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December 12, 2013

Andre Boutros  
Executive Director  
California Transportation Commission  
1120 N Street, Mail Station 52  
Sacramento, CA 95814

RE: Tahoe 2014 Regional Transportation Improvement Program (RTIP)

Dear Mr. Boutros,

Thank you for the opportunity to submit the Lake Tahoe Region's 2014 Regional Transportation Improvement Program (RTIP). The Tahoe Region is proud to continue to support improvements to the state highway system using regional improvement funding that could be spent elsewhere in our region.

I would like to provide some details to support funding the lone project in the Tahoe 2014 RTIP. The "Gateways to the Core" project completes the multi-modal and environmental improvements to State Route 28 in the Kings Beach corridor. The project is an excellent example of the type of public investments that ideally support the Lake Tahoe Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the resulting compact land use pattern adjacent to the highway.

The project is requesting funds for construction and has been developed to "shovel ready" status using local and federal earmark funds. Pursuant to STIP Guidelines, this project has been recommended for programming in the 2014 RTIP by Caltrans District 3 in the attached letter dated September 13, 2013 (Refer to Appendix E.) As the Region's highest priority project and with Caltrans District 3 support we are submitting the Kings Beach Commercial Core Improvement – "Gateways to the Core" project for consideration as a new project in the 2014 RTIP. The programming request is for \$7,600,000 in construction funding, and includes an advance of \$3,604,000 in future regional STIP shares. We feel strongly the project is an excellent candidate for being included as a new project in the STIP, and for the requested advance. It is important to note, the project is construction ready which allows for, if approved, maximum flexibility for when the project is programmed for construction. Additional supporting information is provided in the attached 2014 RTIP package.

This project represents the types of projects promoted by the region's first SCS. The Lake Tahoe Region's transportation goals center firmly on increasing alternative transportation options rather than increasing roadway capacity, and utilizing our existing system more efficiently through the use of technology and other strategies. This type of complete streets corridor project will move the Region closer to mandated GHG reduction targets and create more livable communities as identified by the SCS. The economic benefits of this type of public investment are transformational in a community as economically distressed as Kings Beach. This corridor has seen recent private sector investment attributed to the public infrastructure improvements currently underway and planned.

*imagine. plan. achieve.*

We look forward to working with you and your staff to provide you the necessary information, and answer any questions you may have regarding this request. Please do not hesitate to contact me at [nhaven@trpa.org](mailto:nhaven@trpa.org), or 775-589-5256.

Sincerely,

A handwritten signature in black ink that reads "Nick Haven". The signature is fluid and cursive, with the first name "Nick" and last name "Haven" clearly distinguishable.

Nick Haven  
Transportation Planning Manager

Attachments

cc: Rachel Falsetti, Chief, Division of Transportation Programming  
Jody Jones, Caltrans District 3



# **2014 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

Prepared by:  
**Tahoe Regional Planning Agency  
Lake Tahoe**

Adopted by the TRPA Governing Board

November 20, 2013

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## Introduction

The Tahoe Regional Planning Agency (TRPA), acting as the Regional Transportation Planning Agency (RTPA), is preparing the 2014 Regional Transportation Improvement Program (RTIP) in consultation with partnering agencies, Caltrans, staff of the California Transportation Commission (CTC), TRPA Governing Board and the public. The California side of the Tahoe Region consists of two counties, El Dorado County and Placer County. Transportation projects located in these two counties are eligible for the 2014 State Transportation Improvement Program (STIP) funding. The Lake Tahoe Region has historically, and will continue to fund projects located on the state highway with regional STIP funding.

TRPA 2014 RTIP is consistent with the CTC's 2014 STIP Guidelines and STIP Fund Estimate (FE), which were adopted on August 6, 2013. The 2014 STIP FE identifies a maximum target of \$3,795,000 million available in RIP county shares for programming in the Tahoe Region. In addition, there is \$201,000 in former Transportation Enhancement (TE) funds from the 2012 RTIP that is available to program in the 2014 RTIP. An additional \$3,604,000 is being requested to be advanced from future regional STIP shares. The proposed 2014 RTIP allocates all funds to the Region's number one priority project, the Kings Beach Commercial Improvement Project (KBCCIP) "Gateways to the Core." The project has cleared the design, environmental, and right of way phase and is ready for construction. While the funding is proposed for FY 2017/2018, there is maximum flexibility for which year the project is ultimately programmed.

The 2014 RTIP proposes to program \$7,600,000 million for the 2014 STIP cycle in FY 2017/2018. Table 1 below, identifies the general breakdown of total RIP funds available for the 2014 RTIP.

**Table 1 Breakdown of Available STIP Funding for 2014 RTIP**

<b>Regional Funds Availability Totals</b>	<b>Funding Apportionment</b>
Total Maximum County Shares (2014)	\$3,795,000
Reprogrammed TE Funding (2012)	\$201,000
Total Advanced Shares Requested (2016-?)	\$3,604,000
<b>Total Regional Shares</b>	<b>\$7,600,000</b>

A more detailed description of the proposed project in the 2014 RTIP is listed in the following section. Table 2 includes the existing 2012 RTIP and Table 3 includes the proposed 2014 RTIP programming. Figure 1 is a map of the project location.

