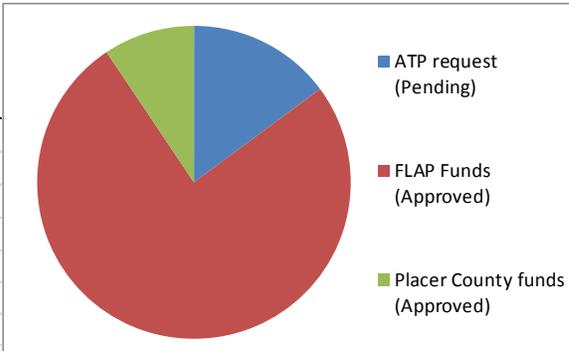
QUESTION #7

LEVERAGING OF NON-ATP FUNDS (0-5 points)

A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)

Below is the funding plan for the Project. The ATP funds will close the funding gap in the construction of the project, leveraging \$25 million in federal funding and \$3 million in local funding.

<u>SR 89/Fanny Bridge Community Revitalization Project</u>				
Active Transportation Project Elements	Phase	Fund	FY17	
ATP request is for Complete Streets, Bike and Pedestrian Improvements identified in the Project. Overall Project includes: Realignment of SR 89 on USFS lands, bridge rehab, bike/ped/transit circulation improvements through complete streets, and improved bike/ped/transit access to USFS lands, including extending the north shore bike trail/shared use path 0.8 miles to Meeks Bay.	CONSTRUCTION	FLAP	\$23,000,000	
	CONSTRUCTION	Placer County	\$3,100,000	
	CONSTRUCTION	CA ATP Program	\$4,600,000	
	CONST Engineering/Inspection	FLAP	\$2,000,000	
	CONST Engineering/Inspection	CA ATP Program	\$300,000	
	PROJECT TOTAL			\$33,000,000
	TOTAL Approved Project Funding			\$28,100,000
TOTAL ATP Request			\$4,900,000	
Funding Summary:				
Source	Amount	of total Project		
ATP request (Pending)	\$4,900,000	14.85%		
FLAP Funds (Approved)	\$25,000,000	75.76%		
Placer County funds (Approved)	\$3,100,000	9.39%		
		100.00%		



- ATP request (Pending)
- FLAP Funds (Approved)
- Placer County funds (Approved)



Part B: Narrative Questions

Detailed Instructions for: **Question #8**

QUESTION #8

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 or -5 points)

- Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?
- Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
- No (If this application is NOT for a Plan, proceed to Step #2)

Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

California Conservation Corps representative:

Name: Wei Hsieh

Email: atp@ccc.ca.gov

Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch

Email: inquiry@atpcommunitycorps.org

Phone: (916) 426-9170

- Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):
- Neither corps can participate in the project (0 points)
- Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

See Attachment I for correspondence with the CCC. The CCC has indicated that it will be able to assist with: Section 1 of the Engineer Estimate - Earthwork (Clearing and Grubbing) and Section 4 of the Engineer Estimate - Highway Planting, Replacement Plants, and Erosion Control.

- Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)
- Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.



Part B: Narrative Questions

Detailed Instructions for: Question #9

QUESTION #9

APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS

(0 to-10 points OR disqualification)

- A. **Applicant:** Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.

Over the past five years, TTD has worked with Caltrans District 3 on the successful implementation of Transit Shelter projects within the City of South Lake Tahoe in Caltrans US 50 right of way, is working with Caltrans on the Meeks Bay Bike Trail and water quality project within Caltrans SR 89 right of way, and continues to work with Caltrans, who oversees Federal Transit Administration funding administered to TTD. TTD has been working with Caltrans' Project Manager, John Holder, on the development of the SR 89 Fanny Bridge Community Revitalization Project. TTD is and will continue co-leading this Federal Lands Access Program (FLAP) project in partnership with Central Federal Lands Highways division of FHWA and Caltrans, among other local agency partners, including Placer County. The TTD is well versed in administering grant funded projects and will be able to administer this ATP/FLAP funded project for Lake Tahoe.

- B. **Caltrans response only:**

Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.



Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using "tabs" with appropriate letter designations

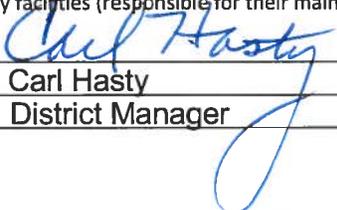
Application Signature Page Required for all applications	Attachment A
ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) Required for all applications	Attachment B
Engineer's Checklist Required for Infrastructure Projects	Attachment C
Project Location Map Required for all applications	Attachment D
Project Map/Plans showing existing and proposed conditions Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)	Attachment E
Photos of Existing Conditions Required for all applications	Attachment F
Project Estimate Required for Infrastructure Projects	Attachment G
Non-Infrastructure Work Plan (Form 22-R) Required for all projects with Non-Infrastructure Elements	Attachment H
Narrative Questions backup information Required for all applications Label attachments separately with "H-#" based on the # of the Narrative Question	Attachment I
Letters of Support Required or Recommended for all projects (as designated in the instructions)	Attachment J
Additional Attachments Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.	Attachment K



Part C: Attachments Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board
The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds.** They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature:  Date: 5-28-2015
Name: Carl Hastly Phone: 775-589-5500
Title: District Manager e-mail: chasty@tahoetransportation.org

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board
(For use only when appropriate)

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature: See Attachment A2 Date: _____
Name: Project Agreement Phone: _____
Title: _____ e-mail: _____

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)

The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____ Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*
(For use only when appropriate)

If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? Yes If yes, no signature is required. If no, the following signature is required.

Signature: See Attachment A2 Date: _____
Name: Project Agreement Phone: _____
Title: _____ e-mail: _____

* Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

FEDERAL LANDS ACCESS PROGRAM
PROJECT MEMORANDUM OF AGREEMENT

Project I Facility Name: CA FLAP SR 89(1)/Fanny Bridge Community Revitalization Project

Project Route: State Route 89; Meeks Bay Bike Path; Dollar Creek Shared Use Path

State: California

Counties: Placer County, California

Owner of Federal Lands to which the Project Provides Access: United States Department of Agriculture, Forest Service

Entity with Title or Maintenance Responsibility for Facility: California Department of Transportation; Placer County, California; Tahoe City Public Utility District, California.

Type of Work:

This Project is a coordinated effort between the Parties. The Project was accepted to the short list of projects for the California Federal Lands Access Program (“FLAP”).

State Route (SR) 89 provides the only access to Lake Tahoe's west shore for visitors making connections from the national highway system, US 50 and Interstate 80. The two lane SR 89 along the west shore also provides the only access to over 25,000 acres of federal lands managed by the Forest Service. SR 89 and SR 28 intersect at the historic Fanny Bridge in Tahoe City. Fanny Bridge is narrow at two lanes and does not provide adequate access for the 22,000 vehicles per day and 400 bike and pedestrians per hour during peak summer months with visitors accessing the USFS and State Parks recreational areas. Backups at Fanny Bridge have extended over two miles south down SR 89 equating to 2+ hour delays. Congestion issues also pose safety risks in emergency response time delays. The Project would enhance the Tahoe City and west shore community with improved access to federal lands and enhancing bike and pedestrian facilities removing bike/pedestrian traffic from the narrow shoulders on SR 89 and SR 28.

There are three elements of the proposed Project:

- The SR 89/Fanny Bridge Community Revitalization Project (the “Truckee River Bridge Project”)
- The Meeks Bay Bike Path
- The Dollar Creek Shared Use Path

The California Program Decision Committee approved this Project on October 11, 2013. The Parties have executed this Agreement in counterparts on the dates written below.

AGREED:



Ken Grehm - Director of Public Works
Placer County

12/23/13

Date

Cindy Gustafson – District General Manager
Tahoe City Public Utility District

Date

Nancy Gibson – Forest Supervisor
Lake Tahoe Basin Management Unit, Forest Service

Date

Joanne Marchetta – Executive Director
Tahoe Regional Planning Agency

Date

Jody Jones – District 3 Director
California Department of Transportation

Date

Carl Hasty – District Manager
Tahoe Transportation District

Date

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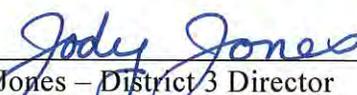
Date

Nancy Gibson – Forest Supervisor
Lake Tahoe Basin Management Unit, Forest Service

Date

Joanne Marchetta – Executive Director
Tahoe Regional Planning Agency

Date



Jody Jones – District 3 Director
California Department of Transportation

12 / 20 / 13
Date

Carl Hasty – District Manager
Tahoe Transportation District

Date

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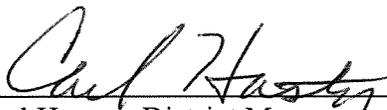
Date

Joanne Marchetta – Executive Director
Tahoe Regional Planning Agency

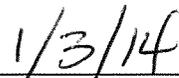
Date

Jody Jones – District 3 Director
California Department of Transportation

Date



Carl Hasty – District Manager
Tahoe Transportation District



Date

A. PURPOSE OF THIS AGREEMENT

This Agreement documents the intent of the Parties and sets forth the anticipated responsibilities of each party in the development, construction, and future maintenance of the Project. The purpose of the Agreement is to identify and assign responsibilities for the environmental analysis, design, right-of-way, utilities, acquisition and construction as appropriate for this programmed Project, and to ensure maintenance of the facilities for public use after improvements are made. The parties understand that any final decision as to design or construction will not be made until after the environmental process is completed under the National Environmental Policy Act (“NEPA”), the California Environmental Quality Act (“CEQA”), and TRPA Code of Ordinances and Rules of Procedure.

Any decision to proceed with the design and construction of the Project will depend on the availability of appropriations at the time of obligation and other factors such as issues during the NEPA process, a natural disaster that changes the need for the project, or a change in Congressional direction.

If FLAP funds are used for the development or construction of this Project, TTD and Placer County agree to provide a combined matching share to CFLHD equal to 21.5% of the total cost of the Project, as described in Section J below. Before the expenditure of any funds for which reimbursement will be sought from FHWA, the Parties agree to execute separate reimbursement agreements. No reimbursement will be made for expenditures made prior to execution of a reimbursement agreement.

B. AUTHORITY

This Agreement is entered into between the Parties pursuant to 23 U.S.C. 204.

C. JURISDICTION AND MAINTENANCE COMMITMENT

CALTRANS, Placer County and TCPUD have jurisdictional authority to operate and maintain the completed facilities. Upon acceptance, CALTRANS will operate and maintain the new SR 89 portion of the Truckee River Bridge Project at its expense. Upon acceptance, Placer County will operate and maintain the old SR 89 portion of the Truckee River Bridge Project at its expense. Upon acceptance, Placer County will operate and maintain the Dollar Creek Shared Use Path at its expense. Upon acceptance, TCPUD will operate and maintain the Meeks Bay Bike Path and the realigned shared use paths associated with the Truckee River Bridge Project at its expense. Upon acceptance, TCPUD will operate and maintain the portion of the new sewer line associated with the Truckee River Bridge Project that is determined to be in TCPUD’s sole or joint ownership.

