



Tahoe Metropolitan Planning Organization

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

March 01, 2013

Muhaned Aljabiry, Division Chief
California Department of Transportation
Division of Transportation Management Program, MS 82
Office of Federal Transportation Management Program
P.O. Box 942874
Sacramento, CA 94274-0001

Dennis Taylor, Chief
Transportation/Multimodal Planning Division
Nevada Department of Transportation
1263 S. Stewart Street
Carson City, NV 89712

SUBJECT: Amendment No. 1 to the Tahoe Metropolitan Planning Organization 2013-2016
Federal Transportation Improvement Program

Please accept for your review and approval Amendment No.1 to the Tahoe Metropolitan Planning Organization (TMPO) 2013 Federal Transportation Improvement Program (FTIP). On February 27, 2013 TMPO Governing Board unanimously adopted this amendment to the 2013 FTIP, adding two additional funding sources to the Kings Beach Commercial Core Improvement Project and approval of two new projects; one for California and one for Nevada.

This amendment package contains the following:

- ✓ Approved TMPO Board Resolution
- ✓ Seven Day Public Notice
- ✓ Summary of Changes
- ✓ CTIPS Project Printouts
- ✓ Financial Summary

FINANCIAL CONSTRAINT:

The changes requested in the FTIP amendment do not exceed the total amount of funding that is available and is financially constrained. The Moving Ahead for Progress in the 21st Century (MAP-21) requires that all federally-funded highway and transit projects must be developed from a fiscally constrained planning and programming process. Fiscal constraint requires that revenues in transportation planning and programming (Federal, State, local, and private) are identified and are reasonably expected to be available to implement the Regional Transportation Plan and Federal Transportation Improvement Program while providing for the operation and maintenance of the existing highway and transit systems.

AIR QUALITY CONFORMITY / RTP CONSISTENCY:

This amendment is exempt from an air quality conformity analysis, and the 2012 FTIP's Conformity Determination approved of by the Federal Highway Administration on January 29, 2013 is the adopted analysis. The proposed amendment is consistent with the TMPO's Regional Transportation Plan referred to as "Mobility 2035" that was adopted on December 12, 2012. This amendment does not interfere with the timely implementation of Transportation Control Measures (TCM's) contained in the State Implementation Plan (SIP).

Transportation conformity is a process for ensuring that federal funds are not used on projects that might impact the attainment of the federal air quality standards set forth in the Federal Clean Air Act and its Amendments of 1990. The Transportation Conformity Rule appears in 40 CFR Parts 51 and 93 and is applicable to transportation plans developed pursuant to 23 CFR part 450 or 49 CFR part 613 by a Metropolitan Planning Organization (MPO). This Transportation Conformity Rule requires all jurisdictions in non-attainment areas or who are under federally approved maintenance plans to submit a conformity analysis if the planning or programming documents identify projects that have been defined as non-exempt. The Tahoe Metropolitan Planning Organization is responsible for conducting conformity determinations for both the California and Nevada portions of the Basin where conformity requirements apply.

PUBLIC PARTICIPATION:

As required by Federal regulations, all amendments are subject to public review. The TMPO's Public Participation Plan requires for this type of amendment that the public review process to be open for a seven day period. The TMPO publicly noticed this amendment on February 01, 2013 on the TMPO website for seven days. At the February 08, 2013 Tahoe Transportation Commission (TTC) meeting, an opportunity for public comment on the amendment was made available prior to the TTC Board recommending approval to the TMPO Governing Board. There were no comments made during the public review process.

Section 450 of 23 Code of Federal Regulations requires MPOs to provide all interested parties with a reasonable opportunity to comment on the proposed transportation improvement program and metropolitan transportation plan. The 2013 FTIP has been developed under TMPO policies for community input and interagency consultation procedures. Projects included in this FTIP are projects proposed for funding under Title 23 (highway) or under Title 49 (transit), or projects for which approval by the FHWA or the FTA is required, or non-federally funded projects with regional transportation impacts. The TMPO in coordination with local, regional, state and federal agencies selected all projects in the FTIP for funding with federal and/or other funds. The TTC is required to review this document and any amendments to this document and provide input into its development, and make recommendation of endorsement prior to submittal to the TMPO Governing Board. The TTC is a publicly open meeting that occurs the second Friday of every month. The current amendment can be found on www.tahoemppo.org.

If you have any questions or concerns regarding this amendment, please do not hesitate to contact Judy Weber at 775-589-5203.

