U.S. Department of Transportation
Federal Transit Administration

Alternative Transportation in the Parks and Public Lands Program

Project Proposal for Fiscal Year 2008 Funds – Implementation Project

BASIC PROJECT INFORMATION			
Project Name (Please provide a 1-2 sentence description of the project): The **Tahoe City Transit Center** is an intermodal transit center consisting of conditioned space, a 6 bus transit loop, a 130 space parking lot and connecting bikeways.			
Proposed Funding Recipient: Placer County			
Public land unit(s) involved: USFS - LTBMU	Location of Project City: Tahoe City County: Placer County State: California Congressional District: 4		
Federal Land Management Agency managing the above unit(s): ☐ Bureau of Land Management ☐ Bureau of Reclamation ☐ Fish and Wildlife Service ☒ Forest Service ☐ National Park Service	Type of Implementation Project: (Planning projects, please use the alternate form) ☐ Bus ☐ Vehicle replacement ☐ Tram/Trolley ☐ Boat/Ferry/Dock ☐ Rail ☒ Non-motorized (e.g., bicycling/pedestrian trail) ☒ Other (e.g., Intermodal facility, ITS) Describe: Intermodal Transit Facility		
☐ Proposal is for a new alternative transportation system where none currently exists. ☒ Proposal is for an expansion or enhancement of an existing alternative transportation system. ☐ Proposal is for rehabilitation of or replacement of vehicles or facilities for an existing alternative transportation system.			
ATPPL Funding Requested during FY 2008 $3,900,000	**Total** Project Capital Cost at Completion (All sources) $ 7,278,000		
Were you awarded FY 2006 or FY 2007 ATPPL funds? ☐ Yes ☒ No If answer "Yes," please provide amount awarded: $			
Do you plan to request additional ATPPL funds in future years? ☐ Yes ☒ No **(Note: If you wish to compete for future ATPPL fiscal year funding you must reapply).** If answer "Yes," please specify ATPPL proposed funding levels for out years below:			
FY 2009 $	FY 2010 $		
FY 2008 Funding Amounts from sources other than ATPPL funds? ☒ Yes ☐ No If answer "Yes," please specify funding levels per source below:			
State $1,583,000	Local $865,000	Federal (other than ATPPL) $930,000	Private sources $0

CONTACT PERSON	
Name: Nova Lance-Seghi	Phone: (530) 581-6223
Position: Assistant Engineer	E-mail: nseghi@placer.ca.gov
Address: 10825 Pioneer Trail, Suite 105, Truckee, CA 96161	

OTHER PROJECT SPONSORS (in addition to funding recipient)

USFS – Lake Tahoe Basin Management Unit
Contact: Anjanette Hoefer, Civil Engineer
(530) 543-2822
ahoefer@fs.fed.us

Tahoe Regional Planning Agency (TRPA)
Contact: Kellee Jones, Associate Transportation Planner
(775) 589-5260
kjones@trpa.org

North Lake Tahoe Resort Association (NLTRA)
Contact: Ron Treabess, Director, Community Partnerships and Planning
(530) 581-8735
ron@puretahoenorth.com

REQUIREMENTS

☒ If a State, Tribal, or local government entity is proposing the project, the applicant has contacted the manager of the federal land unit(s) and has the consent of the Federal land management agency or agencies affected.
☒ The project is consistent with the metropolitan and statewide planning process.
☒ The project is consistent with agency plans.
☒ If this is an implementation project, all reasonable alternatives, including a non-construction option, were analyzed before proposing this project.

BASIC PROJECT DATA	
Number of Visitors (Annual): 3,000,000 Source: TRPA Travel Demand Model	Daily Number of Visitors (Peak season): 108,826 Source: TRPA Travel Demand Model - Based on a Saturday in August.
Average Number of Vehicles per Day at Peak Visitation: 72,500 (Based on 1.5 vehicle occupancy rate)	
Current Road Level of Service at Peak Visitation: F, as determined in the May 2000 EIR. (Please consult guidance where available on determining this variable. You may also use observational accounts or pictures to provide an assessment of this datum for FY 2008 proposals).	
What time of the year does your land unit experience Peak Visitation? ☐ Spring ☒ Summer ☐ Fall ☒ Winter	
Current Carrying Capacity of Existing Roads: 750,000 (vehicles/day)	

Current parking shortages during peak visitation: 6,500 (DKS Parking Management Plan, August 2000)

Current Average Number of Persons who use the alternative transportation system (if one already exists) at Peak Visitation:
3,000 boardings/day

Current Annual Number of Persons who use the alternative transportation system (if one already exists): 1,600,000

Estimated Annual Number of Persons who will use the alternative transportation system at project completion: 1,700,000 (anticipated ridership/usage)

Is there an anticipated reduction in auto collisions with large animals with this project?
☒ Yes ☐ No
If "Yes," please provide anticipated reduction: 1 collision/year

BASIC PROJECT DATA (CONTINUED)

Is there an anticipated increase in porous surface with this project? ☒ Yes ☐ No

If "Yes," please provide anticipated area of increase: 6,636 square feet

Is there an anticipated increase in wildlife habitat connectivity? ☐ Yes ☒ No

If "Yes," how many acres would be connected by the project? acres

Is there an anticipated increase in air clarity measures (e.g., visitors' visual experience) for the land unit as a result of this project? ☒ Yes ☐ No

If "Yes," please explain:
Decreased Vehicle Miles Traveled (VMT) will decrease the amount of re-entrained fine sediment, resulting in a substantial increase in air clarity; water clarity/quality of the neighboring Lake Tahoe will also benefit greatly from the decrease in VMT.

