

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

<b>Project Name:</b>	Basin Wide Transportation	<b>EIP Number:</b> <i>(Required)</i>	839
<b>Federal Agency Sponsor:</b> <i>(Required)</i>	USFS	<b>Contact:</b>	Anjanette Hoefer
<b>Threshold:</b>	AQ/Transportation, R/Recreation	<b>Phone Number:</b>	530-543-2822
<b>Threshold Standard:</b>	AQ3,AQ4,AQ7, R1	<b>Email:</b>	ahoefer@fs.fed.us
<b>FUNDING REQUESTED IN THIS ROUND:</b>		\$ 300,000	

**Federal Share EIP Consideration**

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

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

Transit stops will provide access to Forest Service developed recreation sites, hiking, and mountain biking trails along the South, West and East Shores of Lake Tahoe. U.S. Forest Service sites that will be served include: Pope Beach, Camp Richardson Resort, Kiva Beach, Tallac Historic Site, Baldwin Beach, Taylor Creek Visitor Center, Eagle Falls Trail Head, Inspiration Point, Meeks Bay Campground, Meeks Bay Resort, Kaspian Day Use area, Blackwood Canyon, William Kent Campground, 64 Areas/Tahoe City, various access points to the Tahoe Rim Trail, and recreation areas on the East shore between Incline Village and Spooner Summit.

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

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

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

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

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

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

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

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

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

Round 5: \$250,000  
Round 6: \$300,000  
Round 7: \$339,000  
Round 9: \$270,000  
Round 11: \$300,000  
Consequence of not completing Round 12 is: the loss of transit services to multiple Forest Service recreation sites and loss of the transit links between existing public transit services (BlueGo and TART) on the South and North Shores of Lake Tahoe.

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

## Project Nomination Proposal Outline

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

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

The Basin Wide Transportation project has provided funding for the West Shore Transit system and continuous implementation of a seasonal service on Lake Tahoe's scenic east shore, focused along Highway 28 between Spooner Summit and Incline Village to alleviate roadside parking, congestion, and vehicle miles travelled which is contributing to erosion, air quality impacts and pedestrian, bicycle and automobile conflicts.

### **Project Description**

#### **Introduction**

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

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

Currently, the Tahoe Region is served primarily by two publicly operated transit systems that operate on the South shore and North shore of Lake Tahoe. Past SNPLMA funding has been used to link these two systems with a summer West shore transit system. This Round 12 project will continue to make feasible the provision of summer seasonal transit to Forest Service and other recreation sites on the South and West shores of Lake Tahoe and continue a new service on the East Shore, where Round 11 will begin the first season's run. Providing transit along the shore of Lake Tahoe will reduce the erosion created by the existing shoulder parking, provide an alternative to personal vehicle use, and result in a reduction in vehicle miles traveled.

Traffic congestion and the resulting pollution are a significant concern in the Lake Tahoe Basin. Airborne particulate matter has become a significant concern because of the negative effects on human and ecosystem health and visibility. Mobile sources of air pollution, mainly motor vehicles, are among the most significant sources of pollution and greenhouse gases in the Tahoe Basin.

Roadside parking cause negative impacts to water quality as a result of erosion and sedimentation to surface waters.

Congestion has been identified as a primary concern for both visitors and residents. In addition, congestion leads to conflicts between automobiles, bicycles and pedestrians and escalates air quality impacts from automobiles as a result of increased idle times.

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

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

Funding for the Basin Wide Transportation proposal will continue to fund the West Shore Transit program and a seasonal summer service on the East Shore of Lake Tahoe. Funding request for Round 12 will cover the summer of 2012 and possibly 2013 for the West Shore where no other funds are available, and likely 2012 and 2013 for the East Shore if leveraging funds are available from the Nevada Division of Transportation (NDOT). If NDOT approves these funds, they can only be used with other funds that match them dollar for dollar.

The West Shore Transit service has provided a critical link between the South and North shores of Lake Tahoe (Note: this service does include ridership fares). West shore transit has provided a transit link that has been identified by the Tahoe Regional Planning Agency and the Tahoe Metropolitan Planning Organization as a transportation gap in the Regional goals for the Basin to provide transit service to the entire Lake Tahoe Basin. The West Shore service has shown a steady increase in ridership until this last summer when ridership fell.

