



2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Tahoe Regional Planning Agency
Lake Tahoe

Fiscal Years 2016-2017 through 2020-2021

Adopted by the TRPA Governing Board
December 16, 2015

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December 16, 2015

Will Kempton
Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

SUBJECT: 2016 Regional Transportation Improvement Program

Dear Mr. Kempton:

The Tahoe Regional Planning Agency (TRPA), designated as the Regional Transportation Planning Agency for the California portion of the Tahoe Region, is pleased to submit its 2016 Regional Transportation Improvement Program (RTIP) as adopted by the TRPA Governing Board on December 16, 2015. The 2016 RTIP has been developed in partnership with key stakeholders, partnering agencies and the public.

The 2016 RTIP carries over the Placer County Kings Beach Commercial Core Improvement – Gateway to the Core project from the 2014 RTIP. The project is scheduled to complete construction early using local funds to replace the Regional Improvement Program (RIP) funds currently programmed on the project and delay repayment of these funds to an outer year of the STIP. There are no new projects proposed in the 2016 STIP.

If you have questions regarding the 2016 Regional Transportation Improvement Program, please do not hesitate to contact me at (775)589-5256.

Regards,

Nick Haven
Long Range and Transportation Planning Manager

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2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2016 RTIP) REGIONAL AGENCY TEMPLATE

Table of Contents

| | <u>Page Number</u> |
|--|--------------------|
| A. <u>Overview and Schedule</u> | |
| Section 1. Executive Summary..... | 1 |
| Section 2. General Information..... | 2 |
| Section 3. Background of Regional Transportation Improvement Program.... | 3 |
| Section 4. Completion of Prior RTIP Projects..... | 4 |
| Section 5. RTIP Outreach and Participation..... | 4 |
| B. <u>2016 STIP Regional Funding Request</u> | |
| Section 6. 2016 STIP Regional Share and Request for Programming..... | 5 |
| Section 7. Outside Funding Sources included in RTIP..... | 5 |
| Section 8. Interregional Improvement Program Funding | 6 |
| Section 9. Projects Planned Within the Corridor..... | 6 |
| C. <u>Relationship of RTIP to RTP/SCS and Benefits of RTIP</u> | |
| Section 10. Regional Level Performance Evaluation..... | 6 |
| Section 11. Regional and Statewide Benefits of RTIP..... | 8 |
| D. <u>Performance and Effectiveness of RTIP</u> | |
| Section 12. Evaluation of the Cost Effectiveness of the RTIP..... | 9 |
| Section 13. Project Specific Evaluation..... | 10 |
| E. <u>Detailed Project Information</u> | |
| Section 14. Overview of Projects Programmed with Regional Funding..... | 11 |
| F. <u>Appendices</u> | |
| Section 15. Project Programming Request Form | |
| Section 16. Board Resolution of Approval of 2016 RTIP | |
| Section 17. Detailed Project Programming Summary Table | |
| Section 18. Additional Appendices – Public Notice | |

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A. OVERVIEW AND SCHEDULE

Section 1. Executive Summary

The Tahoe Regional Planning Agency (TRPA), acting as the Regional Transportation Planning Agency (RTPA), is preparing the 2016 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 2016 State Transportation Improvement Program (STIP) funding. Every two years, RTPA's are required to create local planning documents that propose the programming of regions County share of RIP funding, as calculated in the California Transportation Commission (CTC) STIP fund Estimate. The STIP is a five year funding program that typically adds two new years of programming capacity. The 2016 STIP covers fiscal years 2016-2017 through 2020-2021. The CTC adopted the 2016 STIP Fund Estimate on August 27, 2015 and due to lower than expected STIP revenues there is no additional capacity for new programming. The 2016 Fund Estimate indicates that the STIP is already fully programmed for the entire 5 years of the 2016 STIP. There is approximately \$46 million of capacity available in the last year of the STIP period with decreases in capacity in earlier years. The decreases in capacity are due primarily to the reduction in the price based excise tax. The STIP would typically include projects carried forward from previous STIPs plus new projects proposed by the RTPA. Due to the dramatic reduction of STIP funding in 2015-2016, the forecast revenue reduction through 2020-2021, and the lack of any new programming capacity, no new projects are proposed for the 2016 STIP. Consequently, the previously programmed 2014 STIP projects will be carried forward to the 2016 STIP with possible reprogramming or delaying to the new program years of 2019-2020 and 2020-2021.