Is there an anticipated reduction of visual impact of parking and roads on visitor experience?
☒ Yes ☐ No

If "Yes," please explain:
The Tahoe City Transit Center will provide parking that is convenient for access to surrounding recreational, educational and tourist activities, yet nestled away from the main thoroughfare of SR 89; existing informal parking along SR 89, which is both a visual and water quality detriment, will be removed and restored. Intermodal transit will provide access to neighboring opportunities; decreased VMT; decreased traffic during peak periods; decreased frustration and hassle; increased visitor access; and increased visitor enjoyment.

Is there an anticipated reduction of visual or noise impacts of transportation facilities on visitor experience?
☒ Yes ☐ No

If yes, please explain:
Current practice consists of busses waiting at bus stops, on SR 28 in downtown Tahoe City, for passengers to transfer between lines. Besides safety issues from passengers crossing the highway to transfer between bus lines, ambient noise is present from the idling busses; idle busses impose on the visitor's visual enjoyment of Lake Tahoe. The TCTC will remove these visual and noise impacts by providing an improved location for parking and transfer between varying modes of motorized and non-motorized methods of transit.

Executive Summary

Please provide an executive summary of your proposal that is no more than one page in length.

The Tahoe Basin is comprised 85% of Federal land, at the center of which lies Lake Tahoe. The Tahoe Basin contains a multitude of sensitive natural, cultural and historical resources and offers numerous recreation, education and health benefits to its 3,000,000 annual visitors. Influxes of visitors at peak seasons create traffic congestion and pollution, decreasing visitor enjoyment of this national treasure and creating a hostel environment for native flora and fauna; the ensuing pollution severely affects air and water quality, limiting the present day visitor's experience and threatening the experience of future generations.

Numerous planning documents identify and support the need for an intermodal transit center and associated parking at the project location on the USFS "64-Acre" tract in Tahoe City. The site of the Tahoe City Transit Center (TCTC) is coordinated for close proximity to serve and augment the USFS proposed Lake of the Sky (LOTS) interpretive center. A high degree of coordination and partnering can be seen in the attached letters of support from the USFS Lake Tahoe Basin Management Unit, the Tahoe Regional Planning Agency and the North Lake Tahoe Resort Association.

The extensive existing Tahoe Area Regional Transit (TART) system provides access and mobility to visitors choosing not to utilize their personal vehicle and those who either choose not to have or cannot afford a personal vehicle. The proposed intermodal TCTC will serve as a transfer point between varying modes of transportation, including pedestrian, bicycle, bus, private vehicle and potentially watercraft, and will enhance the existing TART system, providing a safe and convenient alternative to the private vehicle. The ensuing reduction in Vehicle Miles Traveled (VMT) will lessen traffic congestion and environmental impacts upon the Tahoe Basin.

Project Description

What activities would be funded by the requested ATTPL financial assistance? Please provide a project description that is no more than one page in length. You may attach up to two pages of maps or other illustrations that do not count towards the page limit.

The main elements of the Tahoe City Transit Center (TCTC), of which ATPPL funding will support, is the construction of 1) an intermodal transit center, including a bus loop for 6 busses; 2) 130 parking spaces; 3) a network of pathways for pedestrian/bicycle use; 4) provisions in the site plan for a future 80 parking spaces for the proposed USFS Lake of the Sky (LOTS) Interpretive Center; 5) a new intersection on SR 89, with dedicated right and left turn only lanes, to create a unified intersection with the proposed USFS Lake of the Sky (LOTS) interpretive facility; and 6) a two way left turn lane on SR 89 to facilitate ease of entry and exit. The site plan and structure elevation are attached.

The site and structure design of the TCTC centers around sustainability and treading lightly on the land. The organic shape of the site footprint maximizes functionality of use while minimizing both visual and physical site disturbance. The following myriad of sustainability goals enhances both the project and public education: 1) a high performance roof including high-recycled-content steel trusses, a vented cavity "cool roof," aerodynamic shape for enhanced natural ventilation and broad eaves to minimize summer heat gain; 2) the exterior envelope, including a narrow floor plate, high performance insulated glazing, large operable windows and thermally massive walls; 3) water conservation and waste management, including low flow fixtures, rainwater and snowfall harvesting from 100% of the roof area, gravity feed graywater use, gravity feed drip irrigation to planted areas, and a 4000 gallon insulated concrete water storage tank; heating and cooling strategies, including a hydronic floor, night sky chiller, on-demand (gas) water heater, and solar-powered water pumps; 4) energy conservation and production including "right-sizing"/"reduced-sizing" and a solar laminate photovoltaic system; 5) lighting design, including effective daylighting and efficient fixtures with photo-sensors; and 6) site design landscape strategies, including low consumptive native planting and revegetation, drip irrigation, water harvesting, pervious paving, local materials, and intuitive way-finding. The sustainability goals add little to no additional cost when considering the projects long term costs.

The intermodal TCTC structure is composed of an enclosed area (approximately 1200 SF) providing an information office, centralized information/educational/bicycle locker distribution kiosks, a conditioned waiting area, restrooms and bike lockers. A bus loop surrounds the structure, providing space for six busses. The roof provides exterior shelter for visitors/commuters to access approaching busses.

A network of bicycle and pedestrian paths connect the TCTC to numerous educational, recreational and tourist opportunities via the extensive existing bikeway system. Bicycle lockers are built into the structure, to encourage non-motorized transit and provide a safe storage option for bicycle commuters to either store their bicycle while accessing the immediate community or to extend their reach to neighboring communities. Bus bicycle racks are an existing staple during summer months.

A two way access road serves for intuitive way-finding to both the structure and 130 space parking lot, including drop off facilities. Provisions have been made for a future LOTS 80 space parking lot, the entrance to which would branch from the two way access road.