Continuation of a transit service on the East shore of Lake Tahoe will also provide a transit link to the existing transportation on the North shore while connecting a heavily used recreation corridor of Nevada State lands and Forest Service lands. The funding allows for fair market ridership fares, provides transit services to Forest Service recreation sites, provides route links between North and South shore and provides marketing of the services.

Funding for the West Shore Transit project started in Round 5 as a demonstration project to establish a reliable transportation system to Forest Service recreation sites. Concurrently, the Tahoe Metropolitan Planning Organization (MPO) worked to secure transit operation funding through the reauthorization of the Transportation Bill (Map-2010) These efforts are ongoing as scheduled action on the bill is unknown.

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

Project is ready to move forward in Spring of 2012 after funds are awarded. There will be no adverse affects of this proposal to the National Environmental Policy Act.

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

Partnerships include the Tahoe Transportation District, the Tahoe Regional Planning Agency, the South Shore Transportation Management Association (TMA), the Truckee North Tahoe TMA, and the Nevada Department of Transportation. The Forest Service will work with all of these partners in implementing this project.



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

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

1. To discourage use of personal vehicles and encourage the use of mass transit.
2. To reduce Vehicle Miles Traveled (VMT’s).
3. To reduce air and water quality impacts.
4. To connect existing public transportation systems at the North, South, East and West Shores of Lake Tahoe.
5. To reduce roadside parking and improve corridor safety.

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

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

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

Identifiable project objectives are:  
Air Quality – Benefits to air quality from reduced vehicle miles used.  
Water Quality – Reduction in road side parking would benefit water quality by reduced potential sedimentation of surface waters.  
Transportation – Benefits to transportation from reduce congestion by providing alternatives to the private automobile and potentially reducing congestion and traffic conflicts.

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

N/A

## Accomplishments

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

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

Anticipated project accomplishments include: reduced visitor automobile usage, reduced roadside erosion and safety hazards caused by vehicles parking on the shoulder of the road.

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

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

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

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

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

## Monitoring

- Describe the project monitoring that will be implemented as part of this project including:

- List the questions the monitoring program is designed to answer.

How many riders are using the system? Was the system reliable (on schedule)? What operational improvements are needed? What was learned from public outreach/education/

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

None at this time.

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

Passenger counts, driver interviews, user surveys.

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

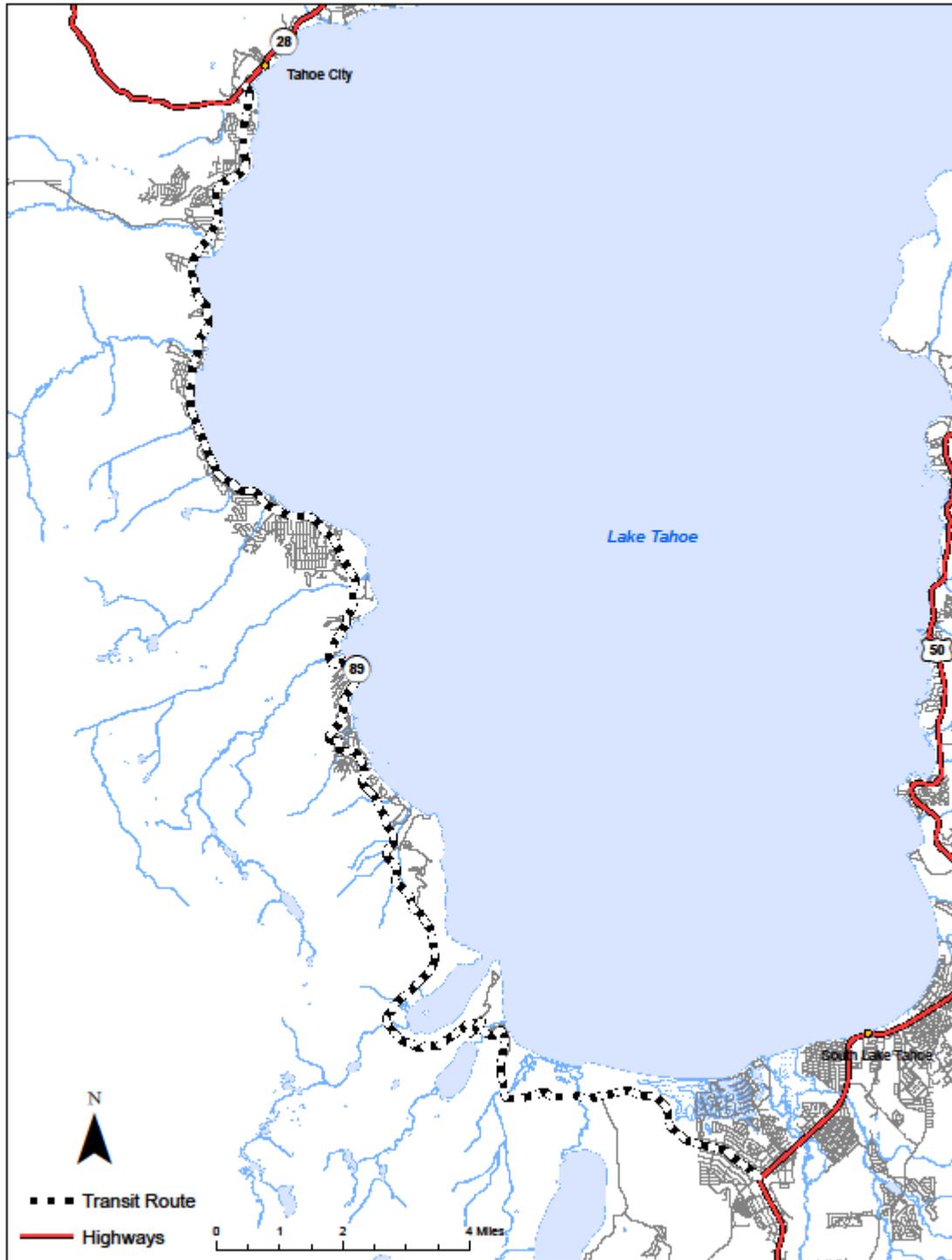
It fits into a larger transit ridership and use data collection program.