D. FEDERAL LAND MANAGEMENT AGENCY COORDINATION

TTD has coordinated project development with the Forest Service. The Forest Service’s support of the project is documented in a letter from the Forest Service to CFLHD dated April

ATP PROJECT PROGRAMMING REQUEST

Date: 5/27/2015

Project Information:					
Project Title: Lake Tahoe SR 89 Fanny Bridge Community Revitalization Project - Active Transportation Improvements					
District	County	Route	EA	Project ID	PPNO
03	Placer	SR89			

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W									
CON				33,000				33,000	
TOTAL				33,000				33,000	

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									ATP
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									CTC
PS&E									Notes:
R/W									
CON				4,900				4,900	
TOTAL				4,900				4,900	

ATP Funds	Non-infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Plan Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Future Cycles								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP PROJECT PROGRAMMING REQUEST

Date: 5/27/2015

Project Information:					
Project Title: Lake Tahoe SR 89 Fanny Bridge Community Revitalization Project - Active Transportation Improvements					
District	County	Route	EA	Project ID	PPNO
03	Placer	SR89			

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

Fund No. 2:	Federal Lands Access Program								Program Code
Proposed Funding Allocation (\$1,000s)									FLAP
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									FHWA-CLFHD
PS&E									Notes:
R/W									
CON				25,000				25,000	
TOTAL				25,000				25,000	

Fund No. 3:	Placer County								Program Code
Proposed Funding Allocation (\$1,000s)									Local-Placer
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Placer County
PS&E									Notes:
R/W									
CON				3,100				3,100	
TOTAL				3,100				3,100	

Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.

By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in "responsible charge" of defining the projects Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

1. **Vicinity map /Location map** Engineer's Initials: SR
 - a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. **Project layout-plan/map** showing existing and proposed conditions must: Engineer's Initials: SR
 - a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project
 - b. Show the full scope of the proposed project, including any non-participating construction items
 - c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
 - d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)

3. **Typical cross-section(s)** showing existing and proposed conditions. Engineer's Initials: SR
(Include cross-section for each controlling configuration that varies significantly from the typical)
 - a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

4. **Detailed Engineer's Estimate** Engineer's Initials: SR
 - a. Estimate is reasonable and complete.
 - b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
 - c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
 - d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
 - e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. **Crash/Safety Data, Collision maps and Countermeasures:** Engineer's Initials: SR
a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. **Project Schedule and Requested programming of ATP funding** Engineer's Initials: SR
a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

7. **Warrant studies/guidance (Check if not applicable)** Engineer's Initials: SR
 N/A a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

8. **Additional narration and documentation:** Engineer's Initials: SR
a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:

Name (Last, First):

Title:

Engineer License Number:

Signature: *Steven Robinson*

Date:

Email:

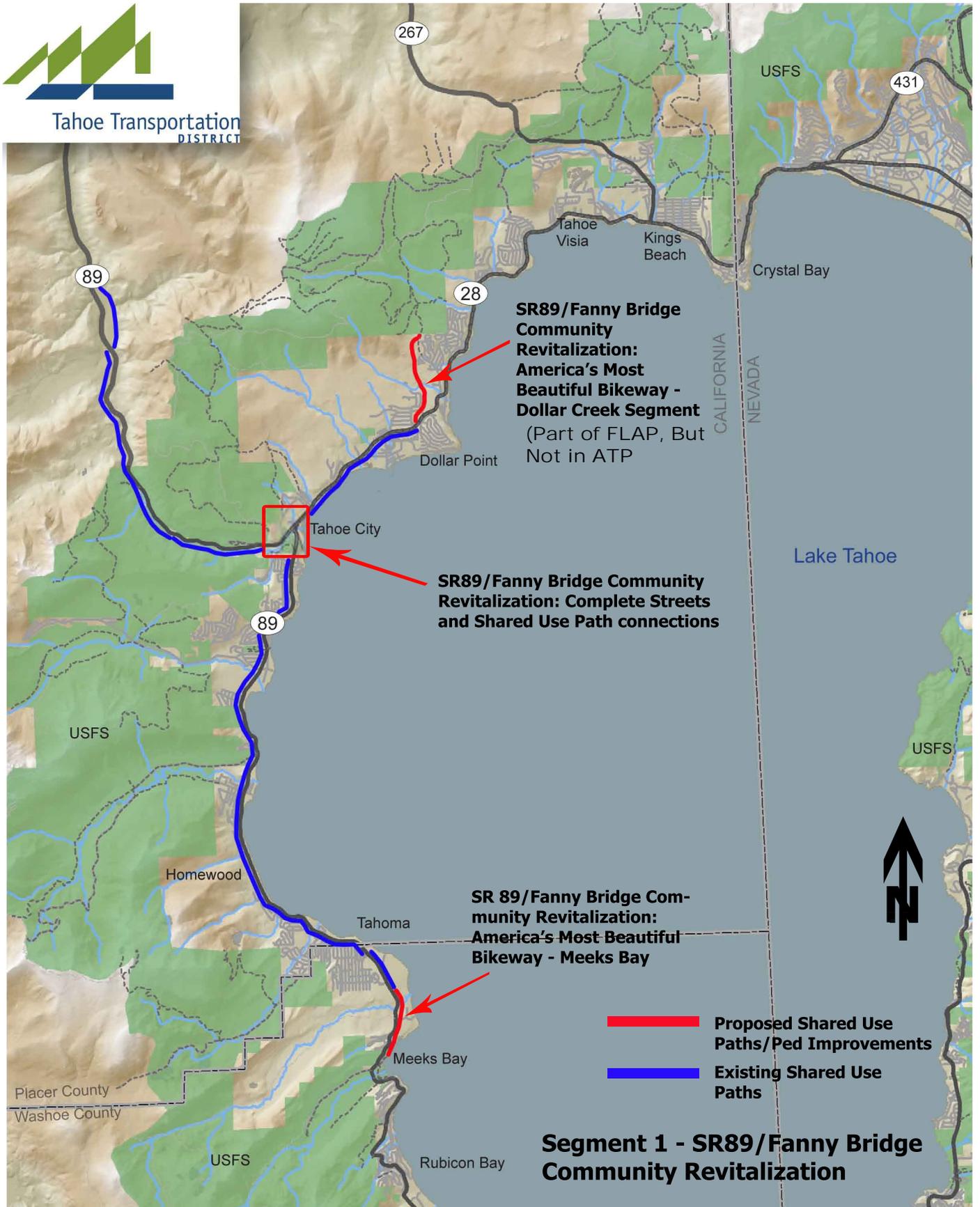
Phone:

Engineer's Stamp:





Tahoe Transportation DISTRICT



SR89/Fanny Bridge Community Revitalization: America's Most Beautiful Bikeway - Dollar Creek Segment
(Part of FLAP, But Not in ATP)

SR89/Fanny Bridge Community Revitalization: Complete Streets and Shared Use Path connections

SR 89/Fanny Bridge Community Revitalization: America's Most Beautiful Bikeway - Meeks Bay

- █ Proposed Shared Use Paths/Ped Improvements
- █ Existing Shared Use Paths

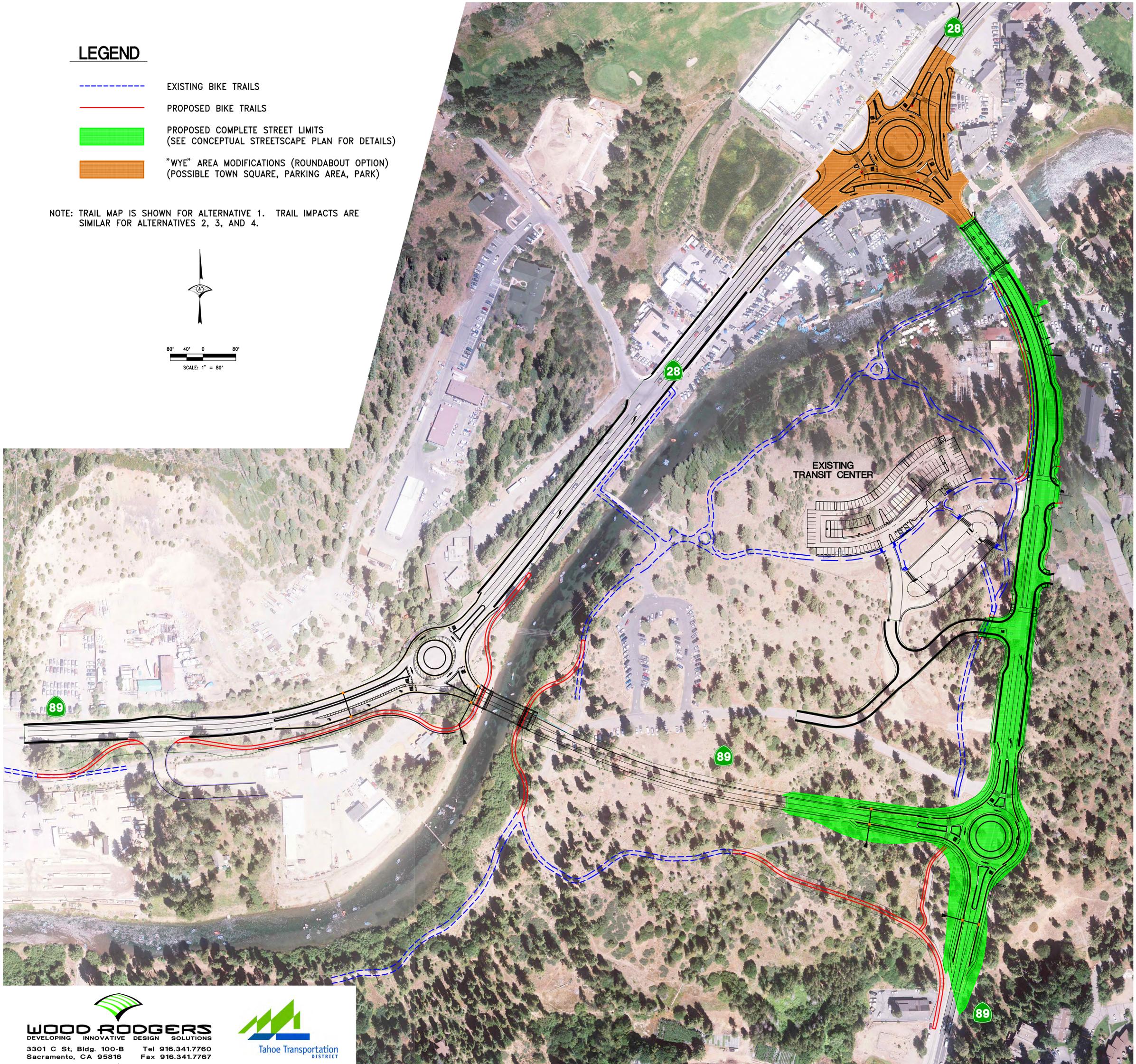
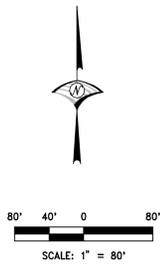
Segment 1 - SR89/Fanny Bridge Community Revitalization

