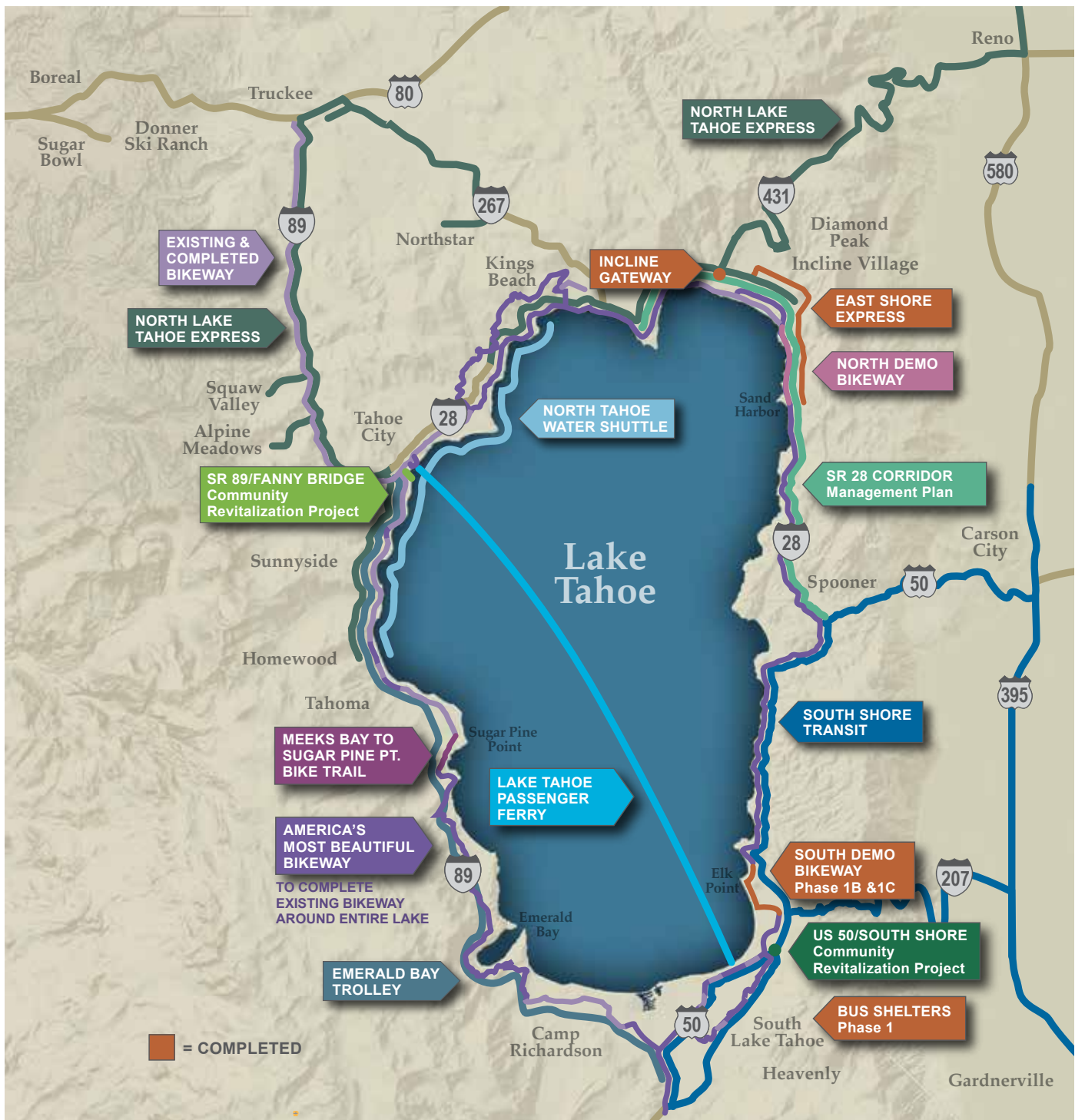


# Transportation & Transit Activities

## IN THE TAHOE REGION

partnering to plan and implement a system that  
improves safety | protects the environment | contributes to economic vitality

EXHIBIT D-2 - TAHOE  
Document consists of 8 pages.  
Entire exhibit provided.  
Meeting Date: 06-20-14



With more than 6,000,000 visits per year and over 200,000 tourists, residents and commuters using the infrastructure on a busy day, improving the transportation system in the Lake Tahoe region, in terms of safety, efficiency and the environment, is critical. In fact, over 70% of the pollutants clouding the lake itself are attributed to urban-area runoff, much of it transportation system-related.