Section 2. General Information

- **Regional Agency Name:**
Tahoe Regional Planning Agency
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

Regional Agency Website Link: <http://www.trpa.org>

RTIP document link: <http://www.tahoempo.org>

RTP link: <http://www.tahoempo.org>

- **Executive Director Contact Information**

Name Joanne S. Marchetta
Title Executive Director
Email jmarchetta@trpa.org
Telephone 775-588-4547

- **RTIP Staff Contact Information**

| | | | |
|------------|--|-------|----------------------|
| Name | Judy Weber | Title | Associate Planner II |
| Address | PO Box 5310 | | |
| City/State | Stateline, NV | | |
| Zip Code | 89449 | | |
| Email | jweber@trpa.org | | |
| Telephone | 775-589-5203 | Fax | 775-588-4527 |

- **California Transportation Commission (CTC) Staff Contact Information**

| | | | |
|------------|--|-------|-----------------|
| Name | Laurel Janssen | Title | Deputy Director |
| Address | 1120 N Street | | |
| City/State | Sacramento, CA | | |
| Zip Code | 95814 | | |
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Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to developing the RTIP

The 2016 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, 2015. The Lake Tahoe Region has historically, and will continue to fund projects located on the state highway with regional STIP funding. As the RTPA for the Tahoe region, TRPA has prepared the 2016 RTIP to assist with the completion of the number one regionally significant transportation project in the Region.

With the 2016 STIP Fund Estimate indicating there is zero capacity for new programming, TRPA proposes the previously programmed 2014 STIP Kings Beach Commercial Core Improvement – Gateway to the Core project be carried over to the 2016 STIP. TRPA has no carryover balance this cycle due to TRPA programmed the maximum share advancement of \$4,337,000 to the 2014 STIP Kings Beach project last cycle. This 2014 STIP project is the number one regionally significant transportation project in the Region and is identified in the Tahoe's adopted 2012 Regional Transportation Plan (RTP). The RTIP document will be publically noticed for comments prior to a public hearing held at the Tahoe Transportation Commission (TTC) board meeting and adopted by the TRPA Governing Board.

Tahoe's 2016 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.

Section 4. Completion of Prior RTIP Projects (Required per Section 68)

Tahoe has had no completed projects since the adoption of the 2014 RTIP. The 2014 STIP Kings Beach Commercial Core Improvement – Gateway to the Core project is proposed to be carried over to the 2016 STIP.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

| Action | Date |
|---|--------------------------|
| CTC adopts Fund Estimate and Guidelines | August 27, 2015 |
| Caltrans identifies State Highway Needs | September 15, 2015 |
| Regional Agency adopts 2016 RTIP | RTPA Board Approval Date |
| Caltrans submits draft ITIP | October 15, 2015 |
| CTC ITIP Hearing, North | October 28, 2015 |
| CTC ITIP Hearing, South | November 4, 2015 |
| Regions submit RTIP to CTC | December 15, 2015 |
| Caltrans submits ITIP to CTC | December 15, 2015 |
| CTC STIP Hearing Date – North Hearing | January 21, 2016 |
| CTC STIP Hearing Date – South Hearing | January 26, 2016 |
| CTC publishes staff recommendations | February 19, 2016 |
| CTC Adopts 2016 STIP | March 16-17, 2016 |

B. Public Participation/Project Selection Process

State and federal regulations require that the RTIP be developed consistent with specified state, regional, and local plans. TRPA develops the RTIP in conjunction with partnering agencies, Caltrans, and the public. The typical RTIP development process begins with a Call for Projects. The project proposals received are discussed, evaluated and prioritized based on needs in the region and the viability of programming of each project. The next step is to present the project list to the Tahoe Transportation Commission Board for review, selection and direction on project programming. Once the projects and programming have been selected, staff prepares the RTIP document to be released for public review and comments. A public hearing is also scheduled to receive public feedback on the proposed programming contained in the RTIP. Staff will review comments received and respond accordingly. All these efforts lead to the establishment of the project programming contained in an RTIP.