The existing River Access road shall be restored and relocated 200 feet north on SR 89, such that the new intersection will align with that of the future LOTS interpretive facility. A two way left turn lane will enable dedicated left turns from SR 89 onto the relocated River Access Road and two-stage turning from the relocated River Access Road onto SR 89. Dedicated left and right-hand turn lanes will effectively manage traffic exiting from the TCTC onto SR 89.

Alternative Transportation in the Parks and Public Lands
Implementation Evaluation Criteria

(There are separate evaluation factors for planning projects. Use the planning project proposal template for planning projects.)

Criteria	Points	Weight
1. Demonstration of Need		25%
a. Visitor mobility & experience	(1-5)	
b. Environmental condition as result of existing transportation system	(1-5)	
2. Visitor Mobility & Experience Benefits of Project		25%
a. Reduced traffic congestion	(1-5)	
b. Enhanced visitor mobility, accessibility, and safety	(1-5)	
c. Visitor education, recreation, and health benefits	(1-5)	
3. Environmental Benefits of Project		25%
a. Protection of sensitive natural, cultural, and historical resources	(1-5)	
b. Reduced pollution (air, noise, visual)	(1-5)	
4. Operational Efficiency and Financial Sustainability		25%
a. Effectiveness in meeting management goals	(1-5)	
b. Feasibility of proposed budget	(1-5)	
c. Cost effectiveness	(1-5)	
d. Partnering, funding from other sources	(1-5)	

Your responses to these questions must total no more than eight pages.

Implementation Evaluation Factors:

1. Demonstration of Need

a. Visitor mobility and experience: Describe the site's current and/or anticipated transportation problem or opportunity for improvement. Please cite documentation in agency plans and other reports to support your description. You should include information on issues such as traffic congestion, traffic delays, parking shortages, difficulty in accessing destinations, safety issues related to traffic, lack of access for persons with disabilities, lower incomes, or without cars, and visitor frustration.

The Tahoe City Transit Center (TCTC) and associated parking provide enhanced support of existing and future transit operations; the opportunity to reduce dependency on both the private vehicle and Vehicle Miles Traveled (VMT); promote alternative and non-motorized transportation options; decrease environmental impacts of access; relief to traffic congestion problems along the highway corridors surrounding Tahoe City; decrease frustration; increase safety; and a solution to existing parking deficits.

Numerous planning documents have identified the need for a safe, attractive and convenient intermodal transit facility and parking in the proposed project location to enhance existing and future transit operations. Both the *Tahoe City Community Plan* and the *Regional Transportation Plan/Air Quality Plan* (RTP/AQP) identify a transit facility and parking as key elements to improve traffic circulation in the Tahoe City area. Upon acquisition of the project location, the US Forest Service developed the *Plan for the Sixty-four Acre Tract, Tahoe City, California (1986)* to guide development of the parcel; this plan calls for an interpretive center or parking site at the northeast portion of the 64-Acre Tract, the location of the proposed TCTC.

An extensive traffic analysis was performed in the May 2000 *64-Acre Tract Intermodal Transit Center Draft Environmental Impact Report/Statement* (DEIR/S), developed as a joint effort by Placer County; the USFS, Lake Tahoe Basin Management Unit; and the Tahoe Regional Planning Agency (TRPA), in cooperation with the U.S. Department of Transportation, Federal Transit Administration, and further studied in the August 2000 Final EIR/S, June 2005 Draft Recirculated EIR, and September 2005 Final Recirculated EIR. The 64 Acre Tract, the proposed project location, sits at a critical junction of traffic circulation in the Tahoe Basin. The site is located immediately adjacent to the outlet of the Truckee River and at the confluence of the only level route into the Tahoe Basin (SR 89) and the sole roadways serving the North Shore (SR 28) and West Shore (SR 89).

Approximately 3 million visitors access the Tahoe Basin on an annual basis; 57,000 to 108,000 visitors access the Tahoe Basin daily during peak seasons. Both SR 28 and SR 89 experience seasonal fluctuations in traffic volumes due to changing levels of visitor traffic, operating at or near capacity during summer and winter peak seasons. On a typical day in August, TRPA estimates that 240,000 vehicle trips are generated, with an estimated VMT of 1,575,000. Annual VMT within the Tahoe Basin is estimated at 460,000,000. The May 2000 DEIR/S indicates an average of 19,000 to 25,000 vehicles passing the project site on SR 89 each day during peak season. During forced-flow peak conditions, northbound vehicles queue to the south of the site and move at less than 5 miles per hour; queues at least two miles in length have been observed to form, with delays exceeding one hour. Year 2000 free-flow peak conditions were analyzed using Unsignalized and Signalized Intersection Analysis (*Highway Capacity Manual*, 1997, Transportation Research Board) techniques at four intersections surrounding the project area; left hand turns onto SR 89 from the intersections studied resulted in a Level of Service (LOS) of D and F (exceeding 180 seconds of delay); right hand turns onto SR 89 resulted in a LOS of C; and turns from SR 89 primarily resulted in a LOS of B. Traffic delays make it difficult for visitors to access desired destinations; the hassle and frustration of these delays, coupled with parking shortages, diminish the visitor's experience and enjoyment of the public land.

Current bus transfer limitations require patrons to walk across SR 28 at an unmarked location. Transit users are neither protected from traffic nor the elements. The proposed project will provide a safe and sheltered environment.

b. Environmental condition as a result of the existing transportation system: Describe the site's current or anticipated problem or opportunity for improvement of the environment in this area. Please cite documentation in agency plans and other reports to support your description. You should include information on current or anticipated problems such as air pollution, noise pollution, run-off, water quality, harm to vegetation and wildlife, and other impacts or stressors on natural, cultural and/or historic resources caused by the existing transportation system.