The Tahoe Transportation District (TTD) partners with California and Nevada state and local agencies and communities on developing needed improvements. This kind of cooperation began in 1969, when legislators from both states agreed to a unique Compact for sharing Lake Tahoe resources/responsibilities. The two states and the U.S. Congress amended the Compact in 1980, as Public Law 96-551, to include the TTD. As tasked by the law, the TTD's current roadway, waterway, bike/trailway and transit projects and services focus on the need for an innovative, environmentally positive transportation system, while helping achieve regional air and water quality goals.



## North Shore Project Profiles



### Incline Gateway (complete)

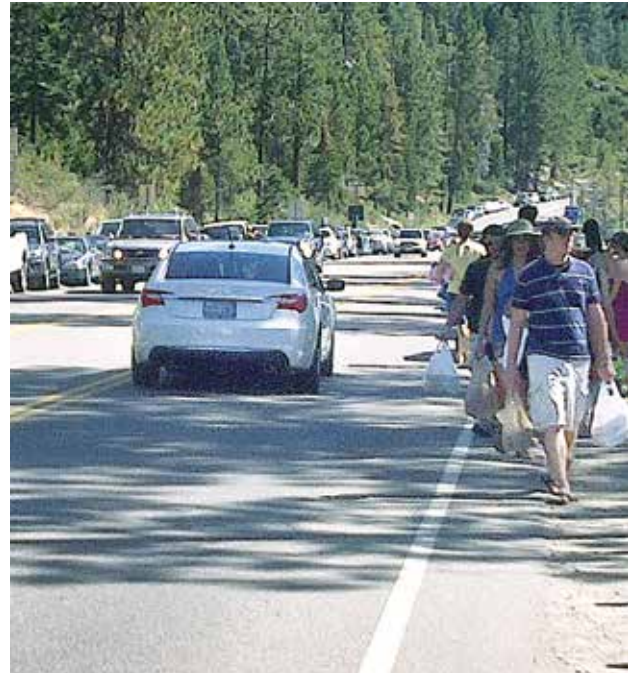
**Location:** intersection of State Routes 28 and 431

**Plan/participants:** facilitated cooperation between the community, local, state and federal agencies to improve intersection safety, operation and aesthetics

**Response to:** community concerns (multiple traffic accidents, some fatalities), high seasonal traffic

**Benefits:** reducing accident frequency and severity; preventing traffic congestion and side-street traffic overflow; decreasing emissions, noise pollution and erosion/runoff from roadway deterioration; providing a more attractive northern Lake Tahoe gateway that celebrates local public art. Combined with two erosion control projects

**Timing and construction cost:** related utility relocation work completed spring 2012. Design and construction managed by Nevada Department of Transportation (NDOT), completed September 2012 one year ahead of plan. Community-led art project for roundabout center. Community dedication ceremony October 17, 2012. State funding approximately \$2.4 million. TTD partnered as in-Basin facilitator



### SR 28 National Scenic Byway

**Location:** between Incline Village and US 50

**Plan/participants:** create a national park-like setting with a safer, drivable road and off-street walking/ biking trails to connect off-street parking; protect undeveloped shoreline; integrate transit to manage/ improve recreational access. TTD acting as in-Basin facilitator for multiple projects developed by an unprecedented, 13-agency collaboration

**Response to:** increase in motorist conflicts with cyclists and pedestrians; more vehicle emissions due to traffic congestion and erosion (nearly double in-corridor shoulder-parking over the past 10 years)

**Benefits:** protecting one of the lake's longest stretches of undeveloped shoreline; improving safety, traffic flow and environmental impacts while providing appropriate parking; enhancing the recreational experience; leveraging resources, sharing walking/ biking trail excavation costs with IVGID

**Projected timing and construction cost:** Project Charter commits to a 10-year horizon; varying schedules and costs for projects being proposed