This year's RTIP development process did not include a call for projects due to no new funding capacity for new projects in 2016 STIP. TRPA's 2014 STIP project is proposed to be carried forward to the 2016 STIP.

C. Consultation with Caltrans District (Required per Section 17)

Caltrans District: 03

Every new STIP cycle, TRPA staff communicates with Caltrans on the status of the current STIP projects and new projects proposed for the upcoming cycle. For the region's significant transportation projects, Caltrans provides oversight and often supports the delivery of a project.

Caltrans also provides consultation on the development of the RTIP and the processing of amendments to a STIP project. For the previous 2014 STIP project, Placer County and staff worked with Caltrans to develop an amendment requesting the authorization for an AB 3090 and reprogramming of funds to fiscal year 2019-2020 for the Kings Beach Commercial Core Improvement – Gateway to the Core project. This amendment was approved at the October 2015 CTC meeting.

B. 2016 STIP Regional Funding Request

Section 6. 2016 STIP Regional Share and Request for Programming

Per the STIP Guidelines, the 2016 Fund Estimate indicates that the STIP is already fully programmed for the entire 5 years of the 2016 STIP. This is due primarily to the decrease in the price based excise tax. Projects currently programmed in the STIP will need to be reprogrammed into later years. The CTC will not be providing regional shares for the 2016 STIP.

A. 2016 Regional Fund Share Per 2016 STIP Fund Estimate

Not applicable for the 2016 STIP cycle due to the lack of funding available for programming.

B. Summary of Requested Programming

Not applicable for the 2016 STIP cycle due to the lack of funding available for programming.

Section 7. Overview of other funding included with delivery of Regional Improvement Program (RIP) projects.

Not applicable for the 2016 STIP cycle due to the lack of funding available for programming.

Notes: The 2014 STIP project Kings Beach Commercial Core Improvement – Gateway to the Core is proposed to be carried over to the 2016 STIP.

Section 8. Interregional Improvement Program (ITIP) Funding

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

TRPA is not requesting ITIP funding for the 2016 STIP cycle.

Section 9. Projects Planned Within the Corridor (Required per Section 20)

Provide a description of the project's impact on other projects planned or underway within the corridor as required per Section 20 of the STIP Guidelines.

There are no new projects being proposed for this STIP cycle due to the lack of STIP capacity.

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 10. Regional Level Performance Evaluation (per Section 19A of the guidelines)

Due to the lack of STIP capacity in the 2016 cycle, the 2014 STIP project is proposed to be carried over to the 2016 STIP. The Kings Beach Commercial Core Improvement –Gateway to the Core 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 on the state highway, 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.

Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines) The following table B1 indicates quantitatively the overall regional level performance of Tahoe's Regional Transportation Plan (RTP).