SR 89 FANNY BRIDGE COMMUNITY REVITALIZATION ACTIVE TRANSPORTATION PROJECT ELEMENTS

LEGEND

-  EXISTING BIKE TRAILS
-  PROPOSED BIKE TRAILS
-  PROPOSED COMPLETE STREET LIMITS
(SEE CONCEPTUAL STREETSCAPE PLAN FOR DETAILS)
-  "WYE" AREA MODIFICATIONS (ROUNDBOUT OPTION)
(POSSIBLE TOWN SQUARE, PARKING AREA, PARK)

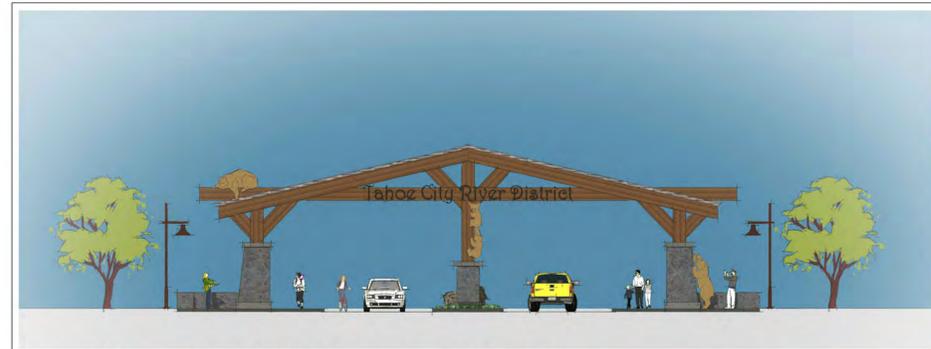
NOTE: TRAIL MAP IS SHOWN FOR ALTERNATIVE 1. TRAIL IMPACTS ARE SIMILAR FOR ALTERNATIVES 2, 3, AND 4.



CONCEPTUAL STREETSCAPE PLAN
FANNY BRIDGE - ALTERNATIVE 1
 TAHOE TRANSPORTATION DISTRICT
 TAHOE CITY CALIFORNIA
 JANUARY, 2014



ROUND-A-BOUT LANDSCAPE CHARACTER



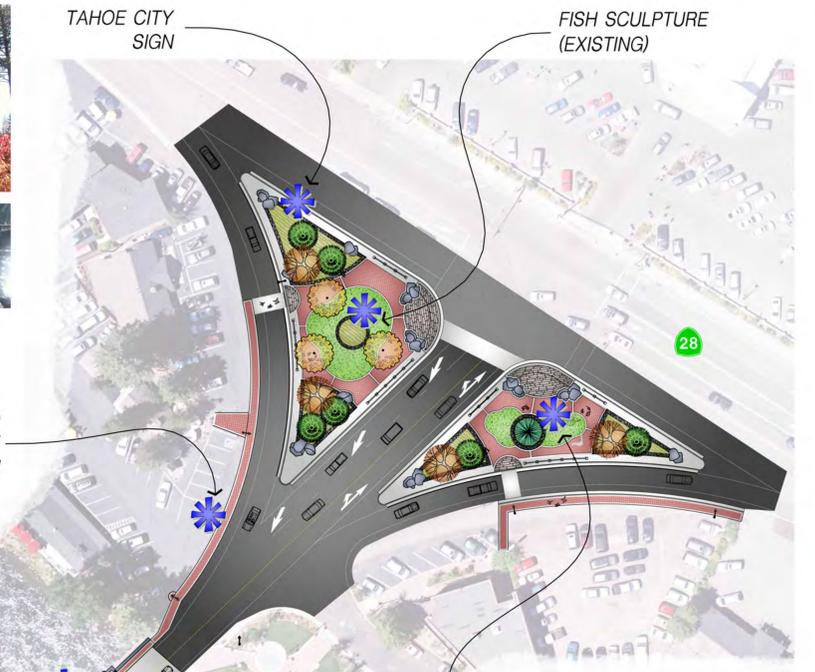
SENSE OF ARRIVAL AND REINFORCE COMMUNITY IDENTITY



FANNY BRIDGE ENHANCEMENTS

FANNY BRIDGE ENHANCEMENTS & ADDED PEDESTRIAN CROSSING (SEE ABOVE)

ADDED PATHWAY DELINEATION



TAHOE CITY SIGN

FISH SCULPTURE (EXISTING)

CEREMONIAL TREE & MEMORIAL BOULDER / FLAG POLE (EXISTING)



ENHANCED LANDSCAPE ROUND-A-BOUT

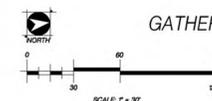
ADDED PEDESTRIAN CROSSWALKS

PARALLEL PARKING

EXTEND PEDESTRIAN CONNECTIONS & CONTINUE LANDSCAPE CHARACTER

LANDMARK ENTRY ARCH (SEE ABOVE)

RAISED LANDSCAPE MEDIANS



SLED HILL GATHERING SPACE



PEDESTRIAN CONNECTIONS & LANDSCAPE CHARACTER

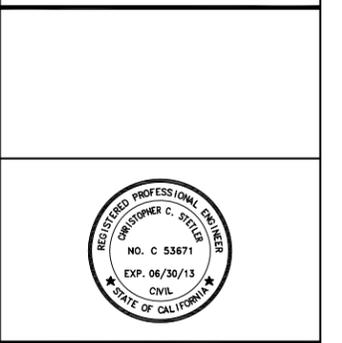


Tahoe City Vision Statement:

"Tahoe City, at the headwaters of the Truckee River, is the hub of the Lake Tahoe region and a vibrant commercial center, where visitors and residents are stewards of Tahoe's precious natural environment and rich cultural heritage. Tahoe City businesses thrive as residents live and recreate in close proximity to their jobs."



*IMAGES TAKEN FROM THE 'TAHOE CITY VISIONING OPTIONS', DATED SEPTEMBER 2012 BY DESIGN WORKSHOP



MEEKS BAY TO SUGAR PINE POINT STATE PARK CLASS 1 BIKE PATH

CONTACT INFO

TAHOE TRANSPORTATION DISTRICT
 128 MARKET STREET SUITE F
 STATELINE, NV 89448
 PH: (775) 589-5500
 FX: (775) 588-0917

NO.	DATE	DESCRIPTION

PROJECT NO:	A620.04.14
DESIGNED BY:	CS
DRAWN BY:	JW
CHECKED BY:	DATE: 09-19-12
DATE:	09-19-12

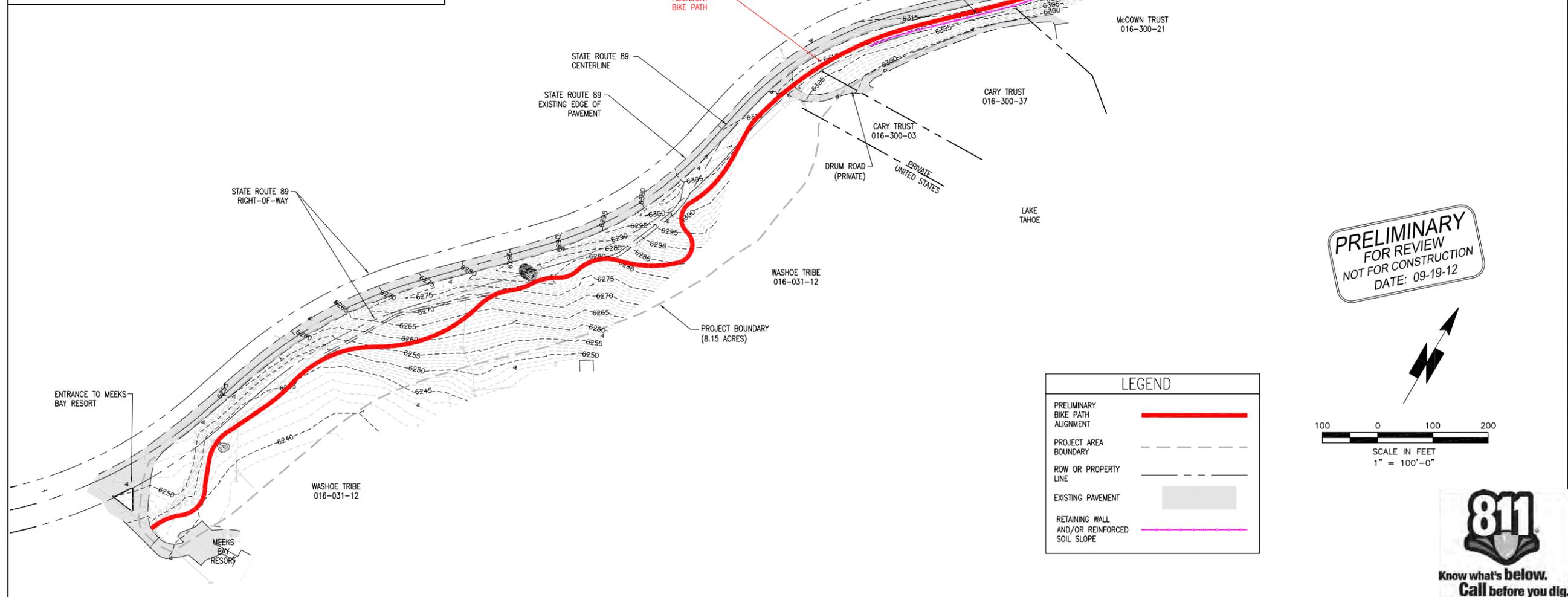
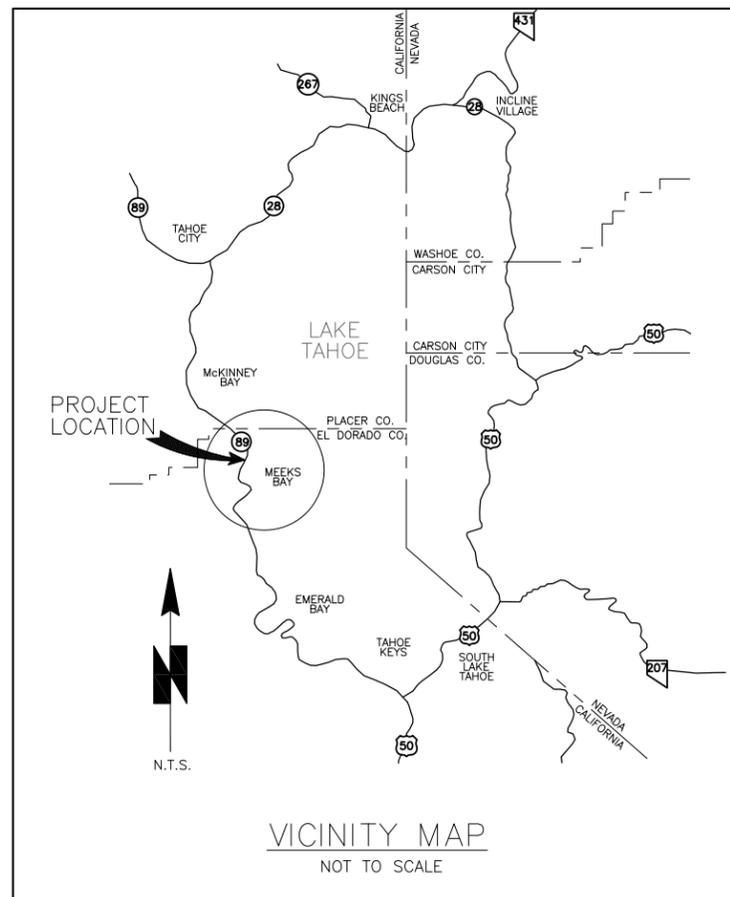
This drawing is the property of NICHOLS CONSULTING ENGINEERS, including all patented and patentable features, and/or confidential information and its use is conditioned upon the user's agreement not to reproduce the drawing, in whole or part, nor the material described thereon, nor the use of the drawing for any purpose other than specifically permitted in writing by NICHOLS CONSULTING ENGINEERS.