## Around-the-lake Project Profile



### America's Most Beautiful Bikeway™

Basin-wide trail network: 162 miles new construction, retrofitting and connecting existing trail segments

**Plan/participants:** local, state, federal and private-sector undertaking, facilitated by the TTD, to complete new off-street, striped on-road and signed shared-use segments

**Response to:** lack of access to destinations in and near the Basin, need for alternative to private cars

**Benefits:** safer, better bicycling and walking options, improving air quality, protecting the environment, economic development of bicycle tourism

**Per mile estimates:** off-street \$3-4 million, striped on-road \$500,000, signed bicycle/auto roadways \$300,000 (pursuing private, including volunteer labor, local, state and federal funding)



### North Demonstration Project

**Location:** Incline Village to Sand Harbor

**Timing:** Environmental Assessment completed and preferred alignment chosen for project development. Construction planned for 2015

### South Demonstration Project Phases 1b and 1c Complete

**Location:** Stateline commercial core to Round Hill Pines Beach

**Timing:** Phases 1b and 1c – Kahle Drive to Round Hill Pines Beach – complete. Design in progress for Laura Drive/Phase 1c, ready for construction in 2014

### Meeks Bay Segment

**Location:** Sugar Pine Point to Meeks Bay Resort

**Timing:** 2015 expedited start, pending match for Federal Lands Access Program (FLAP) funds advance



## North, East and South Shore Transit Profiles



### East Shore Express Shuttle and Parking

**Location:** Incline Village parking, shuttle to Sand Harbor beaches

**Plan/participants:** developed by the community and local, state and federal agencies; facilitated by the TTD. Two-year pilot period completed. Permanent parking, expansion to full corridor and operational funding underway

**Response to:** community and public safety agency concerns about safety, seasonal congestion, shoulder parking-related erosion

**Benefits:** improving safety, especially for pedestrians and bicyclists; reducing congestion with fewer cars waiting to park and/or enter Sand Harbor; decreasing erosion by reducing/eliminating shoulder parking

**Timing and construction cost:** shuttle to operate from temporary Incline Village terminus mid-June through Labor Day, 2014. Planning for permanent terminus. Final costs to be determined through planning process (pursuing local, state and federal funding). Buses supplied and operated by TTD

*Pilot period ridership: 2012 over 12,000, 2013 up 21%*



### TTD Transit Operations and Facilities

**Location:** South Shore transit passenger facilities and fixed routes, commuter service between South Lake Tahoe/Stateline and Carson City, Carson Valley

**Participants:** public and private support

**Response to:** metropolitan needs for reliable, safe, attractive, convenient facilities and services for residents, commuters and tourists. Negative impacts on infrastructure and environment from growing private-car use

**Benefits:** in-Basin/regional coordinated transit system, reducing congestion, decreasing emissions, noise pollution and erosion/runoff from roadway deterioration; safe, relaxing, scenic transportation and passenger shelter during inclement weather

**Operations and funding:** seven-day, year-round, regularly scheduled, in-Basin and regional transit managed by the TTD under its operational authority. Ongoing program of construction of passenger facilities integrated with walking, hiking and biking trails, wired for future implementation of real-time information technology. Funded by service revenues, federal transit subsidies, state and private-sector

## Regional Transit Service Profiles



### All-season Crosslake Passenger Ferry

**Location:** north to south shores

**Plan/participants:** FTA, TRPA and TTD preparing environmental impact documents

**Response to:** need for time-efficient, year-round environmentally positive regional transit system; anticipated growth that will overwhelm infrastructure

**Benefits:** lower environmental impact compared to building additional road capacity; reduces private-car congestion, emissions and impact on erosion; estimated 20-minute savings in typical travel time compared to driving; recreational attraction for visitors; jobs for residents; centerpiece for an integrated transit system

**Timing and construction cost:** preliminary evaluation of transit options completed; environmental analysis and document preparation underway. Exploring local, state and federal funding opportunities; approximate construction cost: \$34 million including piers, transfer centers, parking and two vessels