| Table B1 Evaluation – Regional Level Performance Indicators and Measures | | | |
|---|--|--|---|
| Goal | Indicator/Measure | Current System Performance (Baseline) | Projected System Performance (indicate timeframe) |
| Congestion Reduction | Vehicle Miles Traveled | 2010 (latest reported figure): 1.99 million VMT per day (Source: Page 3-14 of the 2012 Regional Transportation Plan). | 10% reduction from 1981 levels (2.07 million VMT per day) (Source: page 3-14 of the 2012 Regional Transportation Plan). |
| | Vehicle Miles Traveled (VMT) per capita. | 2005 (latest reported figure): 23.04 VMT per capita (Source: Page 3-12 of the 2012 Regional Transportation Plan) | Decrease (Source: Page 3-12 of the 2012 Regional Transportation Plan. A decrease in this indicator is not explicitly stated in the RTP, however it is necessary in order to meet our greenhouse gas emissions targets) |
| | Percent of congested VMT (at or below 35 mph) | | N/A |
| | Commute mode share (travel to work or school) | 2012: 19.07% of trips were non-auto. (Source: 2014 Annual Report Staff Summary, February 18, 2015). | Increase non-auto mode share by 3-5% by 2035 (page 1-8, 2012 RTP), increase by 0.25% by 2016 (Source: TRPA Research and Analysis Branch, http://trpa.org/shares/groups/Research and Analysis/Regional Plan performance measures/RPU PMS new matrix 2014 update 010715.doc .) |
| Infrastructure Condition | Percent of distressed state highway lane-miles | | N/A |
| | Pavement Condition Index (local streets and roads) | | N/A |
| | Percent of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below) | | N/A |
| | Percent of transit assets that have surpassed the FTA useful life period | | N/A |
| System Reliability | Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival) | | N/A |
| Safety | Fatalities and serious injuries per capita | We will be reporting on this in the 2016 RTP. | Decrease (Source: Page 1-8, 2012 RTP) |

| | | | |
|------------------------------|--|--|--|
| | Fatalities and serious injuries per VMT | We will be reporting on this in the 2016 RTP. | Decrease (Source: Page 1-8, 2012 RTP) |
| Economic Vitality | Percent of housing (dwelling units) and jobs within 0.5 miles of transit stops with frequent transit service | 2012: 51% of dwelling units (Source: page 1-12, 2012 RTP) | Increase the percentage of dwelling units with access to transit facilities (within ¼ mile of a transit stop). (Source: Page 1-8, 2012 RTP) |
| | Percent of dwelling units within ½ mile of a bicycle facility | 2012: 78% of dwelling units (Source: page 1-12, 2012 RTP) | Increase the percentage of dwelling units with access to bicycle facilities (within 1/2 mile of a bicycle facility). (Source: Page 1-8, 2012 RTP) |
| | Percent of Recreation areas within ¼ mile of a transit stop | 2012: 42% of dwelling units (Source: page 1-12, 2012 RTP) | Increase the percentage of recreation areas with access to transit facilities (within ¼ mile of a transit stop). (Source: Page 1-8, 2012 RTP) |
| | Percent of Recreation areas within ½ mile of a bicycle facility | 2012: 66% of dwelling units (Source: page 1-12, 2012 RTP) | Increase the percentage of recreation areas with access to bicycle facilities (within 1/2 mile of a bicycle facility). (Source: Page 1-8, 2012 RTP) |
| | Mean commute travel time (to work or school) | | N/A |
| Environmental Sustainability | Change in acres of agricultural land | | N/A |
| | CO ₂ emissions reduction per capita | | 7% per capita reduction by 2025; 5% per capita reduction by 2035 |

Note: Because data for Mobility 2030 and 2035 goals has only been collected in recent years, insufficient data is available to establish a trend at this time. Future RTP documents will update trend information for these indicators

Section 11. Regional and Statewide Benefits of RTP

The 2014 STIP project, Kings Beach Commercial Core Improvement – Gateway to the Core 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.

D. Performance and Effectiveness of RTIP

Section 12. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

Per Section 19B and Appendices B of the STIP Guidelines, regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures in Table B2 below to evaluate cost-effectiveness of projects proposed in the STIP on a regional level.