## Project Summary

The KBCCIP is the Region's number one priority but has taken nearly a decade to fully fund. The prior 2012 RTIP funded the "Core of the Core" component of the Kings Beach Commercial Core Improvement Project to completion. The last remaining component of the project, "Gateways to the Core," would be fully funded upon the approval of the proposed 2014 RTIP. The Gateways to the Core project includes roadway, curb, gutter and sidewalk, transit amenities, landscaping, installation of two public transit shelters, and stormwater drainage improvements on State Route (SR) 28 from the SR-28 and SR-267 intersection to the intersection of SR-28 and Secline Street, and along SR-28 from the Minnow parking lot entrance to the intersection of SR-28 and Chipmunk Street. All County road improvements, including drainage, are along Minnow Avenue and Chipmunk Street from the SR-28 intersection to Minnow Avenue. Two speed cushions are proposed, the first on Chipmunk Street north of SR-28 and the second on Secline Street north of Rainbow Avenue. In addition, rubberized pavement will be applied on certain roads to reduce traffic noise. An Advanced Treatment System is proposed in the Coon Boat Launch parking lot to treat the stormwater collected along SR-28. Additional stormwater infrastructure will be installed at the Chipmunk/Minnow intersection to improve runoff quality into Lake Tahoe.

The project exemplifies the types of improvements called for in the Lake Tahoe Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). It will enhance multimodal transportation options including improving pedestrian/bicycle mobility and safety, providing parking and public transit shelters to reduce auto use, and installing streetscape facilities. The project also includes improving stormwater runoff to protect the quality and clarity of Lake Tahoe.

Table 2

## 2012 SUMMARY OF STIP COUNTY SHARES

Does Not Include ITIP Interregional Share Funding (See Separate Listing)  
(\$1,000's)

Total County Share, June 30, 2012 (from 2012 Report)	6,786
Less 2011-12 Allocations and closed projects	0
Less Projects Lapsed, July 1, 2012-June 30, 2013	0
Total County Share, June 30, 2013	6,786

Tahoe RPA																			
								Project Totals by Fiscal Year					Project Totals by Component						
Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Prior	12-13	13-14	14-15	15-16	16-17	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
<b>Highway Projects:</b>																			
Placer County	cash	4679A	AB 3090 reimb (Rt 28 Kings Beach) (12S-018) fr 15-16 to 17-18				5,000	0	0	0	0	1,034	3,966	0	5,000	0	0	0	0
<b>Subtotal, Highway Projects</b>							5,000	0	0	0	0	1,034	3,966	0	5,000	0	0	0	0
<b>Transportation Enhancement (TE) Projects:</b>																			
Tahoe RPA	res	3125	TE reserve				201	0	0	0	0	201	0	0	201	0	0	0	0
<b>Subtotal TE Projects</b>							201	0	0	0	0	201	0	0	201	0	0	0	0
<b>Total Programmed or Voted since July 1, 2012</b>							5,201												
<b>Balance of STIP County Share, Tahoe RPA</b>																			
Total County Share, June 30, 2013							6,786												
Total Now Programmed or Voted Since July 1, 2012							5,201												
Unprogrammed Share Balance							1,585												
Share Balance Advanced or Overdrawn							0												