Sincerely,



Joanne S. Marchetta
Executive Director

Ec: Abhijit Bagde, Caltrans
Andrea Napoli, NDOT
Jack Lord, FHWA California Division
Leah Sirmin, FHWA Nevada Division
Ted Matley, FTA Region 9
Karina O'Conner, EPA
Peter Kraatz, Placer County
Ross Foon, Caltrans District 3

Attachments:

Amendment No. 1

TAHOE METROPOLITAN PLANNING ORGANIZATION
TMPO RESOLUTION NO. 2013 - 02

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Ayes: Ms. Aldean, Mr. Beyer, Ms. Berkgigler, Mr. Cashman, Mr. Cole, Ms. McDermid, Mr. High, Ms. Reedy, Mr. Robinson, Ms. Santiago, Mr. Sevison, Mr. Shute



Shelly Aldean, Chair
TMPO Governing Board



NOTICE OF SEVEN DAY PUBLIC COMMENT PERIOD

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

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

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

<http://www.tahoempo.org>

Comments should be sent to:

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

Or via email: jweber@trpa.org

Proposed new projects for the 2013 FTIP:

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

Proposed funding for Kings Beach Commercial Core Improvement Project:

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

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

Summary of Changes

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

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

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

DIST: PPNO: EA: CTIPS ID: 03 4679 0C9301 120-0000-0021	TITLE (DESCRIPTION): Kings Beach Commercial Core Improvement Project (In King's Beach, along Route 28 from Route 267 to Chipmunk Avenue. Enhance pedestrian/bicycle mobility and provide storm water runoff improvements.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID: MPO ID: TMC0203		
COUNTY: ROUTE: PM: Placer County 28 9.2 / 10.3		EPA TABLE II or III EXEMPT CATEGORY: Intersection signalization projects.

IMPLEMENTING AGENCY: Placer County

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

PROJECT VERSION HISTORY (Printed Version is Shaded)

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

	PRIOR	12/13	13/14	14/15	15/16	16/17	17/18	BEYOND	TOTAL
• RIP - Regional Improvement Program									
• Fund Source 1 of 11	PE	3,754,000							3,754,000
• Fund Type: State Cash	RW								
• Funding Agency: Tahoe Regional Planning Agency	CON								
	TOTAL	3,754,000							3,754,000

	PRIOR	12/13	13/14	14/15	15/16	16/17	17/18	BEYOND	TOTAL
• Other State -									
• Fund Source 2 of 11	PE	600,000							600,000
• Fund Type: State Cash	RW								
• Funding Agency: Various Agencies	CON								
	TOTAL	600,000							600,000

	PRIOR	12/13	13/14	14/15	15/16	16/17	17/18	BEYOND	TOTAL
• Local TEA - Local FHWA - TEA									
• Fund Source 3 of 11	PE	146,000							146,000
• Fund Type: STP Enhancement - Local TEA	RW								
• Funding Agency: Placer County	CON								
	TOTAL	146,000							146,000

	PRIOR	12/13	13/14	14/15	15/16	16/17	17/18	BEYOND	TOTAL
• Local Funds - Locally Generated Funds									
• Fund Source 4 of 11	PE	600,000							600,000
• Fund Type: Local Transportation Funds	RW								
• Funding Agency: USDA Forest Service	CON								
	TOTAL	600,000							600,000

	PRIOR	12/13	13/14	14/15	15/16	16/17	17/18	BEYOND	TOTAL
• Local Funds - Locally Generated Funds									
• Fund Source 5 of 11	PE								
• Fund Type: Local Transportation Funds	RW								
• Funding Agency: Placer County	CON	600,000							600,000
	TOTAL	600,000							600,000

	PRIOR	12/13	13/14	14/15	15/16	16/17	17/18	BEYOND	TOTAL
• Nevada State -									
• Fund Source 6 of 11	PE	1,200,000							1,200,000
• Fund Type: Southern Nevada Public Lands Management Act	RW	2,775,000							2,775,000
• Funding Agency: Federal Highway Administration (FHWA)	CON		7,200,000						7,200,000
	TOTAL	3,975,000	7,200,000						11,175,000

	PRIOR	12/13	13/14	14/15	15/16	16/17	17/18	BEYOND	TOTAL
• Local Funds - Locally Generated Funds									
• Fund Source 7 of 11	PE								
• Fund Type: Local Transportation Funds	RW								
• Funding Agency: Tahoe Regional Planning Agency	CON	215,000							215,000
	TOTAL	215,000							215,000

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

DIST: PPNO: EA: CTIPS ID:	TITLE (DESCRIPTION):	MPO Aprv:
03 4679 0C9301 120-0000-0021	Kings Beach Commercial Core Improvement Project (In King's Beach, along Route 28 from Route 267 to Chipmunk Avenue. Enhance pedestrian/bicycle mobility and provide storm water runoff improvements.)	State Aprv:
CT PROJECT ID:		Federal Aprv:
COUNTY: ROUTE: PM:		EPA TABLE II or III EXEMPT CATEGORY:
Placer County 28 9.2 / 10.3		Intersection signalization projects.

IMPLEMENTING AGENCY: Placer County

PROJECT MANAGER: PETER KRAATZ

PHONE: (530) 581-6231

EMAIL: pkraatz@placer.ca.gov

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

Comments:

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

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

Added SLPP funds \$1M FY12/13 CON

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

Carry over from 2010 STIP

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

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

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

Local Funds 8,473 FY10/11 CON

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

EIP #10060

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

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

Estimated total project cost = \$50 million

Project data transferred from 2008 STIP.

