

**Appendix B-8**

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

Project Name: Kings Beach Commercial Core Agency: FHWA (Placer County)  
 Prepared by: Peter Kraatz Phone: (530) 581-6230 EIP #: 10060  
 SNPLMA Project #: \_\_\_\_\_

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

**1. Planning, Environmental Assessment and**

**Research Costs** (specialist surveys, reports, monitoring, data collection, analysis, NEPA, etc.) \$ \_\_\_\_\_ %

**2. FWS Consultation—Endangered Species Act** \$ \_\_\_\_\_ %

**3. Direct Labor (Payroll) to Perform the Project** \$ \_\_\_\_\_ %

**4. Project Equipment** (tools, software, specialized equipment, etc.) \$ \_\_\_\_\_ %

**5. Travel** (including per diem where official travel status required to carry out project, such as serve as COR, experts to review reports, etc.) \$ \_\_\_\_\_ %

**6. Official Vehicle Use** (pro rata cost for use of Official Vehicles when required to carry out project) \$ \_\_\_\_\_ %

**7. Cost of Contracts, Grants and/or Agreements to Perform the Project** \$ 3,000,000 100 %

**8. Other Direct and Contracted Labor:** 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 contracts) \$ \_\_\_\_\_ %

**9. Other Necessary Expenses** (See Appendix B-11) \$ \_\_\_\_\_ %

**TOTAL:** \$ 3,000,000 100 %

**Estimated Key Milestone Dates:**

Milestones/Deliverables:	Date:
<b>Circulate Environmental Document</b>	<b>April 2007</b>
<b>Approve Environmental Document</b>	<b>April 2008</b>
<b>Complete PS&amp;E and R/W Acquisition</b>	<b>April 2009</b>
<b>Begin Construction</b>	<b>May 2010</b>
<b>Final Completion Date:</b>	<b>October 2012</b>

**COMMENTS:**

**Funding request for water quality improvements to be constructed by qualified contractor. See attached cost estimate (Exhibit B)**

**APPENDIX K  
LAKE TAHOE CAPITAL PROJECT PROPOSAL  
ROUND 9**

**Consistency with Lake Tahoe nomination criteria:**

Project nominations must qualify as an Environmental Improvement Program (EIP) project and be the responsibility of the federal government (federal share responsibility); and have a willing and ready federal sponsor.

Project nominations must be consistent with one of the focus areas in the June 2006 Federal Vision (pp. 8-9) (<http://www.fs.fed.us/r5/ltbmu/documents/ltbec/revised-FV-Final.pdf>) and fit into at least one category.

**Capital Focus Area (as described in the 2006 Federal Vision): Watershed & Habitat Improvement**

**Circle a minimum of one category:**

1. Continued emphasis on fuels reduction in coordination with projects funded under the 2006 SNPLMA amendment (the “White Pine” amendment).
2. Continued implementation of projects approved in Rounds 5 through 8 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 9.

List project(s): **Kings Beach Commercial Core Improvements**

3. Project is consistent with and contributes toward TMDL pollutant reductions within the four source categories (atmospheric, urban & groundwater, forested uplands, and stream channel).

List category(ies): **Urban & Groundwater**

4. Control of aquatic invasive species and prevention of new aquatic invasive species.
- 

**Project Name: *Kings Beach Commercial Core Improvements*      EIP #: 10060**

**Lead Agency: *Federal Highway Administration, Nevada Division***

**Contact: *Ms. Susan Klekar***

**Threshold: *Water Quality (WQ)***

**Phone Number: *(775) 687-1204***

**Threshold Standard: *Runoff Water Quality (WQ-5)***

**Email Address:**

[susan.klekar@fhwa.dot.gov](mailto:susan.klekar@fhwa.dot.gov)

**Funding Requested in this Round: *\$3,000,000*      Total Project Cost: *\$48,600,000***

**Is this a multi-year Project? Yes. (If “Yes”, describe in the Detailed Project Description below number of years or phases and which year the requested funding will cover)**

**Project Summary (maximum 200 words): (applicable ONLY to this Round 9 project):**

FHWA, in conjunction with Placer County, Caltrans, TRPA and the North Lake Tahoe Resort Association, is developing a project on SR28 through the town of Kings Beach. The project will construct water quality improvements, provide bicycle and pedestrian facilities and improve the streetscape within the commercial core of Kings Beach. Funding for this request will be used for construction of various project components including sidewalks, curb and gutter, site grading, paving, and water quality improvements. All improvements are considered to benefit the control, conveyance and treatment of urban storm water runoff in the project area. Construction is anticipated to begin in 2009.