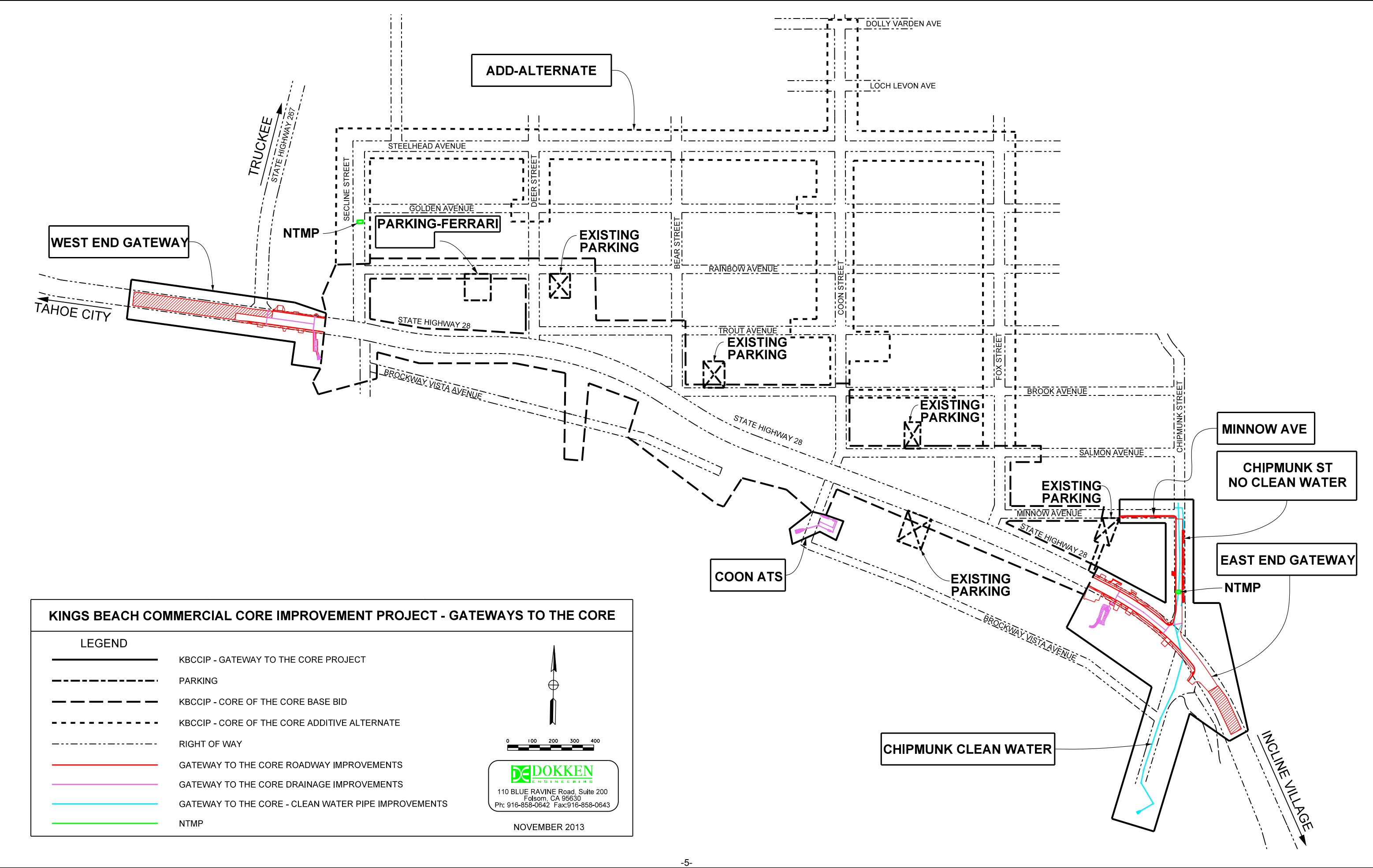
Table 3

## PROPOSED 2014 STIP SHARES

Tahoe RPA																			
Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Prior	Project Totals by Fiscal Year					Project Totals by Component					
									14-15	15-16	16-17	17-18	18-19	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Highway Projects:																			
Placer County	cash	4679A	AB 3090 reimb (Rt 28 Kings Beach) (12S-018) fr 15-16 to 17-18				5,000	0	0	1,034	3,966	0	0	0	5,000	0	0	0	
Placer County	SR 28		Kings Beach Gateways to the Core				7,600					7,600			7,600				
Subtotal, Highway Projects							12,600	0	0	1,034	3,966	7,600	0	0	12,600	0	0	0	
					15-16	16-17	17-18	18-19											
	2012 STIP Funding				1,034	3,966													
	2014 STIP Former TE Funding						201												
	2014 STIP Funding Maximum shares						3,795												
	2016 STIP Funding Advancement of Shares to 2014 STIP						3,604												



Figure 1



## Overview of STIP and RTIP

Every even numbered year the California Transportation Commission (CTC) approves the State Transportation Improvement Program (STIP). The STIP consists of 75% Regional Improvement Program allocated to regional agencies and 25% Inter-regional Improvement Program allocated to Caltrans. The STIP is a five year funding program with the proposed 2014 STIP being adopted through 2018-2019.

The 2014 STIP Guidelines require Regional Transportation Planning Agencies (RTPA) to prepare and submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission (CTC) by December 15, 2013. As the RTPA for the Tahoe region, TRPA has prepared the 2014 RTIP to assist with the implementation and completion of the number one regionally significant transportation project in the Region. This project is identified in Tahoe's adopted 2012 Regional Transportation Plan (RTP).

Tahoe's 2014 RTIP is being submitted to the CTC, along with RTIPs from other regions across the State. After public hearings are held that are consistent with State law and available resources, the CTC acts on each RTIP. Under current law and regulations, the CTC is required to approve the entire RTIP, or reject the entire document with cause. Upon approval of each region's RTIP, the CTC incorporates it into the State Transportation Improvement Program (STIP).