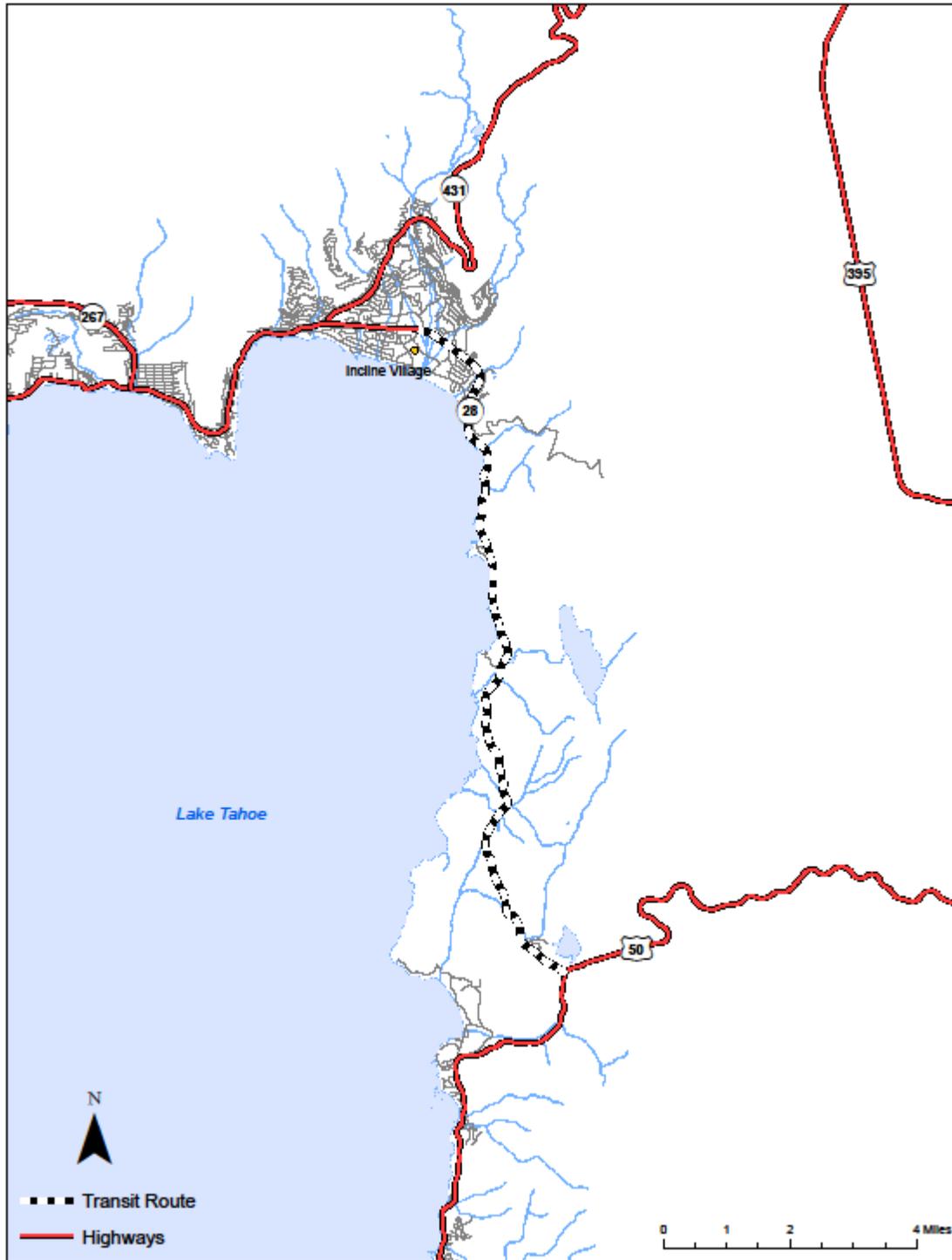
- Describe how information from the monitoring and/or research will be used to improve the continued performance of the proposed project or future similar projects.