**Detailed Project Description (focuses on what Round 9 is funding; list the number of years or phases the Round 9 requested funding will cover; if phased, briefly describe how this project links into previously phased projects including what remains for Rounds 10 and beyond).**

Kings Beach is the largest urban/commercially developed area in the Lake Tahoe Basin, outside of the contiguous communities of South Lake Tahoe and Stateline on the Lake's South Shore. State Highway 28 is the major community thoroughfare, a four-lane highway connecting North Shore California with North Shore Nevada. The highway is located in close proximity to the waters of Lake Tahoe, much of it within 200 feet of the lake shore. Currently, there are minimal water quality treatment facilities or storm water drainage controls along the 1.1 mile stretch of State Highway 28 that transects Kings Beach.

The unincorporated Kings Beach community and commercial area is located in the north shore area of Lake Tahoe in Placer County, California. Lake Tahoe is a national treasure that is threatened by its popularity and the effects of the built environment, particularly its famed water clarity. The purpose of the proposed project is to improve pedestrian and bicycle mobility and safety, improve water quality and improve aesthetics of the commercial core through Kings Beach. The proposed work will improve 1.1 miles of State Highway 28 that transects the commercial core of Kings Beach.

The project will construct curb, gutter, and sidewalk and water quality improvements in the Kings Beach Commercial Core. One "no build" and three "build" alternatives with varying roadway widths (one lane/direction vs. two lanes/direction) are being considered as part of the environmental document for the project (see attached Exhibit A).

A Watershed Master Plan is being developed that will provide a comprehensive approach to water quality issues in the Kings Beach watershed. The Kings Beach Commercial Core Improvement Project will implement a phase of this plan.

The current and proposed SNPLMA funding is designated for use as follows:

Round 5, \$1.2 Million for Preliminary and Detailed Engineering Design: This funding awarded in 2004 has been designated for preliminary engineering studies to support the project's state and federal environmental documents. It will also support detailed design of project improvements once the environment Specifically, SNPLMA funding supports assessment of existing hydrology and water quality conditions in the commercial core and will support detailed design of improvements for conveyance and treatment of storm water to meet applicable regulatory standards and further protect the clarity and quality of Lake Tahoe that is located within 200 feet of the project area.

Round 6, \$2.775 Million for Right-of-Way Acquisition: This funding awarded in 2005 has been designated for right-of-way acquisition needed to construct various project improvements including roadway pavement addition, curb and gutter, drainage conveyance facilities such as culverts, and storm water treatment facilities such as detention structures. It should be pointed out that pavement and curb and gutter are integral to controlling and improving water quality of the project as these improvements will reduce shoulder erosion of current bare soil areas and direct urban storm water to sophisticated treatment facilities that is currently flowing uncontrolled to the lake with minimal treatment applied.

Round 7, \$1.2 Million for Construction: This funding awarded in 2006 has been designated for construction of various project improvements including roadway pavement addition, curb and gutter, drainage conveyance facilities such as culverts, and storm water treatment facilities such as detention structures. Again it should be noted that pavement and curb and gutter are integral to controlling and improving water quality of the project as these improvements will reduce shoulder erosion of current bare soil areas and direct urban storm water to sophisticated treatment facilities that is currently flowing uncontrolled to the lake with minimal treatment applied.

Round 8, \$3.0 Million for Construction: This funding awarded in 2007 will be designated for construction of various project improvements including roadway pavement addition, curb and gutter, drainage conveyance facilities such as culverts, and storm water treatment facilities such as detention structures. Again it should be noted that pavement and curb and gutter are integral to controlling and improving water quality of the project as these improvements will reduce shoulder erosion of current bare soil areas and direct urban storm water to sophisticated treatment facilities that is currently flowing uncontrolled to the lake with minimal treatment applied.