## Coordination with Planning Documents and Agencies

State and federal regulations require that the RTIP be developed consistent with specified state, regional, and local plans. The 2014 RTIP is consistent with the Lake Tahoe's Regional Transportation Plan/Sustainable Community Strategy- Mobility 2035. TRPA has also developed the 2014 RTIP in conjunction with partnering agencies, Caltrans, and the public. Caltrans District 3 has recommended the programming of the KBCCIP "Gateways to the Core" in the 2014 RTIP via letter dated September 13, 2013 (Refer to Appendix E.) To develop the RTIP the Tahoe Transportation Commission Board evaluated project proposals and provided direction on project programming during the RTIP's development phase. In addition to working with the Commission and partnering agencies, TRPA circulated the draft RTIP to the public for feedback. A public hearing was held on November 8, 2013, to obtain additional comments from the public regarding the proposed programming contained in the RTIP. All of these efforts have led to the establishment of the project programming contained in this 2014 RTIP.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	11/12/13
<b>District</b>	<b>EA</b>	<b>Project ID</b>		<b>PPNO</b>	<b>MPO ID</b>	<b>TCRP No.</b>
03						
<b>County</b>	<b>Route/Corridor</b>	<b>PM Bk</b>	<b>PM Ahd</b>	<b>Project Sponsor/Lead Agency</b>		
PLA	28	9.2	10.3	Caltrans		
				<b>MPO</b>	<b>Element</b>	
				TRPA	Capital Outlay	
<b>Project Manager/Contact</b>		<b>Phone</b>		<b>E-mail Address</b>		
Peter Kraatz		(530) 581-6230		<a href="mailto:pkraatz@placer.ca.gov">pkraatz@placer.ca.gov</a>		
<b>Project Title</b>						
Kings Beach Commercial Core Improvement - Gateways to the Core						
<b>Location, Project Limits, Description, Scope of Work</b>						<input type="checkbox"/> See page 2
In the unincorporated community of Kings Beach along the north shore of Lake Tahoe straddling SR 28 between SR 267 and Chipmunk Avenue. Enhance multimodal transportation options including improving pedestrian/bicycle mobility and safety, providing parking and public transit shelters to reduce auto use, and installing streetscape facilities. Project also includes improving stormwater runoff to protect the quality and clarity of Lake Tahoe.						
<input checked="" type="checkbox"/> Includes ADA Improvements <input checked="" type="checkbox"/> Includes Bike/Ped Improvements						
<b>Component</b>	<b>Implementing Agency</b>					
PA&ED	Placer County					
PS&E	Placer County					
Right of Way	Placer County					
Construction	Placer County					
<b>Purpose and Need</b>						<input type="checkbox"/> See page 2
The Purpose and Need focus on complete street improvements in the unincorporated community of Kings Beach along the north shore of Lake Tahoe including: 1) Improve quality of stormwater runoff; 2) Improve safety of pedestrians and cyclists; 3) Enhance multimodal transportation options and connections including installation of sidewalks, Class II bike lanes, public transit facilities, and vehicular parking facilities; 4) Improve air quality by reducing reliance on the personal automobile; and 5) Provide streetscape facilities including bicycle locking facilities, trash receptacles, benches, and street lamps.						
<b>Project Benefits</b>						<input checked="" type="checkbox"/> See page 2
Five major benefit areas including: 1) Sidewalks and Class II bicycle lanes that will increase nonmotorized mobility, improve health, enhance recreation, reduce auto use, reduce air emissions and reduce accidents; 2) Parking facilities and bus transit shelters to reduce auto use and reduce air emissions; 3) Reduce travel lanes and provide roundabouts to reduce accidents;						
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions						
<b>Project Milestone</b>						<b>Proposed</b>
Project Study Report Approved						09/29/01
Begin Environmental (PA&ED) Phase						01/01/02
Circulate Draft Environmental Document				<b>Document Type</b>	EIR/FONSI	03/01/07
Draft Project Report						08/01/07
End Environmental Phase (PA&ED Milestone)						02/28/10
Begin Design (PS&E) Phase						09/01/10
End Design Phase (Ready to List for Advertisement Milestone)						04/30/13
Begin Right of Way Phase						03/01/11
End Right of Way Phase (Right of Way Certification Milestone)						05/30/13
Begin Construction Phase (Contract Award Milestone)						10/01/17
End Construction Phase (Construction Contract Acceptance Milestone)						03/30/19
Begin Closeout Phase						04/01/19
End Closeout Phase (Closeout Report)						08/30/19

**ADA Notice**

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised May 2013)

*General Instructions*

<input checked="" type="checkbox"/> New Project					<b>Date:</b>	11/12/13
<b>District</b>	<b>EA</b>	<b>Project ID</b>	<b>PPNO</b>	<b>MPO ID</b>	<b>TCRP No.</b>	
03						
<b>Project Title</b>						
Kings Beach Commercial Core Improvement - Gateways to the Core						
<b>Additional Information</b>						
Project Benefits - continued: 4) Provide streetscape components to increase property values; and 5) Capture and treat stormwater runoff to achieve water quality and clarity goals of Municipal Stormwater Permit administered by by Lahontan Water Quality Control Board.						

## Appendix A

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

Date: 11/12/13

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	PLA	28				
<b>Project Title:</b> Kings Beach Commercial Core Improvement - Gateways to the Core						

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					1,500			1,500	
R/W									
CON					9,100			9,100	
TOTAL					10,600			10,600	

Fund No. 1:	RIP - National Highway System (NH)								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Tahoe Regional Planning Agency
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					7,600			7,600	
TOTAL					7,600			7,600	

Fund No. 2:	Local Funds								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Placer County Developer (Traffic) Impact Fees
PS&E									
R/W SUP (CT)									
CON SUP (CT)					1,500			1,500	
R/W									
CON									
TOTAL					1,500			1,500	

Fund No. 3:	Local Funds								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Placer County
PS&E									Infrastructure Bond Funds
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					1,500			1,500	
TOTAL					1,500			1,500	

## **Performance Measures**

### **Kings Beach Commercial Core Improvement Project – Gateways to the Core Evaluation Information to Accompany Project Programming Request**

The following information in Part A-C responds to the proposed project's consistency with goals contained in the Lake Tahoe Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). While many of the specific measures listed in Part A do not currently reside in the RTP/SCS, there are other measures related to multiple indicator categories that are centered around alternative transportation and other performance criteria supporting the regional SCS. Part B and C provide additional analysis of the project based on regional goals and strategies contained in the RTP. The Lake Tahoe RTP/SCS will continue to evolve and contain performance indicators and measures that respond to federal, state, and regional goals.