At 1,645 feet, Lake Tahoe is the second deepest lake in the United States and the 11th deepest in the world. Federal land comprises 85% of the Lake Tahoe Basin (LTB) and is managed by the USFS Lake Tahoe Basin Management Unit; the remaining 15% is comprised of state parks and private land. The Tahoe Regional Planning Agency (TRPA), in conjunction with other State and Federal agencies have adopted many regulations to protect Lake Tahoe's renowned clarity. The California Regional Water Quality Control Board (Water Board) designated Lake Tahoe as an Outstanding National Resource Water under the Federal Clean Water Act and considers non-contact recreation (aesthetic enjoyment of the Lake's clarity) as a primary beneficial use. Similarly, the Nevada Division of Environmental Protection (NDEP) has designated Lake Tahoe as a 'water of extraordinary ecological or aesthetic value."

The Water Board, Lahontan Region, released the Draft Total Maximum Daily Load (TMDL) Technical Report in September 2007, which presented data to estimate nitrogen, phosphorus and fine sediment loading to the Lake from each of the five primary pollutant load sources: 1) upland runoff, 2) atmospheric deposition, 3) stream channel erosion, 4) groundwater and 5) shoreline erosion; the Final TMDL document is projected for release in 2009, which will include load allocations, the maximum amount of pollutant that may be discharged by a specific source over a certain time.

Despite stringent water quality goals and associated watershed regulations, the revered clarity of the lake has lost an average of 9 inches per year since the late 1960's and has failed to meet transparency and clarity standards; clarity presently is measured at approximately 71 feet, an alarming decline from the annual mean depth measured between 1967 and 1971 of 97.4 feet. As the Lake does not meet its specified numeric standards, it is considered "impaired" with respect to aesthetic-recreation beneficial use; impaired water bodies are placed on the Federal Clean Water Act Section 303(d) list. Lake Tahoe's impairment results from an excess input of nutrients, most specifically nitrogen, phosphorous and fine sediment. Nitrogen and phosphorous stimulate algae growth, which in turn absorbs light and reduces how far light can penetrate the water. Fine sediments decrease clarity by scattering light as the particles slowly settle through the water.

The geographic setting of the LTB creates a high sensitivity to air quality impacts. Temperature inversions cause higher pollution levels, as air pollution is trapped near the ground and lake. Non-locally generated air pollution is carried from the Sacramento Valley and Bay Area during the warmer months.

Approximately 3 million visitors access the Tahoe Basin annually. Steadily increasing numbers of visitors surge to the region during peak winter and summer seasons, resulting in significant pollution from both resident and non-resident vehicles. The number of VMT severely impacts both air and water quality. The amount of traction sand reintrained into the atmosphere, causing both air and water pollution, increases with increased VMTs. Noise pollution results from traffic, detracting from visitors' experience. Parking needs exceeds capacity, resulting in parking on road shoulders and other inappropriate locations, damaging vegetation and mobilizing sediment.

2. Visitor Mobility and Experience Benefits

a. Reduced traffic congestion: Describe *how* this project will mitigate the impact of traffic congestion or enhance current visitor travel conditions. In order to respond to this question, please include (where applicable) a description of how this project will:

- Reduce the average number of daily motorized vehicle trips during peak visitation with project implementation. (This is estimated based on anticipated alternative transportation system usage at completion and the typical number of passengers per vehicle); *and*
- Decrease or mitigate time lost to traffic delays.

The Tahoe City Transit Center will be the first facility that will allow visitors to park and board transit. This will open up a new market of transit passengers for TART and other providers serving the transit center. The transit center will also better enable TART to implement planned service improvements. In order for transit service frequency to improve, a bus turn-around must occur in Tahoe City. Currently this is a time consuming effort due to the lack of local streets to use for reversing direction. The transit center will provide this much needed bus turn-around location while also being the location for transferring passengers. The transit center will also be linked directly to the bike and pedestrian trail system in Tahoe City that has been greatly improved in recent years.

The Tahoe City Transit Center environmental documents indicate that the parking lot will serve a total of 1310 transit trips per day during peak seasons, decreasing to approximately 786 transit trips during the off-seasons. This is in addition to passengers who come to the transit center in some way other than an automobile.
According to the traffic study in the May 2000 DEIR/S, 25% of vehicular trips from the transit center will be new trips. Applying this 25% to the average daily transit trips will result in a potential of 95,000 additional trips per year. At an average auto occupancy rate of 1.5 people per vehicle, this will reduce 63,333 automobile trips per year.

b. Enhanced visitor mobility, accessibility, and safety: Describe *how* the implementation of this project will improve or maintain visitor mobility, access and safety. In order to respond to this question, please include (where applicable) a description of:

- Benefits that the project would have in easing visitor travel to destinations and decreasing visitor inconvenience;
- Improved access for persons with disabilities;
- Improved access for individuals with lower incomes or without cars;
- Anticipated impacts on vehicle accident rates or property loss;
- Anticipated impacts on visitor safety in cases of catastrophic events, such as forest fires; *and*
- The number of visitors per year that will benefit.

The Tahoe City Transit Center (TCTC) will serve as a central intermodal transfer point for the Tahoe Basin in an effort to reduce traffic congestion and improve access, mobility, safety, and both air and water quality; visitors may either use the transit center as a transfer point between modes of transportation or access immediate resources on foot or bicycle. The vision of the TCTC is to provide an alternative to the private vehicle and increase access and enjoyment of the Tahoe Basin. Parking will be provided to encourage visitors to utilize the many alternative modes of transportation. Approximately 500,000 visitors will utilize the TCTC directly each year, which will positively benefit the 3,000,000 annual visitors to the Tahoe Basin.

Many modes of transportation will converge at the TCTC, including the existing ADA compliant Placer County Tahoe Area Regional Transit (TART) bus system, private vehicles, bicycles and pedestrians.