SHEET TITLE

PRELIMINARY BIKE PATH ALIGNMENT

DRAWING **FIGURE A**

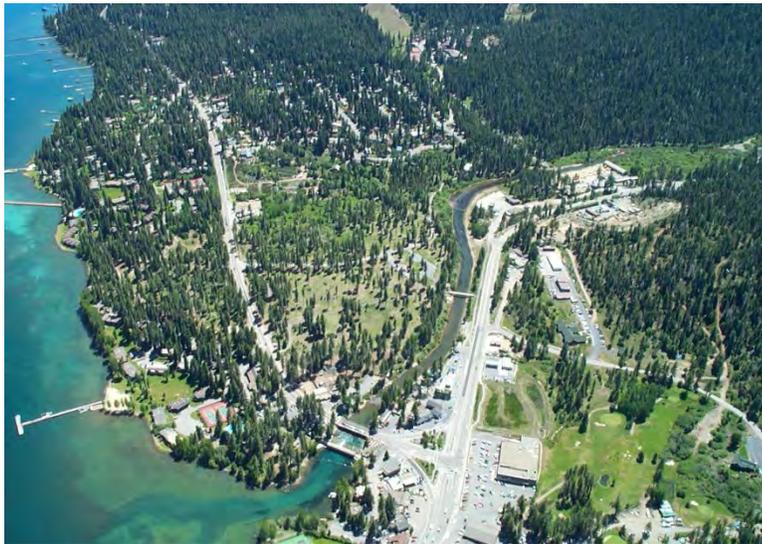
SHEET 1 OF 1



The Need



SR 89 provides the only access to Lake Tahoe's west shore over historic Fanny Bridge, a narrow, 2-lane passage, for 22,000 vehicles per day as well as 400 bike and pedestrians per hour on peak days.



SR 89 at Fanny Bridge becomes a choking point for both visitors and residents looking to access the 25,000+ acres of federal lands located on the west shore of Lake Tahoe.



The SR 89 junction at Fanny Bridge serves as a pivotal connection to both US 50 and Interstate 80 to & from the west shore but is in need of restoration.

SR 89 Fanny Bridge



Lack of adequate access on peak summer days can cause backups in Tahoe City extending over 2 miles which equate to 2+ hour delays for the 1 million+ visitors recreating annually around the area.



If Fanny Bridge were to fail or if an evacuation caused severe congestion, travelers would be forced to add up to 70 additional mountain-highway miles merely to attempt access to the few other alternate routes in the Tahoe Basin.



Narrow or non-existent shoulders, missing bikeway connections and congestion create safety issues on both SR 89 & SR 28 discouraging bike use.



Realignment of SR 89 with a new bridge creates opportunity for a bike/ped friendly downtown community, converting the existing SR 89 Fanny Bridge to a local road with Complete Streets treatments and new shared use path segments...



New shared use paths, pedestrian amenities, and complete streets improvements will give the downtown area back to bicyclists and pedestrians, promoting Active Transportation. These improvements will promote safe connectivity for bikes and peds between the downtown Tahoe City business district, recreation opportunities (USFS, State Parks, Tahoe Rim Trail, Truckee River, Commons Beach), and the existing Tahoe City Transit Center.

PRELIMINARY COST ESTIMATE

UT: ; 'Hcpp{ 'Dtlfi g'Ego o wplw{ 'Tgxkrcih{ c vllpp 'Rt qlgev/ 'CVR'Gni kdlg'Kgo u
(ATP Eligible Items shown in Attachment E2 - Does Not include Meeks Bay Bike Path)

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL AMOUNT
CONSTRUCTION					
A. EARTHWORK & DEMOLITION					
1.	Clearing and Grubbing	1	LS	\$30,000.00	\$30,000.00
2.	Roadway Excavation	11,810	CY	\$35.00	\$413,350.00
3.	Imported Borrow	4,921	CY	\$20.00	\$98,420.00
4.	Tree Removal	215	EA	\$600.00	\$129,000.00
TOTAL EARTHWORK					\$670,770.00
B. ROADWAY					
1.	Asphalt Concrete (Type A)	5,602	TON	\$90.00	\$504,180.00
2.	Aggregate Base (Class 2)	8,743	CY	\$60.00	\$524,580.00
3.	Median Concrete	410	CY	\$500.00	\$205,000.00
4.	Sidewalk (Stamped and Colored)	35,343	SF	\$10.00	\$353,430.00
5.	Type A2-6 Curb	12,920	LF	\$20.00	\$258,400.00
6.	Thermoplastic Striping	2,370	LF	\$2.00	\$4,740.00
7.	Signing	1	LS	\$10,000.00	\$10,000.00
8.	Retaining Wall	2,000	SF	\$55.00	\$110,000.00
9.	Fence	320	LF	\$85.00	\$27,200.00
TOTAL ROADWAY					\$1,997,530.00
C. STAGE CONSTRUCTION					
1.	Staging	1	LS	\$25,000.00	\$25,000.00
TOTAL STAGE CONSTRUCTION					\$25,000.00
D. LANDSCAPING					
1.	Landscaping	1	LS	\$800,000.00	\$800,000.00
2.	Decorative Street Lighting	30	EA	\$10,000.00	\$300,000.00
3.	Entry Sign/Monumentation	1	EA	\$500,000.00	\$500,000.00
TOTAL LANDSCAPING					\$1,600,000.00
DESIGN					
E. DESIGN					
1.	Engineering Design, Permits	1	LS	\$680,000.00	\$680,000.00
TOTAL DESIGN					\$680,000.00
COST ESTIMATE SUMMARY					
CONSTRUCTION					
A. EARTHWORK & DEMOLITION					\$670,770
B. ROADWAY					\$1,997,530
C. STAGE CONSTRUCTION					\$25,000
D. LANDSCAPING					\$1,600,000
SUBTOTAL CONSTRUCTION (A-D)					\$4,293,300
CONSTRUCTION CONTINGENCY					10% of Subtotal
CONSTRUCTION TOTAL (A-D)					\$4,722,700
E. DESIGN					\$680,000
GRAND TOTAL (SUBTOTALS + CONTINGENCY)					\$5,402,700 **

**Meeks Bay Bike Path Not Included and is in Separate Cost Estimate - Attachment G3

**PRELIMINARY
PROJECT COST ESTIMATE SUMMARY**

TYPE OF ESTIMATE	<u>PA/ED</u>	DIST-CO-RTE	<u>03-PLA-89</u>
		PM	<u>7.50/9.40</u>
PROGRAM CODE	<u> </u>	EA	<u>03-3A7600</u>
		PP NO.	<u> </u>

PROJECT DESCRIPTION: State Route 89/Fanny Bridge Community Revitalization Project

LIMITS: SR 89 from Granlibakken Road to 0.7 miles north of SR 89/SR 28 intersection.

PROPOSED IMPROVEMENTS (SCOPE): Realign SR 89 west of the existing alignment and construct a new bridge over the Truckee River.

ALTERNATE: Alternative 1

TOTAL ROADWAY ITEMS	<u>\$22,501,000</u>
TOTAL STRUCTURE ITEMS	<u>\$5,330,000</u>
SUBTOTAL CONSTRUCTION	<u>\$27,831,000</u>
TOTAL RIGHT OF WAY ITEMS	<u>\$110,000</u>
TOTAL PROJECT COST	<u>\$27,941,000</u>

Reviewed by Project Engineer
Wood Rodgers Inc. _____
Signature

Approved by Project Manager
Wood Rodgers Inc. _____
Signature

Telephone No. (916) 341-7760 Date _____

PRELIMINARY PROJECT COST ESTIMATE

DIST-CO-RTE	<u>03-PLA-89</u>
PM	<u>7.50/9.40</u>
EA	<u>03-3A7600</u>
PP NO.	<u> </u>

SECTION 6 MINOR ITEMS

SECTION COST

Subtotal Sections 1-5

<u>\$14,778,400</u>	x 5% =	<u>\$738,920</u>
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SECTION 7 ROADWAY MOBILIZATION

Subtotal Sections 1-6

<u>\$15,517,320</u>	x 10% =	<u>\$1,551,740</u>
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SECTION 8 ROADWAY ADDITIONS

Subtotal Sections 1-6

Supplemental Work:	<u>\$15,517,320</u>	x 10% =	<u>\$1,551,740</u>
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Subtotal Sections 1-6

Contingencies:	<u>\$15,517,320</u>	x 25% =	<u>\$3,879,330</u>
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<u>TOTAL ROADWAY ADDITIONS</u>	<u>\$5,431,070</u>
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(Subtotal Sections 1-8)

<u>TOTAL ROADWAY ITEMS</u>	<u>\$22,500,130</u>
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Estimate Prepared By
Wood Rodgers Inc.