Appendix B  
Part A:

Performance Indicators and Measures						
Indicator	Relation to STIP Sec 19 Performance Criteria	Performance Measures			Current System Performance (Baseline)	Projected Impact of Project
		Mode	Level*	Measures		
Safety	2	Roadway	Region	Fatalities per Vehicle Miles Traveled (VMT) and per capita	na	Accident Reduction (11 avg/yr)
	2			Fatal Collisions per VMT and per capita	na	
	2			Injury Collisions per VMT and per capita	na	
	2	Transit	Mode	Fatalities / Passenger Miles	na	na
Mobility	1	Roadway	Region	Passenger Hours of Delay / Year	na	na
	1			Average Peak Period Travel Time	na	na
	1			Average Non-Peak Period Travel Time	na	na
Accessibility	4 (also 1,3,6,7)	Transit	Region	Percentage of population within 1/2 mile of a rail station or bus route.	na	Increase in pop. %
		All	Region	Average travel time to jobs or school.	na	na
Reliability	1	Roadway	Corridor	Travel Time Variability (buffer index)	na	na
	1	Roadway	Corridor	Daily vehicle hours of delay per capita	na	na
	1	Roadway	Corridor	Daily congested highway VMT per capita	na	na
	5	Transit	Mode	Percentage of vehicles that arrive at their scheduled destination no more than 5 minutes late.	na	na
Productivity (Throughput)	7	Roadway - Vehicles	Corridor	Average Peak Period Vehicle Trips	na	na
	7			Average Daily Vehicle Trips (ADT)	na	na
	6,7,8			Daily VMT per capita	na	Reduced VMT of 69,600/yr
	7	Roadway - People	Corridor	Average Peak Period Vehicle Trips Multiplied by the Occupancy	na	na
	7			Average Daily Vehicle Trips Multiplied by the Occupancy	na	na
	7	Trucks	Corridor	Percentage of ADT that are (5+ axle) Trucks	na	na
	7			Average Daily Vehicle Trips that are (5+ axle) Trucks	na	na
	7	Transit	Mode	Passengers per Vehicle Revenue Hour	na	na
	7			Passengers per Vehicle Revenue Mile	na	na
	7			Passenger Mile per Train Mile (Intercity Rail)	na	na
	7			Boardings per capita	na	na
System Preservation	3	Roadway	Region	Total number of Distressed Lane Miles	na	na
	3			Percentage of Distressed Lane Miles	na	na
	3			Percentage of Roadway at Given IRI Levels	na	na
	3			Percentage of highway bridges in need of repair (by number of bridges and by deck area)	na	na
Environmental Impact	6	All	Region	Carbon dioxide emissions per capita	na	CO <sub>2</sub> reductions of 11.23 MT/yr
				Criteria pollutant emissions per capita	na	Reduction of 3.16 tons/yr
Return on Investment/ Lifecycle Cost	1-7	All	Corridor	Percentage rate of return	na	Benefit-cost ratio of 1.15 at 3% discount rate
Table notes: na = not applicable. See Parts B and C for how project makes progress towards attaining goals and objectives of RTP not listed above.						
*Level:						
Corridor - Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system.						
Region - Region or county commission that is responsible for RTIP submittal.						
Mode - One of the following transit types (light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit).						

## Appendix B

### Part B:

This project exemplifies the necessary multi-modal and environmental improvements to the state highway to implement the Lake Tahoe RTP and SCS. The Region has chosen to reinvest its regional funding on the state highway in Kings Beach to create a functional main street that supports environmental improvement, more compact development, active transportation improvements, and reduce maintenance costs over time. The development of this project has already resulted in surrounding private sector investment in the corridor and has the potential to transform a struggling community.

In May 2013, a Benefit-Cost Analysis study was performed for the proposed project as part of the US DOT TIGER V grant program. The study identified and analyzed 12 performance measures that relate to both the Lake Tahoe RTP/SCS in accordance with SB 375. A summary of the benefits follows and is presented in terms of economic benefits by dollar value. The measures are accurate based on data collected or valid assumptions as articulated in the attached study. The measures are useful because they directly relate to the SCS and SB 375.



Summary of Kings Beach Project Benefits (from BCA of May 2013)						
Current Status/ Baseline & Problem to be Addressed	Change to Baseline/ Alternatives	Type of Impact	Population Affected by Impacts	Economic Benefit	Summary of Results	Page Reference in BCA
Lack of Bicycle Facilities Along Busy State Highway 28	Provide Class II Bicycle Lanes	Increase Mobility	Cyclists and Persons Not Cycling Due to Lack of Facilities	\$402,000 per year	\$1,733,700	1
		Improvements in Health		\$60,000 per year		2
		Enhanced Recreation		\$1,265,000 per year		2
		Reduced Auto Use		\$6,700 per year		2
Lack of Sidewalks Along Busy State Highway 28	Provide Sidewalks	Increase Mobility	Pedestrians and Persons Not Walking Due to Lack of Facilities	\$83,000 per year	\$508,400	1
		Improvements in Health		\$61,000 per year		2
		Enhanced Recreation		\$361,000 per year		2
		Reduced Auto Use		\$3,400 per year		2
Lack of Bicycling/Pedestrian Facilities Results in Additional Auto Use	Provide Class II Bicycle Lanes and Sidewalks	Reduced Air Emissions	All Persons	\$228,030 per year	\$228,030	2
4 lane Configuration, Traffic Signal and Lack of Non-Auto Facilities Results in High Accident Rate	Reduction in Travel Lanes, Provide Roundabouts, Sidewalks, Bike Lanes	Reduced Accidents	Drivers, Cyclists, Pedestrians	\$225,200 per year	\$225,200	2
Degraded Highway Corridor Negatively Impacts Commercial Property Values	Provide Enhanced Streetscape , Sidewalks	Increase in Property Values	Property Owners, Community at Large	\$4,137,000 (onetime)	\$4,137,000	3
Current Corridor Design Results in High Particulate Loading to Lake Tahoe	Capture and Treatment of All Runoff From Corridor	Reduction in Sediment Discharge and Increase in Lake Clarity	All Residents and Visitors to Lake Tahoe	\$1,460,000 (one time)	\$1,460,000	4

## Appendix B

### Part C:

A project level evaluation is provided below for this project for which construction is proposed because:

the proposed STIP programming exceeds 50% of a county's target for new programming (as identified in the fund estimate).