| Table B2 Evaluation Cost-Effectiveness Indicators and Measures | | | |
|---|--|--|---|
| Goal | Indicator/Measure | Current Level of Performance (Baseline) | Projected Performance Improvement (indicate timeframe) |
| Congestion Reduction | Reduce Vehicle Miles Traveled | | VMТ reduction of 69,600 annually and an annual mobility, health and reduced auto use benefits totaling \$2,633,010. |
| | Reduce Percent of congested VMТ (at or below 35 mph) | | VMТ reduction of 69,600 annually through reduction in travel lanes and addition of roundabouts, sidewalks, and Class II bike lanes. |
| | Change in commute mode share (travel to work or school) | | 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. |
| Infrastructure Condition | Reduce percent of distressed state highway lane-miles | | 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. |
| | Improve Pavement Condition Index (local streets & roads) | | N/A |
| | Reduce percent of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below) | | N/A |
| | Reduce percent of transit assets that have surpassed | | N/A |

| | | | |
|------------------------------|---|--|---|
| | the FTA useful life period | | |
| System Reliability | Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival). | | N/A |
| Safety | Reduce fatalities and serious injuries per capita | | Through roadway safety improvements, accidents are reduced on average by 11 annually translating to an annual safety benefit of \$320,100 |
| | Reduce fatalities and serious injuries per VMT | | N/A |
| Economic Vitality | Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service | | N/A |
| | Reduce mean commute travel time (to work or school) | | 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. |
| Environmental Sustainability | Change in acres of agricultural land | | N/A |
| | CO ₂ emissions reduction per capita | | 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. |

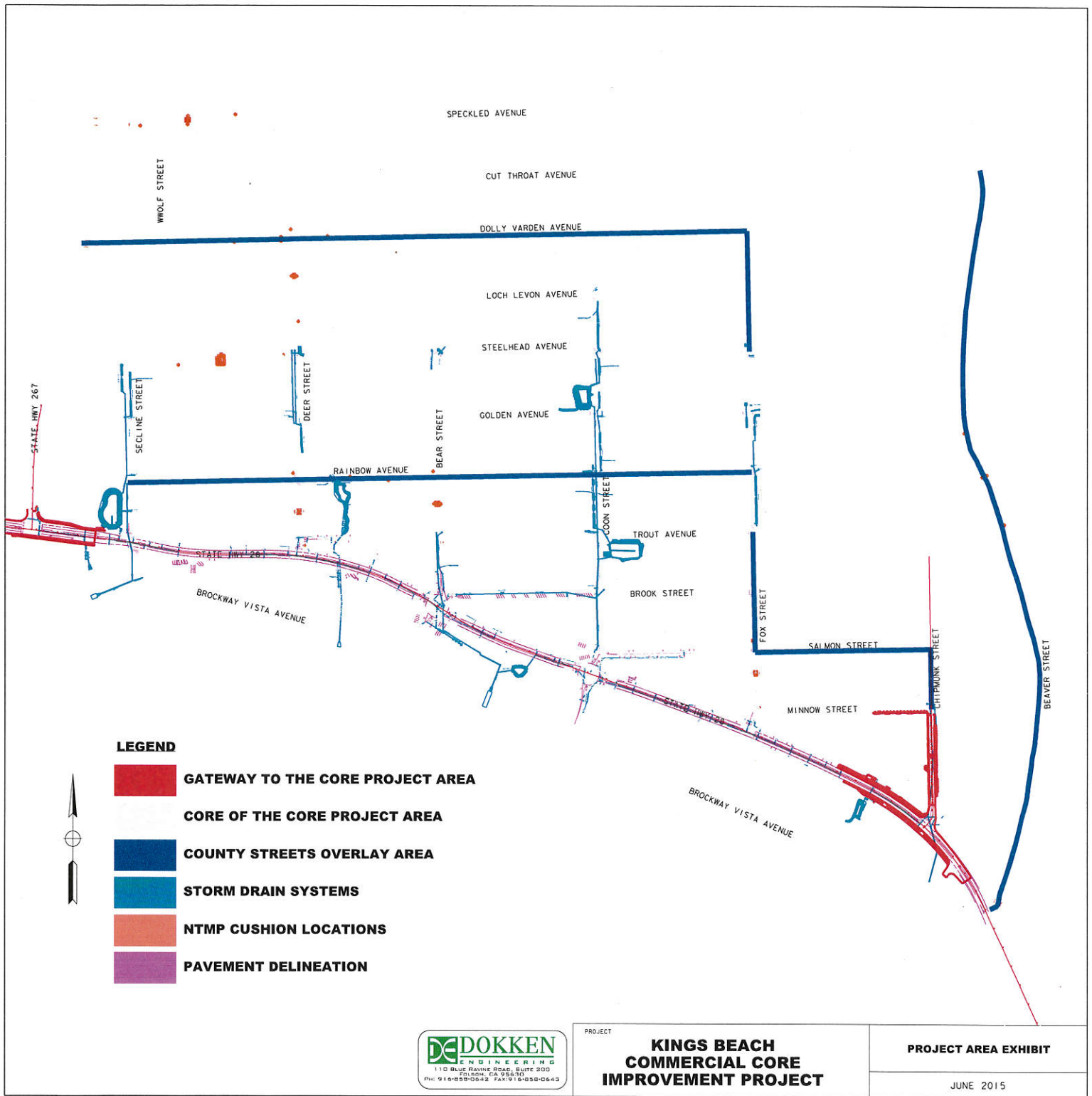
Section 13. Project Specific Evaluation (Required per Section 19)