(Print Name)

DATE _____

DIST-CO-RTE	<u>03-PLA-89</u>
PM	<u>7.50/9.40</u>
EA	<u>03-3A7600</u>
PP NO.	<u> </u>

III. RIGHT OF WAY

Acquisition, including Excess Lands, Damages, and Goodwill

Project Permit Fees	<u>\$100,000</u>
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Utility Relocation (Project Share)	<u>\$0</u>
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Relocation Assistance	<u>\$0</u>
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Clearance/Demolition	<u>\$0</u>
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Title and Escrow Fees	<u>\$10,000</u>
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SB 1210	<u>\$0</u>
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TOTAL RIGHT OF WAY ITEMS	<u><u>\$110,000</u></u>
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CONSTRUCTION CONTRACT WORK	<u><u>\$0</u></u>
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COMMENTS

See Right-of-Way Data Sheets for further information.

Estimate Prepared By
Bender Rosenthal

(Print Name)

DATE _____

ENGINEER'S ESTIMATE

Report Date: 07/18/14

1 out of 6

Project No: CA FLAP SR89(1)

Division: Central Federal Lands

Schedule: A

Project Name: Truckee River Bridge

PM:

Schedule Type: Base

FLMA No:

Designer:

Milestone: 95% Meeks Bay

State: CA County:

Date Complete: In Progress

Federal Land:

FP: 03 US Customary

Schedule Construction Type: 64601 Roadside
development

Schedule Length: 0 miles

CPM Days: 0

ACCOUNT SUMMARY - ALL

Account No. Description

CON01 FLAP

Remarks:

Contract Quantity Pay Items

No Contract Quantity Pay Items

Estimated Total of Bid Items: \$2,423,936.09

Quantity Unit Unit Price Amount

Estimated Quality Material Incentive: \$0.00

No Quality Material Incentive

Estimated Quality Smoothness Incentive: \$0.00

No Quality Smoothness Incentive

Estimated Quality Roughness Incentive: \$0.00

No Quality Roughness Incentive

Other Estimated Incentives: \$0.00

No Other Incentive

Total Estimated Incentives: \$0.00

Total Estimated Construction Cost: \$2,423,936.09

ENGINEER'S ESTIMATE

Report Date: 07/18/14

2 out of 6

Project No: CA FLAP SR89(1)

Division: Central Federal Lands

Schedule: A

Project Name: Truckee River Bridge

PM:

Schedule Type: Base

FLMA No:

Designer:

Milestone: 95% Meeks Bay

State: CA County:

Date Complete: In Progress

Federal Land:

FP: 03 US Customary

Schedule Construction Type: 64601 Roadside
development

Schedule Length: 0 miles

CPM Days: 0

ACCOUNT SUMMARY - CON01

Account No. Description

CON01 FLAP

Remarks:

Contract Quantity Pay Items

No Contract Quantity Pay Items

Estimated Total of Bid Items: \$2,423,936.09

Quantity Unit Unit Price Amount

Estimated Quality Material Incentive: \$0.00

No Quality Material Incentive

Estimated Quality Smoothness Incentive: \$0.00

No Quality Smoothness Incentive

Estimated Quality Roughness Incentive: \$0.00

No Quality Roughness Incentive

Other Estimated Incentives: \$0.00

No Other Incentive

Total Estimated Incentives: \$0.00

Total Estimated Construction Cost: \$2,423,936.09

ENGINEER'S ESTIMATE

Report Date: 07/18/14

3 out of 6

Project No: CA FLAP SR89(1)

Schedule: A

Milestone: 95% Meeks Bay

Project Name: Truckee River Bridge

Schedule Type: Base

Date Complete: In Progress

FLMA No:

Line Item Number	Pay Item No.	Description	Quantity	Unit	Unit Price	Amount
A1000	15101-0000	MOBILIZATION				
		Acct CON01	\$210,000.00			\$210,000.00
		Total	ALL	LPSM	\$210,000.00	\$210,000.00
A1100	15201-0000	CONSTRUCTION SURVEY AND STAKING				
		Acct CON01	\$9,617.00			\$9,617.00
		Total	ALL	LPSM	\$9,617.00	\$9,617.00
A1200	15214-2000	SURVEY AND STAKING, RETAINING WALL				
		Acct CON01	\$5,483.15			\$5,483.15
		Total	ALL	LPSM	\$5,483.15	\$5,483.15
A1300	15215-2000	SURVEY AND STAKING, BRIDGE				
		Acct CON01	1			\$8,000.00
		Total	1	EACH	\$8,000.00	\$8,000.00
A1400	15301-0000	CONTRACTOR QUALITY CONTROL				
		Acct CON01	\$22,274.25			\$22,274.25
		Total	ALL	LPSM	\$22,274.25	\$22,274.25
A1500	15401-0000	CONTRACTOR TESTING				
		Acct CON01	\$13,562.76			\$13,562.76
		Total	ALL	LPSM	\$13,562.76	\$13,562.76
A1600	15501-0000	CONSTRUCTION SCHEDULE				
		Acct CON01	\$6,231.36			\$6,231.36
		Total	ALL	LPSM	\$6,231.36	\$6,231.36
A1700	15701-0000	SOIL EROSION CONTROL				
		Acct CON01	\$30,000.00			\$30,000.00
		Total	ALL	LPSM	\$30,000.00	\$30,000.00
A1800	15706-0400	SOIL EROSION CONTROL, SEDIMENT TRAP				
		Acct CON01	1			\$5,000.00
		Total	1	EACH	\$5,000.00	\$5,000.00
A1900	15720-0000	STORM WATER POLLUTION PREVENTION PLAN				
		Acct CON01	\$5,064.86			\$5,064.86
		Total	ALL	LPSM	\$5,064.86	\$5,064.86
A2000	15802-0000	WATERING FOR DUST CONTROL				
		Acct CON01	\$15,000.00			\$15,000.00
		Total	ALL	LPSM	\$15,000.00	\$15,000.00
A2100	20102-0000	CLEARING AND GRUBBING				
		Acct CON01	\$40,000.00			\$40,000.00
		Total	ALL	LPSM	\$40,000.00	\$40,000.00
A2200	20220-1000	REMOVAL, INDIVIDUAL TREE				
		Acct CON01	53			\$47,700.00
		Total	53	EACH	\$900.00	\$47,700.00

ENGINEER'S ESTIMATE

Report Date: 07/18/14

4 out of 6

Project No: CA FLAP SR89(1)

Schedule: A

Milestone: 95% Meeks Bay

Project Name: Truckee River Bridge

Schedule Type: Base

Date Complete: In Progress

FLMA No:

Line Item Number	Pay Item No.	Description	Quantity	Unit	Unit Price	Amount
A2300	20304-1000	REMOVAL OF STRUCTURES AND OBSTRUCTIONS				
		Acct CON01	\$12,293.71			\$12,293.71
		Total	ALL	LPSM	\$12,293.71	\$12,293.71
A2400	20401-0000	ROADWAY EXCAVATION				
		Acct CON01	2,182			\$141,830.00
		Total	2,182	CUYD	\$65.00	\$141,830.00
A2500	20421-0000	ROCK EXCAVATION				
		Acct CON01	1,333			\$276,370.89
		Total	1,333	CUYD	\$207.33	\$276,370.89
A2600	20435-2500	BACKFILL, PERMEABLE				
		Acct CON01	7			\$2,275.00
		Total	7	CUYD	\$325.00	\$2,275.00
A2700	20441-0000	WASTE				
		Acct CON01	2,084			\$52,787.72
		Total	2,084	CUYD	\$25.33	\$52,787.72
A2800	20465-0000	CONSERVE AND PLACE BOULDER				
		Acct CON01	30			\$5,962.50
		Total	30	EACH	\$198.75	\$5,962.50
A2900	20801-0000	STRUCTURE EXCAVATION				
		Acct CON01	84			\$11,760.00
		Total	84	CUYD	\$140.00	\$11,760.00
A3000	20803-0000	STRUCTURAL BACKFILL				
		Acct CON01	65			\$9,100.00
		Total	65	CUYD	\$140.00	\$9,100.00
A3100	25101-1000	PLACED RIPRAP, CLASS 1				
		Acct CON01	9			\$2,109.60
		Total	9	CUYD	\$234.40	\$2,109.60
A3200	25124-0000	RIVER COBBLES				
		Acct CON01	195			\$30,615.00
		Total	195	CUYD	\$157.00	\$30,615.00
A3300	25210-0000	ROCKERY				
		Acct CON01	110			\$39,600.00
		Total	110	SQYD	\$360.00	\$39,600.00
A3400	25501-1000	MECHANICALLY STABILIZED EARTH WALL, WELDED WIRE FACE				
		Acct CON01	8,508			\$765,720.00
		Total	8,508	SQFT	\$90.00	\$765,720.00
A3500	30801-2000	ROADWAY AGGREGATE, METHOD 2				
		Acct CON01	2,075			\$59,635.50
		Total	2,075	CUYD	\$28.74	\$59,635.50

ENGINEER'S ESTIMATE

Report Date: 07/18/14

5 out of 6

Project No: CA FLAP SR89(1)

Schedule: A

Milestone: 95% Meeks Bay

Project Name: Truckee River Bridge

Schedule Type: Base

Date Complete: In Progress

FLMA No:

Line Item Number	Pay Item No.	Description	Quantity	Unit	Unit Price	Amount
A3600	40301-0800	HOT ASPHALT CONCRETE PAVEMENT, GRADING C OR E				
		Acct CON01	660			\$112,200.00
		Total	660	TON	\$170.00	\$112,200.00
A3700	41102-0000	PRIME COAT				
		Acct CON01	1,334			\$4,735.70
		Total	1,334	GAL	\$3.55	\$4,735.70
A3800	41202-0000	TACK COAT				
		Acct CON01	406			\$2,285.78
		Total	406	GAL	\$5.63	\$2,285.78
A3900	55201-0200	STRUCTURAL CONCRETE, CLASS A (AE)				
		Acct CON01	44			\$37,400.00
		Total	44	CUYD	\$850.00	\$37,400.00
A4000	55401-2000	REINFORCING STEEL, EPOXY COATED				
		Acct CON01	2,258			\$6,141.76
		Total	2,258	LB	\$2.72	\$6,141.76
A4100	55503-0000	BRIDGE EXPANSION JOINTS				
		Acct CON01	24			\$4,200.00
		Total	24	LNFT	\$175.00	\$4,200.00
A4200	55504-0000	PRE-FABRICATED STEEL BRIDGE				
		Acct CON01	\$130,000.00			\$130,000.00
		Total	ALL	LPSM	\$130,000.00	\$130,000.00
A4300	61901-0000	FENCE				
		Acct CON01	872			\$104,640.00
		Total	872	LNFT	\$120.00	\$104,640.00
A4400	61901-2500	FENCE, SPLIT RAIL, 3 RAIL				
		Acct CON01	869			\$52,140.00
		Total	869	LNFT	\$60.00	\$52,140.00
A4500	61904-0000	BOLLARD POST				
		Acct CON01	7			\$3,500.00
		Total	7	EACH	\$500.00	\$3,500.00
A4600	61920-2000	REMOVE AND RESET GATE				
		Acct CON01	1			\$3,206.00
		Total	1	EACH	\$3,206.00	\$3,206.00
A4700	61921-1000	REMOVE AND RESET FENCE				
		Acct CON01	41			\$1,678.95
		Total	41	LNFT	\$40.95	\$1,678.95
A4800	62201-0000	EQUIPMENT				
		Acct CON01	0			\$0.00
		Total	0	HOUR	\$100.00	\$0.00