**Round 9, \$3.0 Million for Construction: In addition to Rounds 7 and 8, this funding request supports project construction estimated to occur over a three-year period from 2010 to 2012. Similar to Rounds 7 and 8, this funding will be designated for construction of various water quality project improvements including roadway pavement addition, curb and gutter, drainage conveyance facilities such as culverts, and storm water treatment facilities such as detention structures. It should be noted that pavement and curb and gutter are integral to controlling and improving water quality of the project as these improvements will reduce shoulder erosion of current bare soil areas and direct urban storm water to sophisticated treatment facilities that is currently flowing uncontrolled to the lake with minimal treatment applied.**

**Based on 1.1 miles of roadway having inadequate storm water conveyance, control and treatment facilities, the need for SNPLMA funding is paramount, and the current construction cost estimate indicates that project improvements for benefiting water quality are estimated at \$9M (2006 dollars) while Rounds 7 through 9 total \$7.2M to cover construction of water quality improvements. Therefore, future funding requests from SNPLMA for this project are possible (Round 10 and beyond) in order to fully fund the construction of water quality improvements as well as the construction management to ensure proper installation and provide quality assurance services during construction (estimated at \$1M). In order to fully cover construction and construction management services needed from 2010 to 2012 for project water quality improvements, at least \$2.8M may be requested from SNPLMA in Round 10 and beyond.**

The funding will support construction of improved storm water conveyance and treatment facilities along SR28 that currently has undersized conveyance and nonexistent treatment facilities. The highway is typically less than 200 feet from the Lake Tahoe shoreline and at the

base of a nearly 4,000-acre watershed that has significant urban development and is deemed by Lake Tahoe Basin regulatory authorities such as the Tahoe Regional Planning Agency and State of California Lahontan Region Water Quality Control Board to have impaired runoff with respect to levels of fine sediment and nutrients. The anticipated project improvements resulting from the SNPLMA funding should vastly improve the water quality of storm water runoff of the project area and have a positive future effect on the quality and clarity of Lake Tahoe.

**Describe the goals and objectives of the project (those applicable ONLY to this Round 9 project):**

Project goals include:

1. Improve urban storm water runoff treatment to protect and enhance the clarity of Lake Tahoe.
2. Improve bicycle and pedestrian mobility within the Commercial Core area.
3. Improve the scenic and aesthetic character of the Kings Beach Commercial Core.

Round 9 funding supports these goals through construction of project elements related particularly to storm water improvements.

It is very important to note that in the context of these three project goals, this project does not propose to expand the roadway capacity for automobiles. In fact, it is quite the opposite. This project represents a major community restoration effort that focuses on getting people out of their cars, encouraging alternative transportation, enhancing pedestrian and bicycle safety, and building a storm water conveyance and treatment system that protects and improves the famed clarity of Lake Tahoe.

Under the current environmental documentation for the project, three roadway alternatives are being considered. Two of the alternatives remove two automobile travel lanes as compared to existing conditions, reducing the roadway width by tens of feet. The third alternative maintains the current four lanes of vehicular travel. With all three alternatives, curb and gutter along with storm water treatment facilities will be built to control and treat runoff. In addition, bicycle lanes in each direction, 5-ft. minimum sidewalks on both sides of highway, and dedicated public parking facilities on and off the highway are included in each project alternative analyzed in the CEQA/NEPA/TRPA environmental document.

The need for the project is driven by the following:

1. Existing water treatment facilities do not meet TRPA or Lahontan Regional Water Quality Control Board effluent limits for target pollutants.
2. Pedestrian and Bicycle mobility is limited due to lack of facilities and space for separated travel spaces.
3. Business related infrastructure has deteriorated resulting in a degradation of the scenic qualities and thresholds established for this area.

The objectives of this project are to:

1. Construct water quality treatment facilities that will meet regulatory requirements to the maximum extent practicable.
2. Construct dedicated bike lanes for bicyclists.
3. Construct sidewalks for pedestrians.
4. Provide streetscape elements (street furniture, etc) to enhance scenic qualities.

5. Enhance safety by organizing parking and providing an additional pedestrian crossing State Route 28.

**Describe the anticipated project accomplishments (i.e. products or identifiable environmental benefits being produced or implemented under this project):**

Create a more vibrant, aesthetically pleasing commercial core that provides greater opportunities for pedestrian/bicycle mobility, contributes fewer pollutants to Lake Tahoe, and has fewer impacts on the greater physical environment of the Lake Tahoe Basin.