There are no new projects proposed for this STIP cycle due to the lack of STIP capacity. The 2014 STIP project is proposed to be carried over to the 2016 STIP.

E. Detailed Project Information

Section 14. Overview of projects programmed with RIP funding

The map displays the 2014 STIP project; Kings Beach Commercial Core Improvement – Gateway to the Core.



F. Appendices

| | |
|--|------|
| Section 15. Project Programming Request Form..... | A -1 |
| Section 16. Board Resolution of Approval of 2016 RTIP | A -4 |
| Section 17. Detailed Project Programming Summary Table | A -6 |
| Section 18. Additional Appendices - Public Notice | A -8 |

Appendix Section 15.
Project Programming Request Form

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

| | | | | | | |
|--|----------------------------|-------------------|---------------|--|-----------------|--------|
| <input checked="" type="checkbox"/> Amendment (Existing Project) | | | | | Date: | 7/3/15 |
| District | EA | Project ID | PPNO | MPO ID | TCRP No. | |
| 03 | 0C931 | 0315000138 | 1520 | | | |
| County | Route/Corridor | PM Bk | PM Ahd | Project Sponsor/Lead Agency | | |
| PLA | 28 | 9.2 | 10.3 | Caltrans | | |
| | | | | MPO | Element | |
| | | | | TRPA | CO | |
| Project Manager/Contact | | Phone | | E-mail Address | | |
| Peter Kraatz | | (530)581-6230 | | pkraatz@placer.ca.gov | | |
| Project Title | | | | | | |
| Kings Beach Commerical Core Improvement - Gateway to the Core | | | | | | |
| Location, Project Limits, Description, Scope of Work | | | | | | |
| In Kings Beach on SR 28 in the vicinity of SR 267 and Chipmunk Avenue. Construct sidewalks, Class II bike lanes, roundabouts, public transit facilities, vehicular parking facilities, bicycle locking facilities, trash receptacles, benches, and street lamps. | | | | | | |
| <input checked="" type="checkbox"/> Includes ADA Improvements <input checked="" type="checkbox"/> Includes Bike/Ped Improvements | | | | | | |
| Component | Implementing Agency | | | | | |
| PA&ED | Placer County | | | | | |
| PS&E | Placer County | | | | | |
| Right of Way | Placer County | | | | | |
| Construction | Placer County | | | | | |
| Purpose and Need | | | | | | |
| 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. | | | | | | |
| Project Benefits | | | | | | |
| Construct additional 2,500' of curb, gutter, and sidewalk for improved pedestrian and AD access. Bring two intersections up to ADA standards. Add pedestrian route lighting. Construct 1,500' of class II bike lanes. Build two new stormwater systems. | | | | | | |
| <input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input type="checkbox"/> Reduces Greenhouse Gas Emissions | | | | | | |
| Project Milestone | | | | Existing | Proposed | |
| Project Study Report Approved | | | | | | |
| Begin Environmental (PA&ED) Phase | | | | 01/01/02 | | |
| Circulate Draft Environmental Document | | | | 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 | 08/01/15 | |
| Begin Right of Way Phase | | | | 03/01/11 | | |
| End Right of Way Phase (Right of Way Certification Milestone) | | | | 05/30/13 | 07/15/15 | |
| Begin Construction Phase (Contract Award Milestone) | | | | 10/01/17 | 05/01/16 | |
| End Construction Phase (Construction Contract Acceptance Milestone) | | | | 03/30/19 | 07/01/17 | |
| Begin Closeout Phase | | | | 04/01/19 | 07/02/17 | |
| End Closeout Phase (Closeout Report) | | | | 08/30/19 | 07/02/18 | |