ENGINEER'S ESTIMATE

Report Date: 07/18/14

6 out of 6

Project No: CA FLAP SR89(1)

Schedule: A

Milestone: 95% Meeks Bay

Project Name: Truckee River Bridge

Schedule Type: Base

Date Complete: In Progress

FLMA No:

Line Item Number	Pay Item No.	Description	Quantity	Unit	Unit Price	Amount
A4900	62301-0000	GENERAL LABOR				
		Acct CON01	0			\$0.00
		Total	0	HOUR	\$66.00	\$0.00
A5000	62302-1000	SPECIAL LABOR, HIRED TECHNICAL SERVICES				
		Acct CON01	0			\$0.00
		Total	0	HOUR	\$80.00	\$0.00
A5100	62302-1100	SPECIAL LABOR, HIRED SURVEY SERVICES				
		Acct CON01	0			\$0.00
		Total	0	HOUR	\$125.81	\$0.00
A5200	62415-0000	CONSERVE AND PLACE FOREST DUFF				
		Acct CON01	210			\$18,900.00
		Total	210	CUYD	\$90.00	\$18,900.00
A5300	63301-0000	SIGN SYSTEM				
		Acct CON01	9			\$2,700.00
		Total	9	EACH	\$300.00	\$2,700.00
A5400	63403-0200	PAVEMENT MARKINGS, TYPE B				
		Acct CON01	39			\$444.60
		Total	39	SQFT	\$11.40	\$444.60
A5500	63501-0000	TEMPORARY TRAFFIC CONTROL				
		Acct CON01	\$100,000.00			\$100,000.00
		Total	ALL	LPSM	\$100,000.00	\$100,000.00
A5600	63701-0000	FIELD OFFICE				
		Acct CON01	1			\$11,770.00
		Total	1	EACH	\$11,770.00	\$11,770.00



Tahoe
Metropolitan
Planning
Organization

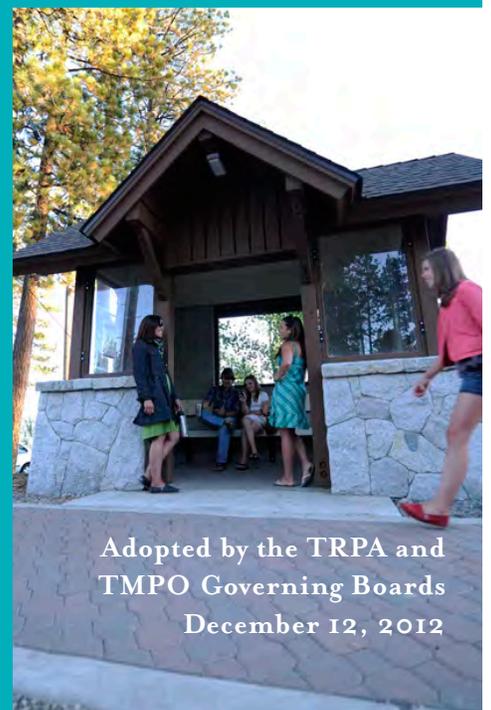


TAHOE
REGIONAL
PLANNING
AGENCY



REGIONAL TRANSPORTATION PLAN MOBILITY 2035

TAHOE METROPOLITAN PLANNING ORGANIZATION
TAHOE REGIONAL PLANNING AGENCY



Adopted by the TRPA and
TMPO Governing Boards
December 12, 2012

Existing and Proposed Transportation System

Mobility 2035 is guided by the principle that the public rights-of-way (streets, roads, and paths) serve many different purposes for residents and visitors, using all modes of transportation: passenger vehicles, delivery trucks, transit, bicycles, and walking. A critical role of the plan is to put forth the necessary projects that complete the transportation system and improve Region-wide mobility efficiently.

One emphasis of *Mobility 2035* is to help coordinate projects and funding that can transform identified corridors into complete streets. This fundamental approach can be seen throughout elements of the plan; for

example, in the project list there are few new proposed roadways, while some corridors are earmarked for multiple projects including stormwater runoff control, bike paths, and transit enhancements.

Figure ES-4 provides a brief summary of the transportation capital investments included in *Mobility 2035*. For more detail on the proposed investments, see Chapter 4, *Existing and Planned Transportation System*. For more detail on the forecast costs, identified funding, and implementation approach for these investments, see Chapter 6, *Funding and Implementation Strategy*. Chapter 6 also contains an overview of the range of transportation alternatives that were analyzed as part of this plan.

Figure ES-4 Major Planned Transportation Capital Investments

Corridor Revitalization
US Hwy 50 South Shore Community Revitalization Project
SR 89/Fanny Bridge Community Revitalization Project
Kings Beach Commercial Core Improvement Project (approved)
Bicycle and Pedestrian Facilities
Sidewalk improvements in Kings Beach, South Lake Tahoe, and Incline Village
Nevada Stateline-to-Stateline Bikeway (East Shore)
South Tahoe Greenway between South Lake Tahoe and Stateline, NV (South Shore)
Dollar Creek Shared-Use Trail (North Shore)
Sawmill Bicycle Path and Lake Tahoe Boulevard Enhancement Project (South Shore)
Transit
Operational expansions for TART
Operational expansions for BlueGO
Bus shuttle from Sacramento Airport to South Lake Tahoe
Lake Tahoe Waterborne Transit
Stormwater Management
US Hwy 50 Water Quality Improvement Project Phase II ("Y" to Trout Creek) (approved)
Placer County SR 89 Water Quality Improvement Project (in design)
NDOT Water Quality Improvements
Aviation and airport access
Bus shuttle from Sacramento Airport to South Lake Tahoe
South Lake Tahoe Airport enhancements and modernization



Kings Beach Computer Simulation Rendering

State Route 89/Fanny Bridge Community Revitalization Project

Location: Tahoe City, California

Lead Agency: Placer County

Fanny Bridge is a two-lane bridge over the Truckee River just south of the intersection of State Routes 89 and 28 in Tahoe City. Large numbers of pedestrians frequent this area to patronize local businesses, begin cycling and rafting trips, and view wildlife. These visitors also gather on the bridge to view the mouth of the river. The bridge suffers from traffic congestion during peak times and is in need of a seismic retrofit. This project will invest in improved bicycle and pedestrian access and will provide the needed seismic retrofit. The project will provide a more inviting western gateway to Lake Tahoe, and will relieve vehicle congestion at this crossing, either by widening Fanny Bridge, or by creating a new alignment for State Route 89 through the 64-acre US Forest Service parcel located west of the existing State Route 89 alignment.

Kings Beach Commercial Core Improvement Project

Location: Kings Beach, California

Lead Agency: Placer County

Kings Beach is the largest commercially developed area on the North Shore of Lake Tahoe. The area has developed without consistent frontage improvements along the highway. State Route 28, the major community thoroughfare, is a four-lane highway connecting North Shore, California with North Shore, Nevada and is in close proximity to the waters of Lake Tahoe—much of it within 200 feet of the lake shore. Currently, there are minimal water quality treatment facilities or stormwater drainage controls along this portion of state highway. Additionally, few features exist for safe pedestrian and bicycle mobility.

The Kings Beach Commercial Core Improvement Project will convert the existing four-lane highway to one lane in each direction with a center turn lane and provide bicycle lanes, sidewalks, and on-street parking. The project will also improve and construct water quality treatment facilities to meet pollutant reduction control standards. In addition, it will convert two existing intersections into roundabouts.

Figure 6-3 Tier 1 Constrained Scenario Project List: Cost and Implementation Steps

No.	Trans Alt A	Trans Alt B	Trans Alt C	Project Strategies	Cost 2013 Dollars	Project Objective	Location	Implementing Agency	Est. Year Complete	Est. Cost in Year of Expenditure Dollars
Corridor Revitalization										
1	A	B	C	Kings Beach Commercial Core Improvement Project	\$35,000,000	Bike/Ped/WQ	Placer	Placer	2015	\$36,414,000
2	A	B	C	State Route 89/Fanny Bridge Community Revitalization Project	\$20,000,000	Bridge/ Intersection	Placer	Placer	2018	\$22,081,616
3		B	C	US 50 South Shore Community Revitalization Project	\$75,000,000	Bike/Ped/WQ	El Do/Douglas	TTD	2017	\$81,182,412
4		B	C	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
Corridor Revitalization Total					\$133,155,000					\$142,960,490
Transit Strategies										
5	A		C	Lake Tahoe Waterborne Transit Project	\$42,200,000	Transit Capital	NV/CA	TTD	2015	\$43,904,880
6	A		C	Lake Tahoe Waterborne Transit Operations	\$4,600,000	Transit Operations	NV/CA	TTD	2015-2023	\$41,400,000
									2024-2035	\$55,200,000
7		B	C	BlueGo Service Operational Enhancements	\$749,500	Transit Operations	El Do/Douglas	TTD	2016-2023	\$7,009,091
									2024-2035	\$12,748,825
8		B	C	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		B	C	TART Service Operational Enhancements	\$734,867	Transit Operations	Placer	Placer	2016-2023	\$6,872,248
									2024-2035	\$12,499,921
10		B	C	TART Transit Capital Enhancements	\$1,896,300	Transit Capital	Placer	Placer	2016	\$2,012,369
11		B	C	East Shore Service Operational Enhancement	\$518,000	Transit Operations	Various locations	Various	2016-2023	\$4,845,927
									2024-2035	\$8,811,062
12		B	C	East Shore Transit Capital Enhancement	\$5,200,000	Transit Capital	Various locations	TTD	2016	\$5,518,282
13		B	C	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		B	C	Inter-Regional Transit Capital Enhancement	\$3,793,751	Transit Capital	Various locations	Various	2016	\$4,025,959
15	A		C	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