It will be used for service and outreach improvement determinations.

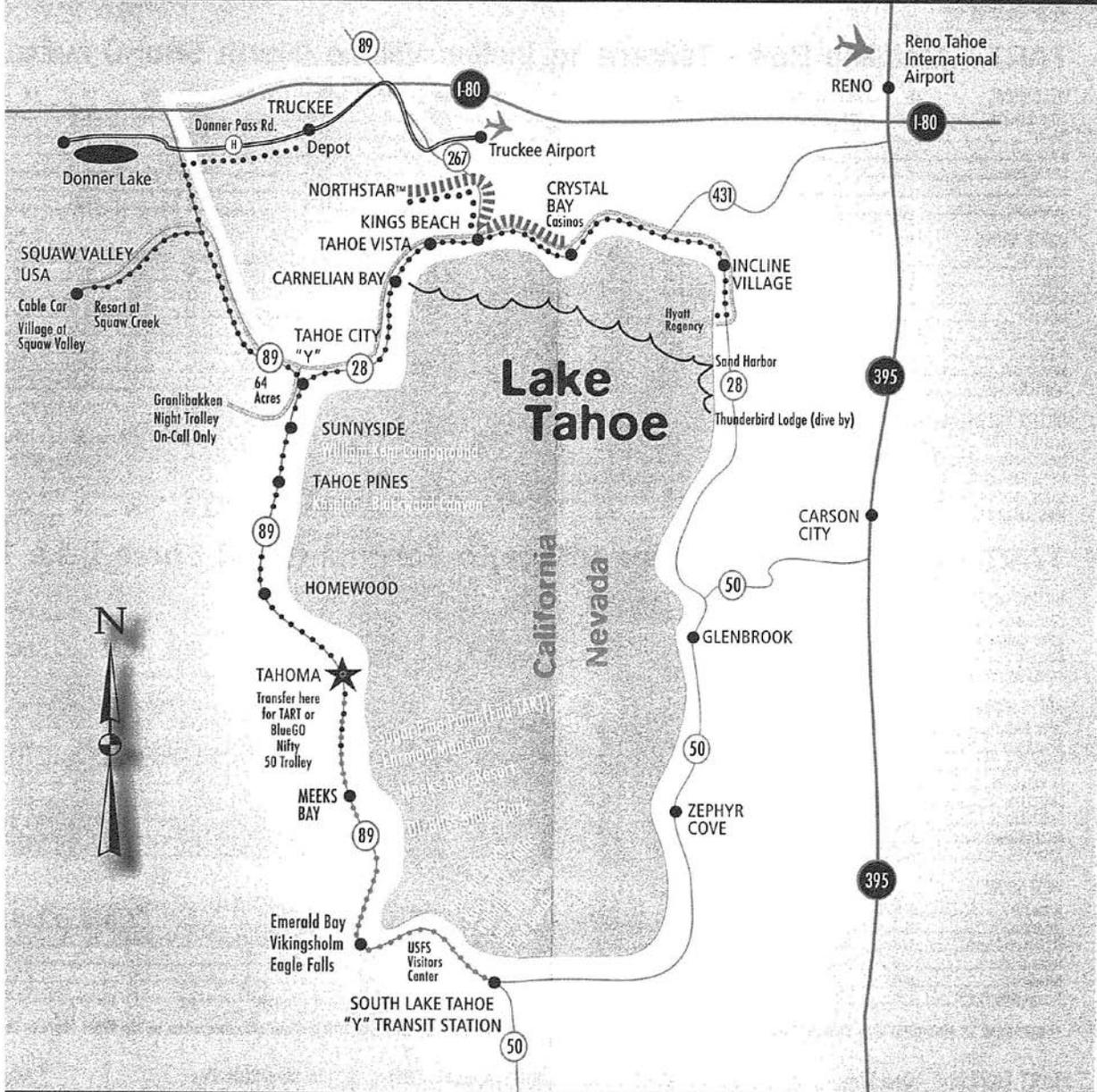
## Attachments

- If applicable, include 8 ½ X 11 map depicting the project
- 2010 Route Map of West Shore





# 2010 Route Map · LakeTahoeTransit.com



**Use Google to plan your next trip on [LakeTahoeTransit.com](http://LakeTahoeTransit.com)**

Find your way by bus around North Lake Tahoe. Find the next bus, wherever you're going.  
 Compare the public transit cost with that of driving the same route. Access is now available from your mobile phone.

**Appendix B-8**

**LAKE TAHOE RESTORATION PROJECTS  
ESTIMATED NECESSARY EXPENSES & KEY MILESTONE DATES**

Project Name:	Basin Wide Transportation	Agency:	Tahoe Transportation District
Prepared by:	Carl Hasty	Phone:	775-589-5501
SNPLMA Project #:		EIP #:	839

**Identify estimated costs of eligible reimbursement expenses:**

<b>1. Planning, Environmental Assessment and Research Costs</b> (specialist surveys, reports, monitoring, data collection, analysis, NEPA, etc.)	\$ _____	_____ %
<b>2. FWS Consultation – Endangered Species Act</b>	\$ _____	_____ %
<b>3. Direct Labor (Payroll) to Perform the Project</b>	\$ _____	_____ %
<b>4. Project Equipment</b> (tools, software, specialized equipment, etc.)	\$ _____	_____ %