The extensive existing TART network provides access to the Tahoe Basin and neighboring gateway community of Truckee. TART provides a low cost transportation alternative for individuals with disabilities, those without private vehicles, and visitors wishing to avoid the hassle of the private vehicle. Both the TCTC and TART system are ADA compliant. Existing TART transfers require visitors to cross SR 28 at an unmarked intersection; the TCTC will remedy this practice, providing a safe and ADA compliant transfer point for patrons.

Existing transfers between TART lines of service require users to traverse SR 28 at an unsignalized, unmarked point; existing bus shelters are not conditioned. The TCTC provides conditioned waiting space and a safe, convenient transfer point.

The TCTC will connect via Class I bicycle/pedestrian paths to the existing bicycle network surrounding Lake Tahoe. Bicycle lockers will be provided as a safe and convenient option to encourage bicycle commuting.

c. **Visitor education, recreation and health benefits:** Describe *how* the project will enhance or maintain visitor experience related to educational benefits, recreational benefits, public health benefits, and social benefits.

Of the 3,000,000 annual visitors to the Tahoe Basin, approximately 500,000 will access the TCTC directly. The TCTC will provide significant environmental and subsequently public health benefits. As previously mentioned, air and water quality will profit; as a result, visitors' health will benefit.

The Tahoe Basin is comprised 85% of USFS land which offers countless recreation options; Lake Tahoe in itself is a draw for both passive and active recreation. The TCTC will improve access to the multitude of recreation options in the Lake Tahoe Basin.

The design of the TCTC is both an educational and social benefit, as it is an exercise in sustainability. An encased display will illustrate the green design concepts detailed in the project description located on page 5, as well as general information about the Tahoe Basin.

In addition to the items listed above, the project's location is specifically planned for close proximity to the proposed USFS Lake of the Sky (LOTS) Interpretive Center. The TCTC design accommodated for the inclusion of 80 parking spaces, in addition to the 130 that will be placed as part of the TCTC, to serve the USFS LOTS Interpretive Center.

3. Environmental Benefits

a. Protection of natural, cultural, and historic resources: Describe *how* this project will improve or maintain the protection of natural, cultural, historic, and/or scenic resources. Please provide as much information as possible about *anticipated outcomes of the project*, such as:

- Ensuring that visitation does not exceed an area's ability to handle increased levels of visitation or the "carrying capacity" of the land unit;
- Maintaining ecosystem function, ecosystem restoration, disturbed land restoration, or re-vegetation efforts;
- Improving habitat connectivity;
- Preserving an archeological resources, historical resources, viewshed or watershed; *and*
- Reducing auto-large animal collision rates or other protection benefits where applicable.

The Tahoe Basin is a sensitive natural, culture and historical resource. Humans have inhabited the Tahoe Basin for thousands of years, with both primitive and recent activities leaving cultural and historic evidence for the interpretation of modern archeologists. The Basin is home to many species, namely the black bear. Twenty five black bears are killed annually in vehicle collisions according to the Lake Tahoe BEAR League and Nevada Department of Wildlife; in 2007, an unseasonably dry year, a record breaking 90 black bears were killed in vehicle collisions. The TCTC anticipates an reduction of 63,333 automobile trips per year, resulting in a reduction of 1 bear death annually due to bear-auto collision. There is a significant amount of deer/auto collisions within the basin; however, these are not tracked as formally and are therefore difficult to quantify.

As noted in Section 1(b), the Water Board designated Lake Tahoe as an Outstanding National Resource Water under the Federal Clean Water Act. The clarity of Lake Tahoe has been decreasing at an alarming rate due to fine sediment, nitrogen and phosphorous loading from the upgradient Tahoe Basin watersheds. The Water Board's September 2007 Draft TMDL Technical Report identified fine sediment as the primary culprit of clarity loss.

The Tahoe City Transit Center will decrease VMT and land disturbed by unauthorized off road parking; decreased VMT will yield a decrease in black bear/vehicle collisions. Land disturbed by existing parking encroachment within the project site will be restored. Both

air and water clarity will benefit as a result from the project, protecting the natural, cultural and historic resources of the Tahoe Basin and bringing the ecosystem back into balance.

b. Reduced pollution: Describe *how* this project would reduce and/or prevent pollution – including air pollution, water pollution, noise pollution, and visual pollution. In order to respond to this question, please include (where applicable):

- Estimated reduction in *average vehicle miles traveled at peak visitation* (a measure that is an estimate of a reduction in pollutant emissions as a result of the proposed project); and
- Estimated number of riders *switching from auto to transit or to non-motorized transportation (including bike, pedestrian, and/or waterborne craft)* as a result of the project (a measure of estimated reduction in fuel consumption for site patrons and improved energy efficiency aspects of transportation, including non-motorized transportation).

Per the DEIR/S, approximately 500,000 riders will utilize the TCTC for parking and to switch from auto to the existing TART system or non-motorized transit, including bike, pedestrian and potentially waterborne craft; there will be an increase in 100,000 users who would not have otherwise utilized an alternative means of transportation. Per the TRPA Regional Travel Demand Model, on a typical day in August, there are an estimated 240,000 vehicle trips generated and VMT of 1,575,000, resulting in an average of 6.56 VMT/vehicle trip. Utilizing an average of 1.5 riders per vehicle, the 100,000 riders who would not have otherwise chosen alternative transportation will result in the reduction of 66,667 vehicle trips, or 437,500 VMT annually. The resulting reduction in VMT will decrease air pollution and will decrease the amount of reintrained fine sediment from road traction abrasive sand, thereby decreasing water pollution and benefiting water quality.