RTP#2

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

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

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

Amend #5:

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

Moved 2.775 in SNPLMA from CON to ROW.

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

Formal Amend #4

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

07/08 programmed 2,014 PSE

07/08 programmed 200k ROW

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

07/08 programmed 1,225 ROW

1.2 million in round 5SNPLMA moved to 06/07

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

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

Project data transferred from 2006 STIP.

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

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

Project data transferred from 2002 STIP 1.

TRPA FTP/RTP number - #89

Proposition 1B State-Local Partnership Program
 2012-13 Competitive Program - Staff Recommendations
 (\$,000)

Item 4.4
 October 24, 2012

SLP1B-P-1213-04

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

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

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

Not Recommended for Programming

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

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

DIST: PPNO: EA: CTIPS ID: 03 220-0000-0113 CT PROJECT ID: MPO ID: CAL01 COUNTY: ROUTE: PM: El Dorado County Placer County	TITLE (DESCRIPTION): California High Efficiency Sweeper (Purchase one High Efficiency Sweeper for use on the California side of the Tahoe Region.)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY:
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IMPLEMENTING AGENCY: Caltrans

PROJECT MANAGER: LESLIE WATERS

PHONE: (530) 741-4191

EMAIL: leslie.waters@dot.ca.gov

PROJECT VERSION HISTORY *(Printed Version is Shaded)*

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

Comments:

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

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

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

DIST: PPNO: EA: CTIPS ID: NV 220-0000-0114 CT PROJECT ID: MPO ID: NV01 COUNTY: ROUTE: PM: Douglas County, Nev Washoe County, Nev	TITLE (DESCRIPTION): Nevada High Efficiency Sweeper (Purchase one High Efficiency Sweeper for use on the Nevada side of the Tahoe Region.)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY:
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IMPLEMENTING AGENCY: Nevada DOT

PROJECT MANAGER: DENNIS TAYLOR

PHONE: (775) 888-7120

EMAIL: dtaylor@dot.state.nv.us

PROJECT VERSION HISTORY *(Printed Version is Shaded)*

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

Comments:

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

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

NV # XS2013001

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

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

Federal Share EIP Consideration

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Project Nomination Proposal Outline

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

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

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

Project Description

Introduction

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

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

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

Public entities in the Lake Tahoe Basin are currently hindered by a lack of street sweepers and the use of old/outdated street sweepers and traction application equipment (spreaders). Utilizing the BAT (best available technology) for spreaders would reduce the amount of abrasive applied. Utilizing the BAT for sweepers (above the current PM₁₀ compliant standard), as well as increasing sweeping frequency, would increase the amount of fine sediment particles and nutrients recovered. The increased costs associated with sediment and nutrient removal as a result of the EIP and TMDL could be offset by helping the local jurisdictions and associated responsible agencies acquire equipment that will lead to cost effective solutions for meeting load reductions as required by the TMDL and TRPA Thresholds. The new sweepers purchased with funding from this capital proposal will include high-efficiency vacuum sweepers, dedicated solely to Caltrans and NDOT routes in the Lake Tahoe Basin.

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

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

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

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

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

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

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

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

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

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

Caltrans District 3 Local Assistance will authorize funds and coordinate interagency

agreements after grant approval.

This project would be categorically exempt from CEQA and NEPA.

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

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

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

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

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

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

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

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

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

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

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

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

Caltrans – 68 miles

NDOT – 39 miles

Air quality will be improved by the reduction of fine sediment particulates (beyond PM₁₀ compliant) and nutrients. The Pollutant Reduction Opportunity Report (2008) estimates a range from 8.5 % (bi-weekly sweeping) to 16.7 % (weekly sweeping) reduction of fine sediment from primary roads from the total basin wide atmospheric deposition budget for the Lake Tahoe Basin. Water quality will be improved by the reduction of fine sediment particles (<16 micron) and nutrients. It is likely, based on current Pollutant Load Reduction Modeling estimates, that increased sweeping capacity from one high-efficiency sweeper may reduce Placer County's jurisdictional sediment load by 10 – 20 % over a five year period. Having more sweeper units available will increase the frequency and number of miles swept. Using the best available technology will increase amount of abrasive/fine sediment particles and nutrients collected thus increasing the efficiency of street sweeping efforts.

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

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

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

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

Accomplishments

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Monitoring

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

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

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

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

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

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

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

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

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

Attachments

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

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



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

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

Identify estimated costs of eligible reimbursement expenses:

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

Estimated Key Milestone Dates:

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

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

TABLE 1: REVENUE

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

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

TABLE 1: REVENUE

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

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

MPO Financial Summary Notes:

TABLE 1: REVENUE - APPENDICES

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

Appendix 1 - Local Other

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

Appendix 2 - Regional Other

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

Appendix 3 - State Other

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

Appendix 4 - Federal Transit Other

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

Appendix 5 - Federal Highway Other

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

Appendix 6 - Federal Railroad Administration Other

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

Appendix 7 - Innovative Other

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

TABLE 2: PROGRAMMED

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

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

TABLE 3: REVENUE-PROGRAMMED

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

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