The project-level evaluation reference is provided in the attached Benefit-Cost Analysis study completed in May 2013. Twelve performance measures were evaluated and Table A below references the tables in the study that align as applicable with the Table A performance measures. The attached study can be used for the basis of a Caltrans generated benefit/cost estimate as it identifies the estimated impact the project will have on the annual cost of operating and maintaining the state's transportation system (see Table L of attached study). In addition, Caltrans District 3 has recommended this project be programmed via their letter dated September 13, 2013.

### SECTION 19 – Criteria for Measuring Performance and Cost-Effectiveness

The planned Kings Beach improvements will implement a cost-effective RTIP when considering the Section 19 guidelines as follows:

#### Criteria for Measuring Performance of Project

1. Change in traveler, freight and goods travel time or delay. Project builds alternative non-motorized transportation modes and increased access to public transit that implements a multimodal shift resulting in a corresponding VMT reduction of 69,600 annually and an annual mobility, health and reduced auto use benefits totaling \$2,633,010.
2. Change in accidents and fatalities. Through roadway safety improvements, accidents are reduced on average by 11 annually translating to an annual safety benefit of \$320,100.
3. Change in vehicle and system operating costs. The project improvements are predicted to cause a VMT reduction of 69,600 annually through reduction in travel lanes and addition of roundabouts, sidewalks, and Class II bike lanes. Reduced costs for reduced auto use translate to a total of \$10,400 per year. System operating costs are estimated to be reduced through 1.1 miles of travel lane removal and replacement of a signalized intersection with a roundabout. A benefit assessment district has been formed by which property owners will pay for long term operation and maintenance of sidewalks with an estimated annual budget of \$166,000.
4. Change in access to jobs, markets and commerce. Project will provide additional options for travel including sidewalks, bike lanes, parking facilities, and bus transit shelters.
5. Change in frequency and reliability of rail/transit service. Two transit shelters will be added to provide additional access for the transit user.
6. Change in air pollution emissions including greenhouse gas emissions. Through modal shift provided by project improvements, less auto use and corresponding VMT reduction of 69,600 is predicted annually. Less auto use will result in carbon emission reduction of 11.23 metric tons annually and reduction of priority pollutants equal to 3.16 tons annually. These emission reductions translate to an air pollution reduction benefit of \$255,610 annually.
7. Change in passenger, freight and goods miles carried. Project results in providing alternative modes of transportation and less dependency on the automobile.
8. Change in vehicle miles traveled. Predicted annual reduction of 69,600 VMT annually which will be displaced by the healthier travel options of 305,000 one-way bicycle trips annually and 313,000 one-way pedestrian trips annually.

Criteria for Measuring Cost-Effectiveness of Project

1. Decrease in travel, freight and goods time per thousand dollar invested. Not applicable.
2. Decrease in accidents and fatalities per thousand dollar invested. Consider 30-year project life to calculate decrease: Total project costs including annual maintenance and net present value at a 7% discount rate amounts to a \$33,857,503 project investment (divided by \$1,000) equals 33,857.5 investment ratio. Accident reduction equals 11/yr multiplied by 30 equals 330. Therefore, accident/fatality performance calculated at 330 divided by 33,857.5 equals 0.01 accident/fatality reduction per \$1,000 invested. The reduction in accidents and fatalities also translates into an annual safety benefit of \$320,100 as calculated in the attached benefit-cost analysis study.
3. Decrease in vehicle and system operating cost per thousand dollar invested. Annual state highway maintenance costs unknown but lane reduction of 1.1 miles will decrease lane pavement area by 25% at project site. Reduction in operating one intersection will also occur through replacement of signal with roundabout.
4. Improved access to jobs, markets and commerce per thousand dollar invested. As the project is all about increasing access and adding travel modes, this criterion can be measured by the project's benefit-cost ratio calculated in the attached study. At a 3% discount rate and a 30-year operating life, the total project investment costs \$38,054,275 and the total project benefits amount to \$43,921,704, which translates to a benefit-cost ratio of 1.15.
5. Increased frequency and reliability of rail/transit service per thousand dollar invested. No quantifiable increased frequency or reliability of transit will occur, however, access to bus transit will be improved through additional transit stops and shoulder pull out areas.
6. Decrease in air pollution emissions per thousand dollar invested. Annual emission reduction equal to 11.23 metric tons (12.38 tons) carbon and 3.16 tons priority pollutants totaling 15.54 tons. From above, project investment ratio equals 33,857.5. Therefore, emission reduction performance calculated at 15.54 tons divided by 33,857.5 equals 0.0005 tons or 0.92 pounds emissions reduction per \$1,000 invested.
7. Increase in annual passenger, freight and goods miles carried per thousand dollar invested. Project results in providing alternative modes of transportation and less dependency on the automobile. Therefore, this criterion is not directly related to the project purpose.
8. Decrease in vehicle miles traveled per thousand miles invested. Similar to no. 4 above, the project is all about increasing access and adding travel modes which reduces VMT by 69,600 annually. As such, this criterion can be measured by the project's benefit-cost ratio calculated in the attached study. At a 3% discount rate and a 30-year operating life, the total project investment costs \$38,054,275 and the total project benefits amount to \$43,921,704, which translates to a benefit-cost ratio of 1.15.