Existing TART bus transfer practice entails crossing the three-lane SR 28, a location within the scenic corridor of Lake Tahoe. The TCTC will provide a convenient and safe dedicated transfer point, removing the visual pollution of busses waiting within the scenic corridor for transfers. The bus stops along SR 28 will continue as an integral part of operations; however, as all busses will no longer need to stop for transfers, rather only if patrons wish to board or exit the bus, the noise pollution related to stopping will be reduced.

4. Operational Efficiency and Financial Sustainability

a. Operational Efficiency: Describe how the proposed project is the most effective solution for meeting identified management goals and objectives for this site. Please cite documentation in agency plans and other reports to support your description.

The need for an intermodal transit facility has been identified in both the *Regional Transportation Plan/Air Quality Plan* (RTP/AQP) and the *Tahoe City Community Plan*. Upon acquisition of the parcel upon which the project is located, the USFS developed the *Plan for the Sixty-four Acre Tract, Tahoe City, California (1986)* to guide development of the parcel; this plan calls for an interpretive center or parking site at the northeast portion of the 64-Acre Tract, the location of the proposed TCTC.

The May 2000 DEIR/S studied multiple project alternatives and site locations to determine the most efficient and effective alternative/site location, which resulted in the selection of the preferred and present site location.

b. Feasibility of Proposed Budget: Fill in the budget template below *or* attach a project budget that *at a minimum contains the items in the budget template* and extends at least 5 years. Include a narrative to elaborate on the financial plan.

	FY 2008	FY 2009	FY 2010	FY 2011
Revenue				
ATTPL funding (requested)		$1,950,000	$1,950,000	
Funds from public land budget				
Other federal funds		$ 930,000		
State funding		$ 535,000	$1,048,000	
Local funding		$ 585,000	$ 280,000	
Passenger Fares and/or transportation fees				
All other dedicated sources of funding [1, 2]				
Total Revenue		$4,000,000	$3,278,000	
Capital Costs				
Purchase of rolling stock (vehicles)				
Lease of rolling stock (vehicles)				
Construction (e.g., bus shelters, sidewalks, trails, etc.)		$4,000,000	$3,278,000	
Rehabilitation				
Other: _____				
Total Capital Costs		$4,000,000	$3,278,000	
Operating Costs				
Salaries				
Routine Maintenance				
Insurance				
Fuel				
Contracted services		$20,000	$20,000	$20,000
Other: _____				
Total Operating Costs		$20,000	$20,000	$20,000

Proposed budget narrative: In this narrative, include details such as size and number of vehicles, fuel type, terms of lease, description of facilities to be constructed, types of ITS, etc. The narrative should also describe the maintenance plan, include information on how the project will impact total operating and maintenance costs and schedule at the site, as well as information on the project's impact on the unit's ability to maintain other assets. Finally, for vehicle replacement projects, please list the age, mileage, and vehicle type of each vehicle that you are requesting funding to replace.

The project constructed will be an intermodal transit center in Tahoe City which will support and enhance existing transit services. Maintenance will involve facility upkeep and repair, cleaning and snow removal. All of the maintenance is to be fully contracted out to a qualified facility maintenance firm in the Tahoe Basin. Funding for maintenance will come from the Placer County Department of Public Works, Tahoe Area Regional Transit operating budget.

c. **Cost Effectiveness:** Fill in all information for items 1-4 below in order to calculate the cost per person using the alternative transportation system. FTA will calculate annualized cost per passenger trip and annual fare box recovery – common transit cost effectiveness measures – based on the information that you provide. ***You must provide all information in order to fulfill these required criteria.***

1. Annual cost for vehicle operations and maintenance (including salaries, fuel, maintenance, administrative expenses related to system, and all other operating costs): $6,000,000
2. Average annual number of riders: 1,600,000 /year
3. Transportation fee or fares recovered (average): $1,153,500/year
4. Useful life of transportation assets: 20 years

Annual cost per passenger trip: This will be automatically calculated by FTA.