Specific Water Quality Accomplishments:

Water quality studies for Kings Beach have shown that under existing conditions, approximately 88,000 pounds of fine sediment is conveyed annually to Lake Tahoe through storm water runoff coming from the highway and the Kings Beach watershed. Research has shown that fine sediment is a major contributor to the decline of Lake Tahoe's famed water clarity.

Further environmental work has included the development and evaluation of water quality protection alternatives designed to most effectively address the significant flow of sediment runoff occurring in Kings Beach. This effort has resulted in the preparation of a preferred water quality improvement alternative that will reduce the fine sediment discharge by at least 49 percent annually, to a reduced level of approximately 45,000 pounds per year.

The proposed water quality improvements of this project are essential to achieving this substantial sediment reduction, through the construction of various storm water conveyance, collection and treatment facilities. Recent research, conducted as part of developing Total Maximum Daily Load (TMDL) water quality standards for Lake Tahoe, has shown that a 30 percent reduction of the pollutants reaching Lake Tahoe, including fine sediment, will ultimately reverse the downward trend of Tahoe's water clarity.

**Describe the "readiness" of this project to move forward (urgency, capacity, capability, environmental documentation etc.):**

Placer County conducted a number of community meetings to define the project and to obtain input on alternatives. The County has completed all the technical environmental studies as required by CEQA, NEPA and TRPA. In addition, the County has completed a comprehensive watershed improvement project concurrently to address water quality concerns within the entire watershed.

The County circulated the final draft of a joint CEQA/NEPA/TRPA environmental document<sup>1</sup> that has been reviewed by the public and is expected to be certified by County, State and Federal agencies by April 2008. Detailed design and right-of-way acquisition activities are then expected occur through the remainder of 2008 and into 2009 with construction occurring from 2010 to 2012.

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<sup>1</sup> Otherwise referred to as Draft Environmental Assessment (NEPA)/Environmental Impact Report (CEQA)/Environmental Impact Statement (TRPA), Kings Beach Commercial Core Improvement Project, March 2007.

With regard to fiscal readiness, the attached funding table (Exhibit B) shows commitments of a large portion of estimated project costs (approximately \$24,000,000 out of \$48,600,000 (current total project estimate) secured from eight different funding sources including Federal, State and local). SNPLMA Rounds 5 through 8 have contributed a total of \$8,175,000 to support design, ROW acquisition and construction. Even though substantial funding commitments are in place, future SNPLMA funding is critical to maintain the momentum and readiness of this project. In addition, it is important to note that current SNPLMA funding to date (\$8.175M) represents 17% of the overall project budget estimate of \$48.6M. The large remainder of the project budget relies predominantly on State and local sources of funding.

**Describe partnerships for this project. (if applicable, project should identify partner funding [committed/secured] and how it is integrated into the project)**

Placer County, North Lake Tahoe Resort Association and TRPA have all contributed funding for this project. A Steering Committee of government agencies (Placer County, Caltrans, TRPA, FHWA, Lahontan RWQCB, and California Tahoe Conservancy) and community based associations (North Lake Tahoe Resort Association, North Tahoe Transportation Management Association, League to Save Lake Tahoe, North Tahoe Business Association) as well as community members have been participating in our project development team meetings.

In addition to partnering with the above agencies, the County's interaction with our most important partner, the community, has occurred at a very frequent and intensive level. In 2007 alone, the County contracted with Sierra Business Council to assist in holding four informational workshops to help the public become more educated on this complex project (see attached Exhibit C for list of partners and summary of community outreach).

The Watershed Improvement Project being conducted concurrently with the commercial core project will identify water quality alternatives that are consistent with the commercial core improvements. The County is working with the Backyard Conservation Program/BMP Retrofit Program to provide technical assistance to property owners to implement BMPs on their properties upgradient of the commercial core.

In addition, the County has partnered with, and will continue to partner with, the North Tahoe Public Utility District in their sewer/waterline replacement work. UC Davis have researched previous erosion control projects constructed in the residential area gage BMP effectiveness. We will continue to work with UC Davis and incorporate their monitoring results into future water quality improvement projects identified through the Watershed Master Plan. The Watershed Master Plan encompasses a section of USFS owned land in which erosion source areas and potential mitigations will be addressed, including crossings of Griff Creek.