### Truckee North Tahoe TMA Multiple Ongoing Operations

**Locations and participants:** within and beyond the Basin with public and private support

**North Lake Tahoe Express:** to/from Reno-Tahoe International Airport and various stops; daily service 5am to midnight

**Night Rider:** Homewood to Squaw Valley to Tahoe City to Crystal Bay, 7pm to 2am, free

**Summer Water Shuttle:** dock-hopping from West Shore Café to Tahoe Vista

**Response to:** need for reliable, convenient services for residents, commuters and tourists

**Benefits:** reducing private-car congestion, noise, emissions and erosion/runoff from deteriorating roads; potentially part of regional transit system

**Operations and funding:** managed by the TMA under the TTD umbrella (the authority to own and operate systems and facilities). Funded by a private-public partnership

## Congestion Relief / Safety Project Profiles



### SR 89 / Fanny Bridge Community Revitalization Project

**Location:** southwest end of Tahoe City, CA

**Plan/participants:** realign SR 89 and/or rebuild or replace the bridge across the Truckee River. Six alternatives being evaluated; TTD soliciting input from the business community and residents as part of the Project Development process

**Response to:** community plans for safety and community cultural concerns about the historic bridge; present and future travel demand on SR 89/28, the river crossing and intersections; transit service delays

**Benefits:** improving pedestrian, cyclist and driver safety; providing two viable emergency evacuation routes from the West Shore; making public transportation more effective; lessening environmental impacts by reducing vehicle emissions and improving stormwater treatment

**Projected timing and construction cost:** Economic Analysis completed; Draft Environmental Document in progress; Federal Lands Access Program (FLAP) funding secured; 2016 targeted for construction start



### US 50 / South Shore Community Revitalization Project

**Location:** US 50 between Pioneer Trail in South Lake Tahoe, CA and Lake Parkway in Stateline, NV

**Plan/participants:** working with federal, state and local agencies, residents, business and property owners toward possible realignment of US 50 and converting the existing route for reclassification as a local street with local area control and development

**Response to:** community plans to address insufficient and outdated infrastructure for ongoing improvements; need for provisions for pedestrians, cyclists, drivers

**Benefits:** creating a local main street; improving safety, connectivity, reliability, travel times and air and water quality; enhancing economic development opportunity; updating adjacent properties and potentially improving affordable housing units

**Projected timing and construction cost:** route alternatives being vetted through the public process for the Environmental Impact Study (EIS); decision after EIS is completed. \$65 million estimate for ROW and construction (pursuing local, state, federal funding)



## TTD Initiatives and Regional Transportation Planning

The transit improvements and services for the Tahoe Basin and surrounding region, as outlined in this document, are representative of the Tahoe Transportation District (TTD) charter, goals and philosophy.

Over the past four decades, the people of the Lake Tahoe region have developed a shared vision for the type of transportation system they would like to create: one that improves quality of life for residents and visitors, promotes economic vitality, restores and sustains the ecology of the region, and minimizes the Basin's impact on the global climate. To help meet these goals, the TTD is participating in a joint-agency effort, being led by the Tahoe Metropolitan Planning Organization (TMPO), to update the Regional Transportation Plan (RTP).

The District also recognizes that the Tahoe Basin is tied by proximity and economics to outside locations/ populations, including Truckee, the I-80 corridor, Carson City and the Carson Valley, creating metropolitan needs for transportation infrastructure and services. The TTD is pursuing transportation system planning for a Trans-Sierra inter-regional area to address these needs.

### Tahoe Transportation District Board of Directors

Steve Teshara, Chair, South Shore Transportation Management Association

Angela Swanson (Primary), Joanne Conner (Alternate), Vice Chair, City of South Lake Tahoe

Andrew Strain, Member At Large, Representing Public & Private Transit Services in the Basin

Will Garner, Placer County

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Vacant (Primary), Dan Doenges (Alternate), Carson City

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Norma Santiago, El Dorado County

Malcolm Dougherty (Primary), Marlo Tinney (Alternate), California Department of Transportation (Ex-Officio)

Rodolfo Malfabon (Primary), Joseph Spencer (Alternate), Nevada Department of Transportation (Ex-Officio)



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Hours: Monday-Friday, 8am-5pm

### Comments Welcome

Please visit [tahoetransportation.org](http://tahoetransportation.org) for more information. We encourage public input on these projects, as well as suggestions for others.

6.17.2014