Annual fare box recovery This will be automatically calculated by FTA. %

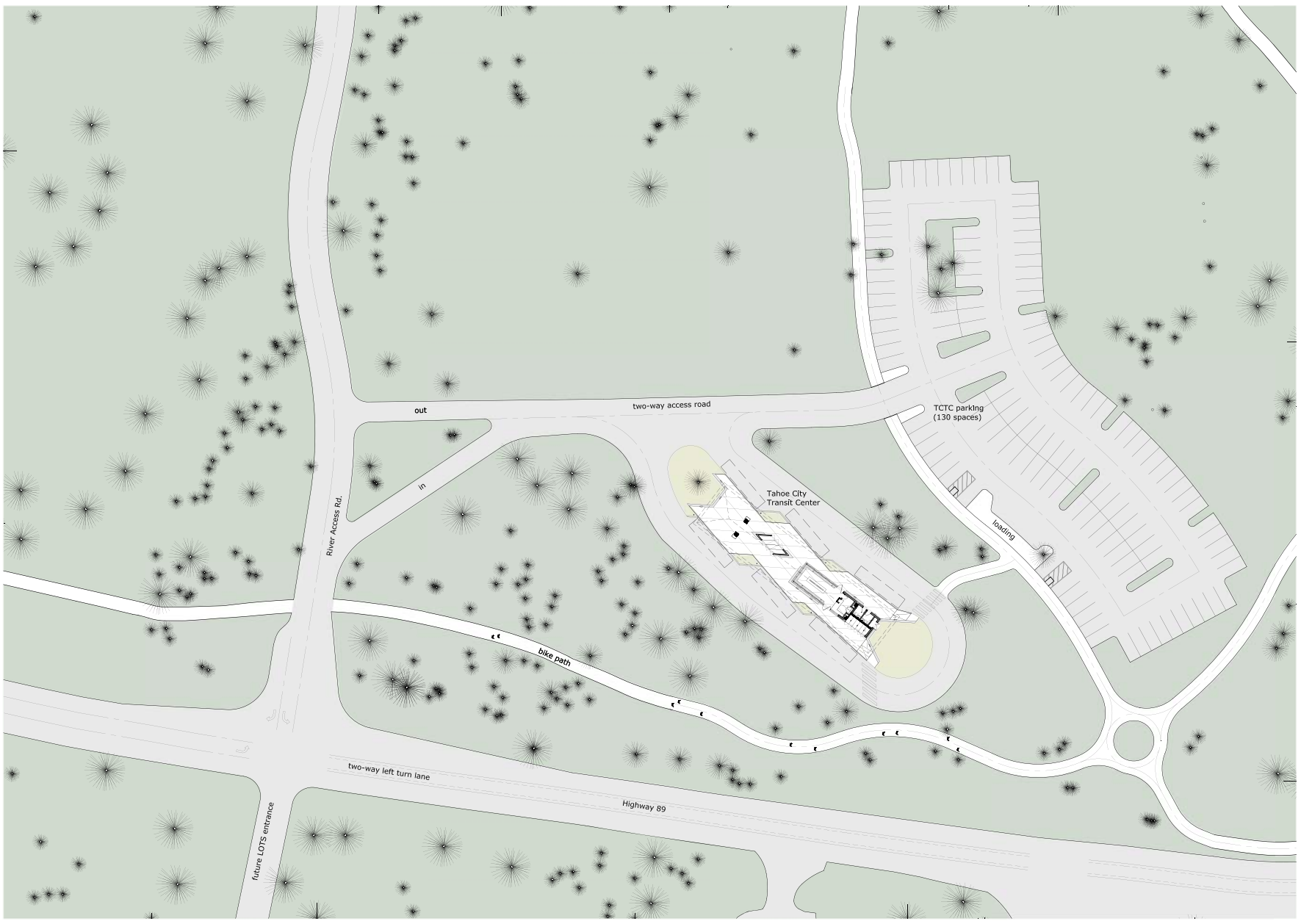
d. **Partnering, funding from other sources:** Describe any partnerships the project has with federal, state, tribal and local government agencies, gateway communities and the private sector. Please cite agreements or documentation (*including letters of dedicated financial support or confirmation of financial or in-kind contribution*) that show a high level of coordination and partnering activities. If applicable, describe any economic, mobility, or other benefits to the gateway community.

There is a high level of coordination and partnering between federal, state and local government agencies, gateway communities and the private sector. Representatives from the USFS, Lake Tahoe Basin Management Unit (LTBMU), Tahoe Regional Planning Agency (TRPA), North Lake Tahoe Resort Association (NLTRA), and various Placer County departmental representatives are involved in the Technical Advisory Committee (TAC) for the Tahoe City Transit Center, the most recent meeting of which was on February 28, 2008, to review 50% design plans and develop a plan of action between present time and the anticipated 2009 construction date. Please note that construction costs have been placed in both FY 2009 and 2010, as seasonal may snow limit our construction season. Letters of support are attached from the USFS LTBMU, TRPA and NLTRA, which demonstrate a high level of coordination and partering, as well as financial or in-kind contributions.

The USFS LTBMU not only supports and contributes to the coordination of the TCTC, but offers an in-kind contribution of the property upon which the TCTC will be located.

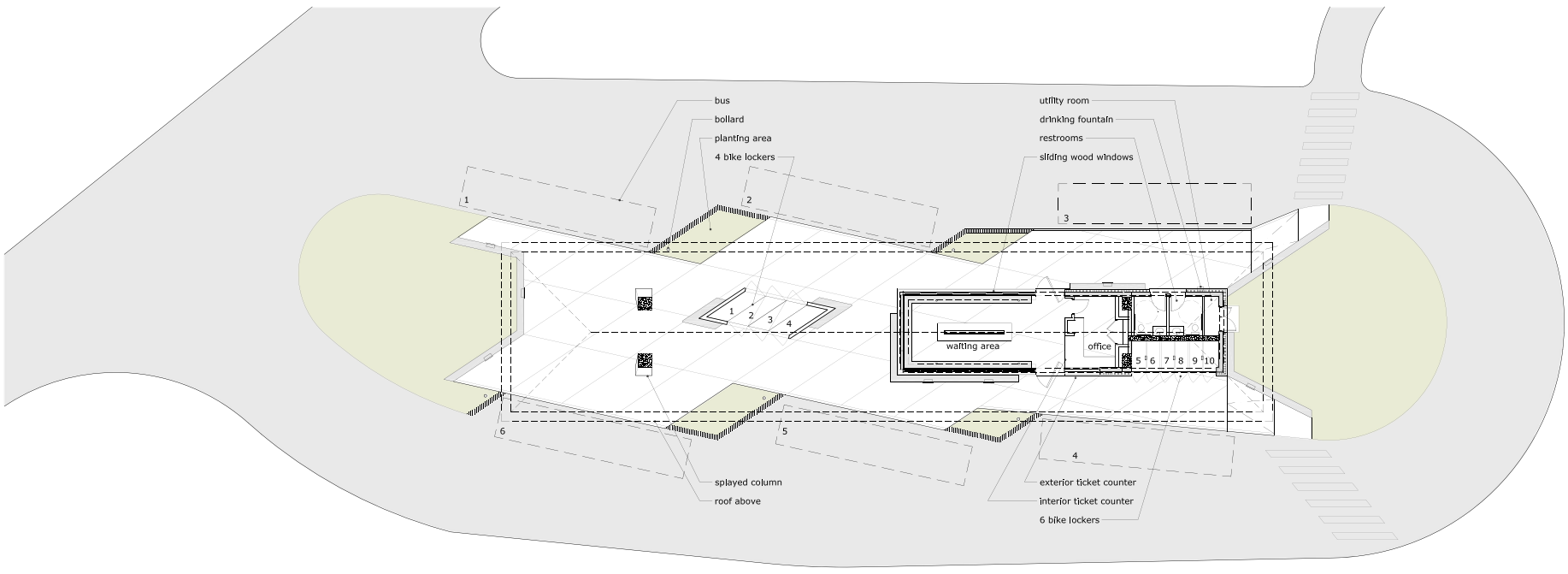
The Tahoe Regional Planning Agency is a bi-state agency charged with environmental protection within the Tahoe Basin. TRPA manages air and/or water quality mitigation funds, one or both of which may be used to fund a portion of the TCTC.