<b>5. Travel</b> (including per diem where official travel status required to carry out project, such as serve as COR, experts to review reports, etc.)	\$ _____	_____ %
<b>6. Official Vehicle Use</b> (pro rata cost for use of Official Vehicles when required to carry out project)	\$ _____	_____ %
<b>7. Cost of Contracts, Grants and/or Agreements to Perform the Project</b>	\$ <u>260,000</u>	<u>87</u> %
<b>8. Other Direct and Contracted Labor:</b> Agency payroll for the Contracting Officer to do project procurement, COR, Project Inspector, Sec. 106 Consultation if required, NEPA Lead, Project Manager, Project Supervisor, and subject experts to review contracted surveys, designs/drawings, plans, reports, etc.; Also covered is the cost to contract for a Project Manager and/or Project Supervisor if contracted separately from other project contract(s)	\$ <u>4,000</u>	<u>1</u> %
<b>9. Other Necessary Expenses</b> (see Appendix B-11): Indirect costs associated with implementing a project, such as support services, budget tracking etc.	\$ <u>36,000</u>	<u>12</u> %
<b>TOTAL:</b>	\$ <u>300,000</u>	<u>100</u> %

**Estimated Key Milestone Dates:**

<b>Milestones/Deliverables:</b>	<b>Date:</b>
Grant Coordination	2/1/2012
Award Grant	4/1/2012
Monitor Grant	11/1/2012, 11/1/13
Close out Grant	11/1/2013
SNPLMA Close out	12/1/13
<b>Final Completion Date:</b>	

**COMMENTS:**