No.	Trans Alt A	Trans Alt B	Trans Alt C	Project Strategies	Cost 2013 Dollars	Project Objective	Location	Implementing Agency	Est. Year Complete	Est. Cost in Year of Expenditure Dollars
Bike and Pedestrian Strategies										
16		B	C	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
17		B	C	Harrison Avenue from Lakeview Ave to Los Angeles Ave	\$1,200,000	C-I/Shared Use	CSLT	CSLT	2014	\$1,224,000
18	A	B	C	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	A	B	C	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		B	C	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		B	C	Dollar Creek Shared-Use Trail	\$2,500,000	C-I /Shared Use	Placer	Placer	2015	\$2,601,000
22	A	B	C	South Tahoe Greenway from Sierra Tract to Stateline Phase I	\$5,000,000	C-I /Shared Use	CSLT	CTC	2015	\$5,202,000
23	A	B	C	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	A	B	C	US Hwy 50-El Dorado Beach Trail from El Dorado Beach to Ski Run Boulevard	\$2,950,000	C-I/ Shared Use	CSLT	CSLT	2015	\$3,069,180
25		B	C	Homewood Multi-Use Trail from Fawn Street to Cherry Street	\$1,950,000	C-I/ Shared Use	Placer	TCPUD	2014	\$1,989,000
26		B	C	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		B	C	US Hwy 50 from Existing Linear Park Trail to Park Avenue	\$374,000	C-I/ Shared Use	CSLT	CSLT	2023	\$455,904
28		B	C	South Lake Tahoe Bicycle Bridges Repair	\$230,000	C-I/ Shared Use	CSLT	CSLT	2013	\$230,000
29		B	C	US Hwy 50 - From Kingsbury Grade to Lake Parkway	\$130,000	Sidewalk	Douglas	Douglas	2015	\$135,252
30		B	C	Third Street - Safe Routes to School Improvements	\$300,000	C-III /Bike Route/Sidewalk	CSLT	CSLT	2016	\$318,362
31		B	C	Tahoe Island Drive Safe Routes to School Project	\$560,000	C-III Bike Route/Sidewalk	CSLT	CSLT	2016	\$594,276
32		B	C	Washington Avenue Safe Routes to School Project	\$180,000	C-III Bike Route/Sidewalk	CSLT	CSLT	2024	\$223,807
33		B	C	Blackwood Avenue Safe Routes to School Project	\$210,000	Sidewalk	CSLT	CSLT	2024	\$261,109
34		B	C	Spruce Avenue Safe Routes to School Project	\$300,000	Sidewalk	CSLT	CSLT	2024	\$373,012
35		B	C	Nevada Stateline to Stateline from Crystal Bay to Incline	\$20,000,000	C-1/Shared Use	Washoe	TTD	2022	\$23,901,851
36	A	B	C	Washoe County Master Plan Bike/Ped Improvements	\$690,000	C-I, C-II, C-III, Sidewalk	Washoe	Washoe	2015	\$717,876
37	A	B	C	Lake Parkway Sidewalk	\$580,000	Sidewalk	Douglas	NDOT	2013	\$580,000
38		B	C	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		B	C	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		B	C	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		B	C	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		B	C	Truckee River Trail Widening - from Tahoe City to Squaw Valley	\$1,875,000	C-I/ Shared Use	Placer	TCPUD	2024	\$2,331,327
43		B	C	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		B	C	National Avenue East Side - from Toyon Road to Existing Forest Service Path	\$480,000	C-I/ Shared Use	Placer	Placer	2017	\$519,567
45		B	C	Venice Drive - from Tahoe Keys to 15th Street	\$35,000	C-III /Bike Route	CSLT	CSLT	2019	\$39,416
46		B	C	Class I Path Reconstruction	\$700,000	Class I	CSLT	CSLT	2014	\$714,000
Bike and Pedestrian Strategies Total					\$72,433,000					\$81,227,024

From: [Judi White](#)
To: inquiry@atpcommunitycorps.org
Subject: CA ATP Help
Date: Thursday, May 21, 2015 4:10:31 PM
Attachments: [4A2-SR89 Fanny Bridge PAED Full Eng Estimate.pdf](#)
[3C-Meeks Bay Preliminary Bike Path Alignm -Alt1.pdf](#)
[TTD SR89 Overall Project Map.pdf](#)
[Meeks Bay Class 1 Bike Trail Eng Estimate.pdf](#)
[3A1-Fanny Bridge GAD-REDUCED.pdf](#)

Hello Danielle,

The Tahoe Transportation District is applying for ATP for the Sr 89 Fanny Bridge Community Revitalization Project, including the Meeks Bay Bike Trail. Please find below the project information. I have attached the budget, project map, and preliminary plans. Please let us know if you can participate. If you have additional questions regarding the project, please contact Derek Kirkland at dkirkland@WoodRodgers.com.

Project Description:

The SR 89/Fanny Bridge Community Revitalization Project realigns SR 89 out of the middle of Tahoe City with a new bridge over the Truckee River for pass through traffic. The current SR 89 will become a local road with a complete streets treatments. New bicycle and pedestrian connections associated with the Project encourage continued and improved bicycling and walking in and around downtown Tahoe City, to and from the new transit center, as well as to recreation areas, including the Tahoe Rim Trail and Pacific Crest Trail national trails systems, state park facilities, and the community areas, such as Commons Beach. Tahoe City is popular among residents and visitors alike who want to take advantage of being outside to enjoy Lake Tahoe and the surrounding amenities. The Project also closes a gap in the Tahoe City bike/ped network along SR 89 by constructing 0.8 miles of new bike path extending the bike network to the historic Meeks Bay Resort and USFS lands along the West Shore.

Schedule:

It is estimated that construction would begin in the summer of 2016 and extend through summer 2018.

Thank you.

Regards,

Judi White

Executive Assistant
Tahoe Transportation District
P.O. Box 499
Zephyr Cove, NV 89448
775/589-5502 - Direct
775/588-0917 - Fax
www.tahoetransportation.org

From: [Judi White](#)
To: atp@ccc.ca.gov
Subject: CA ATP Help
Date: Thursday, May 21, 2015 4:08:27 PM
Attachments: [4A2-SR89 Fanny Bridge PAED Full Eng Estimate.pdf](#)
[3C-Meeks Bay Preliminary Bike Path Alignm -Alt1.pdf](#)
[TTD SR89 Overall Project Map.pdf](#)
[Meeks Bay Class 1 Bike Trail Eng Estimate.pdf](#)
[3A1-Fanny Bridge GAD-REDUCED.pdf](#)

Hello Wei,

The Tahoe Transportation District is applying for ATP for the Sr 89 Fanny Bridge Community Revitalization Project, including the Meeks Bay Bike Trail. Please find below the project information. I have attached the budget, project map, and preliminary plans. Please let us know if you can participate. If you have additional questions regarding the project, please contact Derek Kirkland at dkirkland@WoodRodgers.com.

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Schedule:

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Thank you.

Regards,

Judi White

Executive Assistant
Tahoe Transportation District
P.O. Box 499
Zephyr Cove, NV 89448
775/589-5502 - Direct
775/588-0917 - Fax
www.tahoetransportation.org

Derek Kirkland

From: Derek Kirkland
Sent: Friday, May 22, 2015 2:44 PM
To: 'Martinez, John@CCC'
Cc: Hsieh, Wei@CCC; Judi White; chasty@tahoetransportation.org
Subject: RE: ATP Proposal Fanny May Bridge/Meeks Bay Bike Path

Sound great John. We will keep you guys in the loop as the design progresses so we can begin to identify a more detailed scope for the items you can provide assistance for.

Thanks!

Derek Kirkland

Transportation/Land Use Planner

Wood Rodgers, Inc.

775.828.7742 Direct

775.771.0066 Mobile

From: Martinez, John@CCC [mailto:John.Martinez@CCC.CA.GOV]
Sent: Friday, May 22, 2015 2:26 PM
To: Derek Kirkland
Cc: Hsieh, Wei@CCC
Subject: RE: ATP Proposal Fanny May Bridge/Meeks Bay Bike Path

Derek, it does look like we can assist in some capacity and as your project plans get more developed we might become more of a resource. I do not want to hold up your proposal and will let our ATP Coordinator know we have made contact and the potential for us to work with you is there. Let's stay in touch!

*John Martinez
Tahoe Center Director
California Conservation Corps
1949 Apache Avenue
South Lake Tahoe, CA 96150
(530)577-0850*



From: Derek Kirkland [mailto:dkirkland@WoodRodgers.com]
Sent: Friday, May 22, 2015 12:33 PM
To: Martinez, John@CCC
Cc: Hsieh, Wei@CCC
Subject: RE: ATP Proposal Fanny May Bridge/Meeks Bay Bike Path

Thanks for the quick response John. At this time project plans are only at 30% so there is not a great level of detail at this time. Below I have identified a more detailed scope of work based on the description of work your crews typically provide:

Section 1. Earthwork

- Clearing and Grubbing – For the most part I would foresee a contractor utilizing heavy machinery to do the majority of this work. There will be some tree removal required, potentially over 200 trees. Is this something that your crews could do? What are your limitations on tree removal?

Section 4.

- Highway Planting – Once the project is constructed there will be several areas that will receive a variety of new plantings, including shrubs, trees, and revegetation. Typically a contractor would hire a landscape subcontractor. This is an area where I could definitely see your hand crews assisting with the project.
- Replacement Plants – The new highway alignment and bike trail sections will require grading and clearing and grubbing of existing vegetation. Once completed the disturbed areas will need to be revegetated. Typically this is done with a hydro seed using native seed types. What can your hand crews assist with regarding reveg work and what are their limitations?
- Erosion Control – BMPs, temporary and permanent, will be constructed as part of the project. This would include a variety of methods including rock lined swales to placement of sediment cans to temporary items such as wattles and silt fencing. What are the limitations of your hand crews, and the erosion control items they would typically assist with?

Please let us know what your crews can assist with, or let me know if you need more clarification. If so I can put you in contact with the engineer designing the project.

Thanks!

Derek Kirkland

Transportation/Land Use Planner

Wood Rodgers, Inc.

775.828.7742 Direct

775.771.0066 Mobile

From: Martinez, John@CCC [<mailto:John.Martinez@CCC.CA.GOV>]

Sent: Friday, May 22, 2015 12:15 PM

To: Derek Kirkland

Cc: Hsieh, Wei@CCC

Subject: ATP Proposal Fanny May Bridge/Meeks Bay Bike Path

Derek, I was forwarded your proposal to see if CCC can provide resources to help you in your project endeavors. My CCC Center is located in South Lake Tahoe and we are within your project area. As with all projects, it is critical that we understand what you are looking for in terms of what work you are identifying. The CCC will or can provide crew labor to focus on those items the need manpower to accomplish the more labor intensive type work. From looking at your proposal, I have identified the following projects that we may be able to assist with just from looking at your proposal. Without looking at the scope of work or the site itself, this is just a preliminary guess as to what we can assist in helping you accomplish on this project.