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 7/3/15

| District | County | Route | EA | Project ID | PPNO | TCRP No. |
|---|--------|-------|-------|------------|------|----------|
| 03 | PLA, , | 28, , | 0C931 | 0315000138 | 1520 | |
| Project Title: Kings Beach Commerical Core Improvement - Gateway to the Core | | | | | | |

| Existing Total Project Cost (\$1,000s) | | | | | | | | | Implementing Agency |
|--|-------|--------|-------|-------|-------|-------|--------|--------|---------------------|
| Component | Prior | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | 21/22+ | Total | |
| E&P (PA&ED) | | | | | | | | | Placer County |
| PS&E | | | | | | | | | Placer County |
| R/W SUP (CT) | | | | | | | | | Placer County |
| CON SUP (CT) | | | | | | | | | Placer County |
| R/W | | | | | | | | | Placer County |
| CON | | 10,600 | | | | | | 10,600 | Placer County |
| TOTAL | | 10,600 | | | | | | 10,600 | |
| Proposed Total Project Cost (\$1,000s) | | | | | | | | | Notes |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | 300 | | | | | | | 300 | |
| R/W | | | | | | | | | |
| CON | 7,600 | | | | | | | 7,600 | |
| TOTAL | 7,900 | | | | | | | 7,900 | |

| | | | | | | | | | |
|-----------------------------|--------------------------------|-------|-------|-------|-------|-------|--------|-------|--------------------------------|
| Fund No. 1: | RIP - National Hwy System (NH) | | | | | | | | Program Code |
| Existing Funding (\$1,000s) | | | | | | | | | 20.XX.075.600 |
| Component | Prior | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | 21/22+ | 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 | |
| Proposed Funding (\$1,000s) | | | | | | | | | Notes |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| TOTAL | | | | | | | | | |

| Fund No. 2: | Local Funds - Local Transportation Funds (LTF) | | | | | | | | Program Code |
|-----------------------------|--|-------|-------|-------|-------|-------|--------|-------|----------------|
| Existing Funding (\$1,000s) | | | | | | | | | 20.10.400.100 |
| Component | Prior | 16/17 | 17/18 | 18/19 | 19/20 | 20/21 | 21/22+ | Total | Funding Agency |
| E&P (PA&ED) | | | | | | | | | Placer County |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | 3,000 | | | | | | 3,000 | |
| TOTAL | | 3,000 | | | | | | 3,000 | |
| Proposed Funding (\$1,000s) | | | | | | | | | Notes |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | 300 | | | | | | | 300 | |
| R/W | | | | | | | | | |
| CON | 7,600 | | | | | | | 7,600 | |
| TOTAL | 7,900 | | | | | | | 7,900 | |

Appendix Section 16.