The North Lake Tahoe Resort Association represents the communities surrounding the TCTC and is charged with the investment of public Transient Occupancy Tax (TOT) to help advance the transportation and infrastructure needs of North Lake Tahoe.



Site Plan 02.13.2008

Tahoe City Transit Center



Floor Plan 02.13.2008

Tahoe City Transit Center

WRNS STUDIO LLP
501 SECOND STREET
4TH FLOOR, STE 402
SAN FRANCISCO
CALIFORNIA 94107
415 489 2224 TEL
415 358 9100 FAX
WWW.WRNSSTUDIO.COM

East Elevation - 08.14.2007

Tahoe City Transit Center

scale: 1/4" = 1'-0"

WRNS STUDIO
501 SECOND STREET
4TH FLOOR, STE 402
SAN FRANCISCO
CALIFORNIA 94107
415 489 2224 TEL
415 358 9100 FAX
www.wrnsstudio.com

February 26, 2008

Mr. Will Garner
Public Works Manager
Placer County Department of Public Works
11444 B Avenue
Auburn, CA 95603

Subject: Tahoe City Transit Center

Dear Will:

The North Lake Tahoe Resort Association is fully supportive of the Tahoe City Transit Center project. We strongly encourage the Placer County Department of Public Works to continue moving forward with the project design process and application for additional funding sources that will ensure timely project construction.

As you know, the Resort Association is charged with the investment of public (TOT) funds to help advance the transportation and infrastructure needs of North Lake Tahoe. These expenditures are consistent with the protection of Lake Tahoe's natural environment. They also contribute to the enhancement of Tahoe's significant public recreation lands and improve the experience of our visitors. The Tahoe City Transit Center, identified as a high priority in the Resort Association's publicly-approved *North Lake Tahoe Tourism and Community Investment Master Plan,* is a vital project in meeting our mutual objectives.

The Tahoe City Transit Center will reduce traffic congestion, reduce air, water and noise pollution, and, at the same time, increase community and visitor mobility and improve access to public lands. As you are keenly aware, we are at the point where our expanding transit services need a convenient and safe "point of connectivity." Construction and operation of the Tahoe City Transit Center is vital in our efforts to further increase public transit and reduce reliance on the private automobile at Lake Tahoe, consistent with the mandates of Public Law 96-551 (Tahoe Regional Planning Compact).

Once complete, the Tahoe City Transit Center will serve as a hub for our local public transit routes and services, as well as a point of connectivity with other services, including connections to the Reno/Tahoe International Airport, the Rail Depot in Truckee, North Lake Tahoe's extensive bicycle and multi-use trail system, and potential waterborne services on Lake Tahoe. We also look forward to the opportunity to improve access to transit and recreation for those with disabilities and those who do not own private vehicles.

As one of your Transit Center funding partners, we will continue to participate, to the extent our resources allow.

Very sincerely yours,

Steve Teshara
President & Chief Executive Officer

Ron Treabess, Director
Community Partnerships and Planning

United States Department of Agriculture **Forest Service** **Lake Tahoe Basin Management Unit** **35 College Drive South Lake Tahoe, CA 96150 (530) 543-2600**

File Code: 2720
Date: February 28, 2008

Ken Grehm
Director of Public Works
Placer County
3091 County Center Drive
Suite 220
Auburn, CA 95603

Dear Director Grehm:

The Forest Service fully supports Placer County Public Works application for grant funding through the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users of 2005 (SEFETEA-LU) program funding in the Alternative Transportation in Parks and Public Lands (ATPPL) program for the Tahoe City Transit Center. A successful application will bring the construction on this Transit Center to fruition on the Forest Service's 64 acre parcel.

If you require any assistants with this process, please call Anjanette Hoefer at 530-543-2822.

Sincerely,

TERRI MARCERON
Forest Supervisor

TAHOE REGIONAL PLANNING AGENCY

128 Market Street
Stateline, Nevada
www.trpa.org

P.O. Box 5310
Stateline, Nevada 89449

(775) 588-4547
Fax (775) 588-4527
Email: trpa@trpa.org

February 19, 2008

Mr. Will Garner
Public Works Manager
3091 County Center Drive, Ste 220
Auburn, CA 95603

Subject: Support for Tahoe City Transit Center

The Tahoe City Transit Center is important to the future of transportation and transit within the Tahoe Basin and connecting areas. As an inter-modal transit center it will provide a safe and convenient passenger boarding and transfer location, reduce the dependency on vehicles, improve traffic congestion and provide a connection with existing bike and pedestrian trails.

This project has been well coordinated within the community and amongst the planning partners. Placer County has brought forward a project that will benefit the community and is consistent with the Tahoe Regional Planning Agency (TRPA) goals. The TRPA would like to take this opportunity to support Placer County's efforts and acknowledge the advancement of a regionally significant project consistent with the Regional Transportation Plan and Environmental Improvement Program. We look forward to the next phase of the Tahoe City Transit Center.

If you have any questions or comments, please feel free to contact me.

Sincerely,

Nick Haven
Transportation Program Manager