Section 61 of the STIP guidelines requests additional information for consideration of selecting projects for funding requests beyond the county share and in an advance format, both applicable to this project. The information provided below responds to this additional information request, which is also summarized and/or more fully articulated in the Benefit-Cost Analysis Summary Table above, Table A below, and BCA study report attached:

- The planned Kings Beach improvements comprising the project "Gateways to the Core," will enhance the prior STIP funded Kings Beach improvements constructed for the project "Core of the Core."
- The project meets State Highway 28 needs as identified in the Lake Tahoe RTP as a top priority corridor revitalization project in the RTP area and directly supports the Lake Tahoe Sustainable Communities Strategy.

## Appendix B

- The project has leveraged over \$12M in federal discretionary funds mostly originating from the Southern Nevada Public Land Management act by which the Federal Highway Administration is the federal sponsor.
- The project has leveraged over \$16M in local funds that could have otherwise been used for non-transportation purposes. These funds originated from Placer County transient occupancy tax and Placer County Successor Agency (former Redevelopment Agency) sources. In the proposed STIP, \$3M of these local discretionary funds are committed as a match.

**2014 STIP Fund Estimate County and Interregional  
Shares** Table 2. Summary of Targets and Shares (,000)

County	2014 STIP Programming		
	Total Target	Maximum	TE Target
	Target through 2018-19	Estimated Share through 2019-20	Target through 2018-19
Alameda	32,031	49,551	0
Alpine	2,147	2,668	0
Amador	2,377	3,559	0
Butte	18,480	21,976	0
Calaveras	2,415	3,823	0
Colusa	2,407	3,343	0
Contra Costa	25,552	37,542	0
Del Norte	0	0	0
El Dorado LTC	0	0	0
Fresno	15,872	29,067	0
Glenn	3,483	4,463	0
Humboldt	423	3,946	0
Imperial	17,405	23,626	0
Inyo	18,461	23,303	0
Kern	28,350	46,137	0
Kings	0	0	0
Lake	7,520	9,050	0
Lassen	5,391	7,631	0
Los Angeles	167,168	273,126	0
Madera	0	0	0
Marin	0	0	0
Mariposa	3,111	4,027	0
Mendocino	6,720	10,009	0
Merced	19,080	23,412	0
Modoc	3,653	4,849	0
Mono	14,770	18,367	0
Monterey	14,102	20,338	0
Napa	6,606	8,763	0
Nevada	0	916	0
Orange	62,339	95,004	0
Placer TPA	0	0	0
Plumas	5,214	6,550	0
Riverside	66,804	95,687	0
Sacramento	46,577	63,174	0
San Benito	0	0	0
San Bernardino	51,066	84,274	0
San Diego	34,490	71,613	0
San Francisco	12,414	21,306	0
San Joaquin	23,713	32,708	0
San Luis Obispo	7,372	13,995	0
San Mateo	20,239	29,287	0
Santa Barbara	1,927	9,386	0
Santa Clara	17,074	37,888	0
Santa Cruz	5,534	9,118	0
Shasta	14,204	18,041	0
Sierra	2,251	2,885	0
Siskiyou	7,286	9,916	0
Solano	10,564	15,995	0
Sonoma	0	0	0
Stanislaus	14,697	21,351	0
Sutter	3,955	5,489	0
Tahoe RPA	2,981	3,795	0
Tehama	6,244	8,194	0
Trinity	3,016	4,399	0
Tulare	8,316	16,535	0
Tuolumne	11,245	12,774	0
Ventura	29,858	40,956	0
Yolo	13,148	16,353	0
Yuba	5,116	6,290	0
Statewide Regional	905,168	1,386,455	0
Interregional	292,229	460,942	0
<b>TOTAL</b>	<b>1,197,397</b>	<b>1,847,397</b>	<b>0</b>

TAHOE REGIONAL PLANNING AGENCY,  
SITTING AS THE REGIONAL TRANSPORTATION PLANNING  
AGENCY TRPA RESOLUTION NO. 2013-15

ADOPTION OF THE 2014 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Tahoe Regional Planning Agency (TRPA) has been designated as the Regional Transportation Planning Agency (RTPA) for the California portion of the Tahoe region; and

WHEREAS, the California Transportation Commission has adopted guidelines that require each RTPA to adopt a 2014 Regional Transportation Improvement Program (RTIP); and

WHEREAS, within the Tahoe Region, Kings Beach Commercial Core Improvement is the Region's number one priority transportation project, and the 2014 RTIP request in the amount of \$7,600,000 supports the construction of the Kings Beach Commercial Core – Gateways to the Core project; and