Board Resolution of Approval of 2016 RTIP

TAHOE REGIONAL PLANNING AGENCY
RESOLUTION NO. 2015 - 20

ADOPTION OF THE 2016 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 2016 Regional Transportation Improvement Program (RTIP); and

WHEREAS, there is no new capacity for programming of new projects in the 2016 Statewide Transportation Improvement Program (STIP), consequently the 2014 STIP projects will be carried over to the 2016 STIP; and

WHEREAS, the Kings Beach Commercial Core Improvement – Gateway to the Core project is programmed in the 2014 STIP and needs to be carried over to the 2016 STIP; and

WHEREAS, at the November 13, 2015 meeting, the Tahoe Transportation Commission recommended approval of the 2014 STIP project; Kings Beach Commercial Core Improvement - Gateway to the Core be carried over to the 2016 STIP; and

NOW THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Regional Planning Agency adopts the Lake Tahoe Region 2016 Regional Transportation Improvement Program;

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at its regular meeting held on December 16, 2015, by the following vote:

Ayes: Ms. Aldean, Ms. Berkgigler, Mr. Bruce, Ms. Carmel, Mr. Cashman, Mr. Thorley, Mr. Cole, Mr. Lawrence, Ms. McDermid, Ms. Novasel, Mr. Severson, Mr. Shute, Mr. Yeates

Absent: Mr. Beyer



Jim Lawrence, Vice Chair
Tahoe Regional Planning Agency
Governing Board

Appendix Section 17.

Detailed Project Programming Summary Table

TAHOE REGIONAL PLANNING AGENCY 2016 RTIP

KINGS BEACH COMMERCIAL CORE IMPROVEMENT - GATEWAY TO THE CORE PROJECT

| County | Agency | Project | PPNO | EA | Total | Project Totals by Fiscal Year | | | | | Project Totals by Component | | | |
|---------------|---------------|---|------|-------|----------|-------------------------------|-------|----------|-------|--------|-----------------------------|-------|------|----------|
| | | | | | | Prior | 14/15 | 15/16 | 16/17 | 18/19+ | R/W | CON | PS&E | CON Supp |
| Placer County | Placer County | Kings Beach Commercial Core Improvement - Gateway to the Core | 1520 | 0C931 | \$ 7,900 | - | - | \$ 7,900 | - | - | - | 7,600 | - | \$ 300 |

AB 3090 REIMBURSEMENT PROJECT

| County | Agency | Project | PPNO | EA | Total | Project Totals by Fiscal Year | | | | | Project Totals by Component | | | |
|---------------|---------------|-------------------------------|-------|-------|----------|-------------------------------|-------|-------|-------|--------|-----------------------------|-------|------|----------|
| | | | | | | Prior | 14/15 | 15/16 | 16/17 | 18/19+ | R/W | CON | PS&E | CON Supp |
| Placer County | Placer County | AB 3090 Reimbursement Project | 1520A | 0C931 | \$ 7,600 | - | - | - | - | 7,600 | - | 7,600 | - | - |

Appendix Section 18.
Additional Appendices - Public Notice

NOTICE OF SEVEN-DAY PUBLIC COMMENT PERIOD

Tahoe Regional Planning Agency

2016 Regional Transportation Improvement Program

The Tahoe Regional Planning Agency (TRPA) announces a seven-day public comment period for the 2016 Regional Transportation Improvement Program (RTIP). The public comment period commences on November 05, 2015 and closes on November 13, 2015. There will be an opportunity for public comment on November 13, 2015 at the regularly scheduled Tahoe Transportation Commission Board meeting.

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

<http://www.tahoempo.org>

Submit comments to:

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

Or email: jweber@trpa.org

Every even numbered year, the California Transportation Commission (CTC) adopts the State Transportation Improvement Program (STIP) that programs anticipated Federal and State revenues available for transportation capital projects within the state of California for the next five years. This 2016 STIP cycle covers fiscal years 2016-2017 through 2020-2021. The STIP consists of 75% Regional Improvement Program allocated to regional agencies and 25% Inter-regional Improvement Program allocated to Caltrans. TRPA, as the Regional Transportation Planning Agency, is required to prepare and submit an RTIP to the CTC by December 15, 2015. This document has been prepared and is being circulated for public review in accordance with the CTC adopted STIP guidelines.

Please direct any questions regarding this notice to Judy Weber at jweber@trpa.org or 775-589-5203.