SNPLMA Project #: _____ **(To be assigned by SNPLMA Administration)**

Appendix I-2
TAHOE CAPITAL PROJECT PROPOSAL

Project Name: US50/Stateline Corridor Project **EIP #:** various

Lead Agency: Federal Highway Administration (FHWA)

Contact: Susan Klekar, Division Administrator - FHWA
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Threshold: Air Quality, Water Quality, Scenic, Recreation

Threshold Standard:

Total Project Cost: $3,760,717.00
Round 8 Funding Request: $1,500,000.00

Project Description:

As lead agency, the Federal Highway Administration is partnering with the Tahoe Regional Planning Agency, Nevada Department of Transportation, California Department of Transportation, local agencies, and interested parties, to request funding for the completion of required project study reports, environmental documentation, and preliminary engineering and design for the US 50/Stateline Corridor Project. As identified in Tahoe Regional Planning Agency's Environmental Improvement Program (EIP), recommended alternatives include water quality, intersection, roadway, pedestrian, bicycle, air, and scenic improvements.. Several other projects identified in the EIP will be implemented as a packaged project. Projects have been identified under several jurisdictions including NDOT, Caltrans, Douglas County, and City of South Lake Tahoe. Adequate planning, environmental documentation, and engineering studies, are required in order to move these projects forward. Public outreach during the environmental process is also required and will be a major component of this effort.

Describe the purpose and need for the project:

The purpose of the project is to develop required statewide planning, environmental documentation and preliminary engineering studies. The TRPA Compact requires that within the planning process, TRPA shall give consideration to; "Completion of the Loop Road in the States of Nevada and California. This project will provide air, water, scenic and multi-modal transportation improvements in the Stateline Corridor.

US-50 is the principal highway into South Lake Tahoe. Entering the Basin west of Echo Summit, it continues through the South Shore, crosses Stateline, continues to the East Shore, and exits the Basin at Spooner Summit. A major portion of traffic enters the Lake Tahoe Basin through this route, and traffic volumes are predicted to increase 27% over the next 20 years. Based on forecasts contained in the US-50/Stateline Study, sixty percent (60%) of this traffic stays within the Stateline Corridor. During peak periods the highway functions at Level of Service F. On a scale of A to F, with F being the worst, it is common for drivers to experience long delays while traveling through, or to Stateline. Traffic delay has a major effect on the Lake environment including impacts to air quality, and pedestrian, bicycle, transit, and vehicle travel. Traffic delay and the inability to go from one place to another efficiently also negatively impacts the South Shore economy, and the Basin as a whole. As population growth continues in and

around the Lake Tahoe Basin, and with growth in tourism, transportation conditions will continue to deteriorate. Recommended alternatives can provide a proactive and timely approach toward mitigating the various impacts associated with increased vehicle travel in and around the Lake Tahoe Basin.

Describe the goals and objective of the project:

Goal: Improve pedestrian, bicycle, public safety, transit services, traffic circulation, air quality, and community character, while incorporating identified water quality improvements to the US-50 Stateline Corridor. Objective: Balance the US-50/Stateline Corridor transportation needs with environmental, economic, safety, community, and scenic guidelines adopted for the Lake Tahoe Basin. Benefits to threshold standards include: Air quality – reduction in vehicle emissions through implementation of improved pedestrian facilities, increased transit services and a dedicated transit way through the Stateline Corridor; Scenic - continued implementation of context and community-sensitive design applications; Water quality – implementation of detention basins, curb, gutter, water treatment and collection facilities; Recreation – bicycle and pedestrian facilities including extension of the US-50 Class I and Class II Linear Park and designated bicycle lanes; Roadway – intersection and street lighting improvements.

Describe the anticipated project accomplishments:

Completion of Federal, State, and TRPA-required environmental documentation, preliminary engineering studies and 100% design.

Describe the "readiness" of this project to move forward (Environmental documentation, etc.)

The US-50/Stateline Transportation Planning Project was completed in May 2004. The Final Report has provided a planning level structure and public input process that encourages a unique template for project delivery. A NDOT Project Submittal Application for state maintained roads was submitted in January 2005 and a Benefit/Cost Analysis is being completed by NDOT. It is anticipated that the project study report, environmental studies, preliminary engineering, and final design can begin in January 2007, July 2008, and January 2009 respectively.

Describe partnerships for this project. (Include documentation)

The US-50/Stateline Transportation Planning Project Steering Committee and subsequent partnership for completion of planning and environmental documentation will include: The Federal Highway Administration, TRPA Transportation Division, Nevada Department of Transportation, California Department of Transportation, City of South Lake Tahoe, Douglas County, South Lake Tahoe business community, casino and resort representatives, and other interested parties. The Steering Committee for the US-50/Stateline Transportation Project is anticipated to continue to serve as the Steering Committee for the project study report, environmental study process, and design recommendations. The South Shore Transportation Management Association (SSTMA) has been provided periodic updates towards the progress of the project, with future presentations scheduled to take place with the NDOT Statewide Transportation Technical Advisory Committee (STTAC) and Gaming Alliance.

Project Milestones:

Calendar Year 2004:

* May: US-50/Stateline Transportation Planning Project and Final Report completed.
* June: Partner Agency Comments-TRPA Response toward US-50 /Stateline Final Report.
* August: Round 5: SNPLMA approval by partner agencies.

Calendar Year 2005:

* January: TRPA submits NDOT US 50 Project Submittal Application.

Calendar Year 2006:

* October: SSTMA Project Presentation.
* January: NDOT Project Submittal Application Evaluation Recommendation.