WHEREAS, at their November 08, 2013 meeting, the Tahoe Transportation Commission approved the staff recommendation that the 2014 Statewide Transportation Improvement Program (STIP) funds of \$7,600,000 be programmed to the Kings Beach Commercial Core - Gateways to the Core Project; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Regional Planning Agency, sitting as the Regional Transportation Planning Agency, adopts the Lake Tahoe Region 2014 Regional Transportation Improvement Program;

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency, sitting as the Regional Transportation Planning Agency, at its regular meeting held on November 20, 2013, by the following vote:

Ayes: Ms. Aldean, Mr. Beyer, Ms. Berkgigler, Mr. Bruce, Ms. Carmel, Mr. Cashman, Mr. Cole, Mr. High, Mr. Robinson, Ms. Santiago, Mr. Severson, Mr. Shute, Mr. Yeates



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Shelly Alden, Chair Governing Board  
Tahoe Regional Planning Agency

CONSENT CALENDAR ITEM NO. 5

**DEPARTMENT OF TRANSPORTATION****DISTRICT 3****703 B STREET****MARYSVILLE, CA 95901****PHONE (530) 741-4233****FAX (530) 741-4245****TTY 711**

*Flex your power!  
Be energy efficient!*

September 13, 2013

RECEIVED

SEP 18 2013

TAHOE REGIONAL  
PLANNING AGENCY

Ms. Joanne Marchetta, Executive Director  
Tahoe Regional Planning Agency  
PO Box 5310  
Stateline, NV 89449

Dear Ms. Marchetta:

Pursuant to the STIP Guidelines, I am pleased to submit our recommendations to the Tahoe Regional Planning Agency (TRPA) regarding projects to include in the 2014 TRPA Regional Transportation Improvement Program (RTIP) for programming in the 2014 California State Transportation Improvement Program (STIP). Furthermore, we are also providing information for the 2016 and 2018 STIP cycles to accommodate longer-range programming planning beyond the 2014 STIP cycle.

The STIP Guidelines state the following:

*“Caltrans may nominate or recommend State highway improvement projects for inclusion in the RTIP for programming from the county share. Caltrans should also identify any additional State highway or intercity rail improvement needs within the region that could reasonably expect to be programmed within the 3 years beyond the end of the current STIP period using revenue assumptions similar to those adopted for the fund estimate. These recommendations....should be provided to the regional agency at least 90 days prior to the due date for submittal of the RTIP...”*

Caltrans District 3 requests that TRPA include the following projects in the 2014, 2016, and 2018 TRPA RTIPs:

STIP Cycle	Route	Beg PM	End PM	Location	Project Description	Est. Total Cost (\$1000)	Lead Agency	Source Document	Programming Request	Comments
2014	28	9.2	10.3	SR 28 through Kings Beach	State Route 28 (SR 28) Kings Beach Commercial Core Project: Revitalize/complete streets through the Kings Beach area	\$35,000	PLA	2035 Lake Tahoe RTP/Mobility	\$2.98m	Construction
2016	28	9.2	10.3	SR 28 through Kings Beach	Revitalize/complete streets through the Kings Beach area	\$35,000	PLA	2035 Lake Tahoe RTP/Mobility	\$1.40m	Construction
2018	28	9.2	10.3	SR 28 through Kings Beach	Revitalize/complete streets through the Kings Beach area	\$35,000	PLA	2035 Lake Tahoe RTP/Mobility	\$1.40m	Construction



Ms. Joanne Marchetta  
Tahoe Regional Planning Agency  
September 13, 2013  
Page 2

The project includes roadway improvements to SR 28 to accommodate anticipated future transit and pedestrian needs; the installation of sidewalks, curbs, gutters, storm drains, and water quality facilities at specific locations; drainage ditch lining and revegetation at specific locations; streetscaping; the designation of specific road sites as on-street parking; and the construction of new, off-street parking lots at specific locations within the action area.

Currently, pedestrian traffic is heavy at times, especially during the tourist season, and bicycle traffic is increasing. Pedestrian paths include standard sections of sidewalk and informal paths of native decomposed granite. Bike paths and roadside parking spaces are not clearly defined. Where parking is present, pedestrians are forced to walk on the road shoulder. Improvements associated with the proposed action will help to address this need and will facilitate pedestrian and bicycle mobility and safety.

Furthermore, project implementation will help to fully or partially implement some of the projects listed in the Capital Improvement Projects and Lake Tahoe Basin Environmental Improvement Program, which would make a substantial contribution toward achieving Caltrans, community and regional planning objectives. The project is also consistent with Caltrans' Complete Streets policy.

### ***US 50 Adaptive Signals Project***

Although the US 50 Adaptive Signals Project is most likely outside of the programming capacity of TRPA, please note that Caltrans is also interested in continuing our dialogue with TRPA to explore options to collaboratively pursue funding for this project. This project would significantly improve mobility along and through the US 50 corridor within the City of South Lake Tahoe with the use of emerging adaptive signal technologies which use state-of-the-art dynamic signal synchronization mechanisms in concert with prevailing traffic conditions.

We look forward to a continued partnership to improve the state highway system in the Tahoe Basin. If you have any questions or would like to discuss, please contact me at (530) 741-4233 or Jeff Pulverman, Deputy District Director, Planning and Local Assistance, at (530) 741-4337.

Sincerely,



JODY JONES  
District Director

c: Nick Haven, TRPA