Section 1. Earthwork

- Clearing and Grubbing

Section 4.

- Highway Planting
- Replacement Plants
- Erosion Control

These are some items that CCC has assisted other sponsors in, but again knowing more in detail the scope of work would help. Before I moved forward to let our CCC ATP Coordinator know we can assist with your project can you let me know if what you had in mind for the project items I listed. Is it more mechanized or labor intensive. And lastly, in your opinion where do you see using the CCC provide crew base labor?

Please call me if you have any questions, thanks.

John Martinez
Tahoe Center Director
California Conservation Corps
1949 Apache Avenue
South Lake Tahoe, CA 96150
(530)577-0850



From: [Active Transportation Program](#)
To: [Judi White: atp@ccc.ca.gov](mailto:atp@ccc.ca.gov)
Subject: Re: CA ATP Help
Date: Thursday, May 28, 2015 2:05:08 PM

Hello Judi,

Thank you for reaching out to the local conservation corps. Unfortunately, we are not able to participate in this project. Please include this email with your application as proof that you reached out to the Local Corps.

Thank you

On Thu, May 21, 2015 at 4:10 PM, Judi White <jwhite@tahoetransportation.org> wrote:

Hello Danielle,

The Tahoe Transportation District is applying for ATP for the Sr 89 Fanny Bridge Community Revitalization Project, including the Meeks Bay Bike Trail. Please find below the project information. I have attached the budget, project map, and preliminary plans. Please let us know if you can participate. If you have additional questions regarding the project, please contact Derek Kirkland at dkirkland@WoodRodgers.com.

Project Description:

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Schedule:

It is estimated that construction would begin in the summer of 2016 and extend through summer 2018.

Thank you.

Regards,

Judi White

Executive Assistant

Tahoe Transportation District

P.O. Box 499

Zephyr Cove, NV 89448

[775/589-5502](tel:7755895502) - Direct

[775/588-0917](tel:7755880917) - Fax

www.tahoetransportation.org

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Monica Davalos | Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814
[916.426.9170](tel:9164269170) | inquiry@atpccommunitycorps.org

DEPARTMENT OF TRANSPORTATION**DISTRICT 3**

703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-4233
FAX (530) 741-4245
TTY 711
www.dot.ca.gov/dist3



*Serious Drought.
Serious drought.
Help save water!*

May 27, 2015

Mr. Carl Hasty
District Manager
Tahoe Transportation District
PO Box 499
Zephyr Cove, NV 89448

Dear Mr. Hasty:

The California Department of Transportation (Caltrans) District 3 is pleased to concur with the Tahoe Transportation District's (TTD) application for Active Transportation Program funding for the Lake Tahoe SR 89 Fanny Bridge Community Revitalization Project. The project will realign SR 89 in Tahoe City, rerouting traffic around the downtown core, allowing for complete street improvements on old SR 89, enhanced bicycle, pedestrian, and transit connections within Tahoe City and extend the exiting bicycle network to Meeks Bay. The project objectives include: reducing congestion, enhancing safety, improving access to local businesses, and class 1 bike path connections to and from the transit center.

State Route 89 provides the only access for visitors and residents making connections from Lake Tahoe's west shore to the national highway system, US 50 and Interstate 80. It also provides the only access point from Tahoe City across the Truckee River. During peak summer months, over 2,500 bicyclists or pedestrians per day, and 22,000 vehicles each day cross the Truckee River Bridge. With the proposed improvements, usage is anticipated to be over 5,000 bicycle and pedestrians per day.

Over the past 5 years, TTD has worked successfully with Caltrans, District 3 on the implementation of Transit Shelters within the City of South Lake Tahoe in Caltrans US 50 right of way. Currently TTD is working cooperatively with Caltrans, District 3 on the Meeks Bay Bike Trail/Water Quality Project.

Sincerely,


AMARJEET S. BENIPAL
District Director

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

P.O. Box 5879
222 Fairway Drive
Tahoe City, CA 96145
530.583.6913
Fax 530.583.6909
schwartz@ntfire.net



May 27, 2015

Caltrans
Division of Local Assistance
Attention: Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 94274-001

**Re: Support for State Route 89/Fanny Bridge Community Revitalization Project
ATP Grant Application**

To Office of Active Transportation:

Given the one existing highway crossing over the Truckee River on Fanny Bridge, emergency access to the west shore of Lake Tahoe has long been a concern of the North Tahoe Fire Protection District. As confirmed in the environmental and technical analysis, Fanny Bridge is nearly 90 years old and approaching the end of its service life. Based on the Caltrans 2012 inspection report, the bridge has a sufficiency rating of 52.7, indicating replacement is necessary. In addition, the existing structure does not meet current California seismic design standards and is potentially vulnerable to failure in earthquakes (Caltrans 2012).

We commend the Tahoe Transportation District (TTD), Caltrans, Placer County, US Forest Service, Federal Highway Administration Central Federal Lands Highway Division, and other partners for developing a project that addresses emergency access concerns in conjunction with a project that will significantly improve bicycle and pedestrian access and safety in the western parts of Tahoe City. North Tahoe Fire appreciated the public participation process that was conducted by the project partners and we were actively engaged. Fire Captain Scott Whitham served as a member of the Citizens Review Committee (CRC) established as part of the outreach process.

We also commend the TTD and its partners for putting together a project-funding package that includes more than \$21 million in federal funds and \$3.1 million from Placer County in addition to other sources. The North Tahoe Fire Protection District supports TTD's ATP grant application as necessary to complete the funding package so that the SR 89/Fanny Bridge Community Revitalization Project can proceed to final design and construction.

Thank you in advance for your consideration and support for this transformational mobility and safety project, one that will benefit all area residents and visitors.

Respectfully,

A handwritten signature in blue ink, appearing to read "M. Schwartz".

Michael S. Schwartz
Fire Chief

BOARD OF DIRECTORS
DAN WILKINS
ERIK HENRIKSON
RON TREABESS
JUDY FRIEDMAN
JOHN PANG



CINDY GUSTAFSON
GENERAL MANAGER

Tahoe City Public Utility District

May 27, 2015

Caltrans
Division of Local Assistance
Attention: Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 94274-001

Re: Support for ATP Grant Application from the Tahoe Transportation District
State Route 89/Fanny Bridge Community Revitalization Project

Division of Local Assistance:

The Tahoe City Public Utility District (TCPUD) is pleased to confirm its strong support for the ATP grant application submitted by the Tahoe Transportation District (TTD) for the SR 89/Fanny Bridge Community Revitalization Project.

TCPUD has been an active partner with TTD, Caltrans, Placer County, US Forest Service, Federal Highway Administration Central Federal Lands Highway Division, Tahoe Regional Planning Agency, and other agencies and organizations in the development of this transformational project. Key sections of our popular multi-use trail network are located within the project area as are elements of our sewer collection and water service infrastructure, so having an active role in planning and project design was and remains extremely important to the District and the residents, property owners and visitors we serve. We commend the TTD for engaging all partners, stakeholders, and the community using a robust, comprehensive public outreach process. This included formation of a Citizens Review Committee, numerous community workshops and public hearings, one-on-one meetings, and an on-line survey. All elements of the outreach process helped to shape and refine the project as identified in the grant application.

Consistent with the purpose of the ATP program, the SR 89/Fanny Bridge Community Revitalization Project provides a broad spectrum of benefits for the full range of active transportation users. Changes in the configuration of SR 89 and related road network will significantly improve the ease of mobility and safety for bicyclists, pedestrians and other non-motorized users. The project will advance the active transportation goals of regional and local agencies and organizations, including greenhouse gas (GHG) reduction goals. It will enhance public health and benefit persons of all income levels.

Approval of the ATP grant funds requested by the TTD will leverage the investment of \$21.5 million in funding from the Federal Lands Access Program (FLAP), over \$3.1 million from Placer County, and additional funds from other sources. TCPUD will continue to provide staff resources and related contributions as the project moves into final design and implementation.

We respectfully ask for your support for the grant funds requested.

Sincerely,

A handwritten signature in blue ink that reads "Cindy Gustafson".

Cindy Gustafson
General Manager

P.O. Box 5249, 221 Fairway Drive, Tahoe City, California 96145 (530)583-3796 • FAX (530)583-1475



May 26, 2015

Caltrans
Division of Local Assistance
Attention: Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 94274-001

**Re: Support for State Route 89/Fanny Bridge Community Revitalization Project
ATP Grant Application**

Dear Office of Active Transportation:

On behalf of our Board of Directors and members, I am pleased to convey the enthusiastic support of the Truckee North Tahoe Transportation Management Association (TNT/TMA) for the SR 89/Fanny Bridge Project grant application submitted by the Tahoe Transportation District (TTD).

The TNT/TMA is a community-based nonprofit corporation dedicated to fostering public-private partnerships and advocacy in support of innovative solutions to the mobility needs of the Truckee-North Tahoe region. We participated in shaping the proposed project. It is a timely opportunity to significantly improve mobility in and around the Fanny Bridge and western areas of Tahoe City. Because Tahoe City is the only gateway to Lake Tahoe that does not involve navigating a mountain pass, the mobility enhancements of this project will benefit all of Lake Tahoe.

Currently, the existing Fanny Bridge is the only crossing of the Truckee River in Tahoe City. All sizes and types of cars and trucks pass over this 1920s era structure. Although a Class 1 multi-use path was more recently constructed in front of the Lake Tahoe Dam, there is no adequate, safe accommodation for the volume of bicycle and pedestrian travel on the bridge itself. This severely constricts non-motorized mobility between the North and West Shores of Tahoe and is a serious safety concern. Peak congestion on Fanny Bridge also impairs the ability of transit buses and shuttles to maintain operating schedules, making transit less attractive as an alternative mode of travel. These impairments to mobility, along with other existing problems, including long-standing environmental and community concerns, are addressed in the design of the SR 89/Fanny Bridge Community Revitalization Project.

The TTD has done an exemplary job of organizing the partnerships necessary to develop this important project; one we believe meets all the purposes established for the California Active Transportation Program. Funding partners include Caltrans, Placer County, and the Central Federal Lands Highway Division of the Federal Highway Administration. Funds committed to date total approximately \$25 million. TTD's ATP grant request represents the final funding needed to ensure the completion of final design and construction.

The TNT/TMA respectfully requests your support for approval of the SR 89/Fanny Bridge TTD grant request.

Sincerely,

A handwritten signature in black ink, appearing to read "Jaime Wright".

Jaime Wright
Executive Director