Calendar Year 2007:

* January: TRPA submits NDOT Project Submittal Application for Strategic Project Implementation.
* January: Request for Proposals – Caltrans Project Study Report (PSR).
* January: NDOT STTAC/Gaming Alliance Project Presentation.
* February: Selected Consultant for (PSR).
* March: Request for Proposal – Caltrans Project Report (PR).
* April: NDOT Benefit/Cost Analysis. NDOT Strategic Project Implementation Recommendation.
* April: Selected Consultant – Caltrans Project Report (PR).
* September: Caltrans review and approval of PSR complete.
* November: Caltrans review and approval of PR complete.
* December: Request for Proposal EIR/EIR/EIS.

Calendar Year 2008:

* January: Selected Consultant EIR/EIR/EIS.
* February: Request for Proposal (RFP) Preliminary Engineering.
* March: Selected Consultant Preliminary Engineering.
* March: Public Scoping, Alternative Analysis EIR/EIR/EIS.
* May: 35% Design completed to initiate EIR/EIR/EIS.
* August: 65% Design complete.
* December: Draft EIR/EIR/EIS.

Calendar Year 2009:

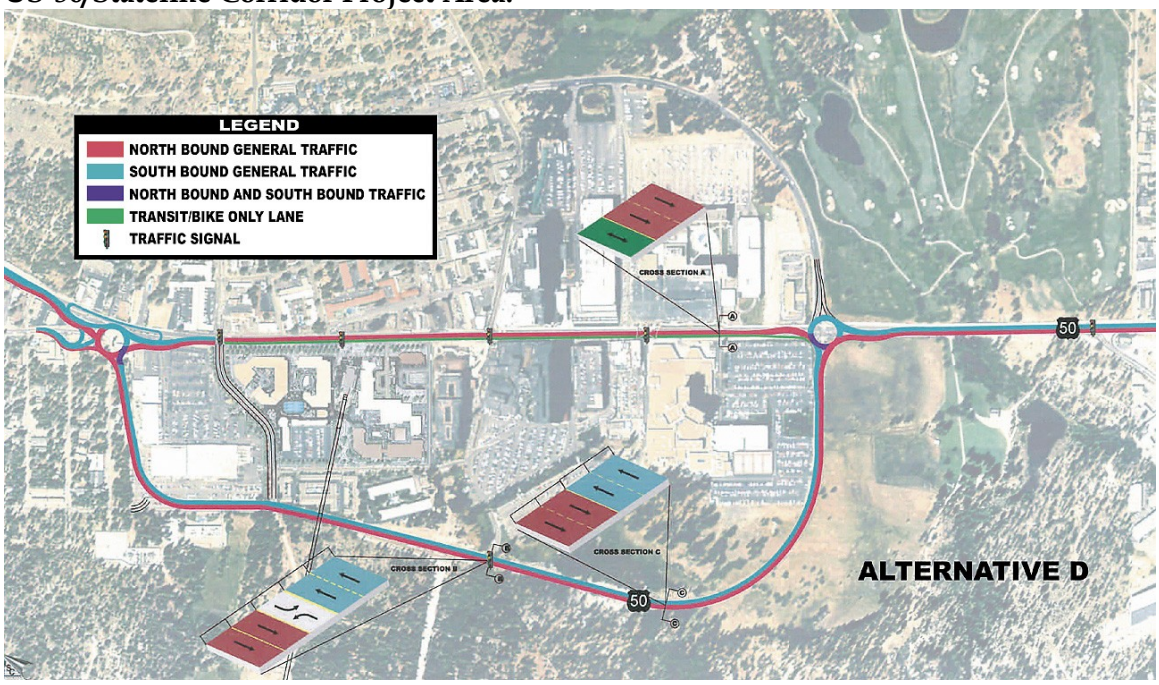
* February: Response to Comments on EIR/EIR/EIS.
* March: 100% Design complete.
* April: Final EIR/EIR/EIS.
* June: Record of Decision.
* July: Project Bid Solicitation.
* August: Selected Contractor.
* October: Right-of-way acquisition.

Calendar Year 2010:

* May: Begin construction.

SNPLMA Project #: _____ **(To be assigned by SNPLMA Administration)**

Project Map:
US-50/Stateline Corridor Project Area:



Highway 50/Stateline Planning Project
Draft Cost Estimate:

I. Preliminary Planning and Environmental Documentation

Caltrans Project Study Report (PSR): -	$400,000.00
Caltrans Project Report (PR): -	$70,000.00
Environmental Impact Statement: -	$2,000,000.00
Project Oversight 3%-	$74,100.00
Total PSR-PR-EIS Estimate: -	$2,544,100.00

II. Engineering Services for Preliminary and Final Design:

Phase I: Preliminary Design/Draft Project Report/35% Plans and Specifications
Phase I will result in 35% documents sufficient to support the Draft EIR/EIS/EIS

Project Startup, Initiation and Coordination	$82,500.00
Data Collection and Review	$65,000.00
Preliminary Design – 35% Design	$380,000.00
Subtotal	$527,500.00

Phase II: Final Design/65%/and 100% Plans, Specifications and Bid Documents
Phase II will result in 100% documents provided for the construction bid process.

65% and 90% Design		$285,000.00
100% Design		$102,250.00
Subtotal		$387,250.00
	Subtotal	**$914,750.00**
	30% Contingency	$274,425.00
	3% Project Oversight	$27,442.00
	Total Engineering	**$1,216,617.00**

Total PSR-PR-EIS Estimate	$2,544,100.00
Engineering/Design Estimate	$1,216,617.00
Total Estimated Project	**$3,760,717.00**