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

**1) The questions the monitoring program is designed to answer**

The basic questions that the monitoring program is designed to answer include:

- i. Refinement and verification of existing pollutant loads leaving the site;
- ii. Quantification of pollutant loads over time following storm water BMP implementation to reflect trends of pollutant loads leaving the site; and

- iii. Use of pollutant trends data to adjust and/or modify BMPs as necessary to improve pollutant load reductions.
- 2) **The monitoring approach (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. A detailed monitoring/research plan is not required, but enough detail must be provided to allow someone that is unfamiliar with the project to understand and evaluate the proposed methods and strategies.)**

A project-effectiveness monitoring program will be developed during the design phase to allow adaptive management. The project is encompassed within an overall watershed improvement planning effort, which will ensure that storm water improvements are consistent with the overall watershed restoration plans for the area. The size of the project will allow selective use of pilot strategies to improve water quality. In addition, previous and current monitoring efforts of existing watershed BMPs by UC Davis will be incorporated into future BMP designs resulting in appropriately sized and pollutant-targeted BMPs for the core project.

Specific details for a water quality monitoring program have not yet been established, but at a minimum, we anticipate the following skeleton program to emerge during the design phase of the project.

- i. Identification and mapping of all storm water outfalls to Lake Tahoe from the project area. Outfalls include both manmade and natural. Representative outfalls will be sampled for fine sediment, phosphorous and nitrogen components prior to construction to refine the current prediction of pollutant loading (i.e., current prediction of average annual discharge of 88,000 pounds fine sediment).
  - ii. Evaluation of potential storm water BMPs to facilitate at least a 50% reduction of fine sediment. This effort will dovetail with current efforts by TRPA to perform a pilot-scale pump and treat study for treating urban storm water. Results from this study should be valuable for designing appropriate BMPs for the project to meet the goal of a 50% fine sediment load reduction.
  - iii. Post-construction storm water sampling and analyses of representative outfalls to monitor the trends and performance of the BMPs.
  - iv. Frequency and duration of storm water sampling would be at a minimum of event-based.
  - v. Constituents to be analyzed would include at a minimum, total suspended solids, total phosphorous and total nitrogen. Variants of these analyses would be included based on future project TAC meetings.
- 3) **Whether this project monitoring fits into a larger monitoring or research program (including how information from the monitoring and research will be used to improve the continued performance of the proposed project or improve future similar projects)**

Kings Beach is the largest urban/commercial developed area along the lakeshore outside of Tahoe City and the City of South Lake Tahoe. It will be critical to better understand the actual magnitude of urban storm water runoff with respect to current predictions by Lahontan's/NDEP's Lake Tahoe Clarity and Watershed Models that urban runoff has such a dramatic impact on water quality and clarity. The results of the monitoring program are proposed to be important data for refining the current TMDL predictions by the aforementioned models, and therefore, the program should be considered portable as an overall contributor to research for better understanding long-term lake clarity trends.

The fit into a larger or Basin level monitoring and research will occur through integration with the Regional Storm Water Monitoring Program being developed for Lake Tahoe and the efforts of the TRPA led pump and treat pilot study currently being performed.

**Describe these two items which will be considered along with the above project monitoring information by the Tahoe Science Consortium related to research and monitoring resource areas and the effectiveness of environmental restoration activities:**

**1) Describe the specific goals and objectives of the project and describe how fulfilling those objectives will contribute to the achievement of one or more environmental thresholds.**

Project goals include:

- i. Improve urban storm water runoff treatment to protect and enhance the clarity of Lake Tahoe.
- ii. Improve bicycle and pedestrian mobility within the Commercial Core area.
- iii. Improve the scenic and aesthetic character of the Kings Beach Commercial Core.

Project objectives and corresponding environmental thresholds progress include:

- i. Construct water quality treatment facilities that will meet regulatory requirements to the maximum extent practicable. Construction of water quality treatment facilities will make substantial progress in achieving the **water quality threshold**. Funding for SNPLMA Round 9 is targeted to support construction of storm water conveyance and treatment facilities to help achieve the water quality threshold. The current technical based objective is to reduce the currently predicted annual average fine sediment load by half.
- ii. Construct dedicated bike lanes for bicyclists. Construction of bike lanes will encourage higher use of bicycles and lower use of automobiles to make progress towards the **air quality threshold**.
- iii. Construct sidewalks for pedestrians. Construction of sidewalks will increase walkability of the commercial core encourage less reliance on the automobile thereby making progress towards the **air quality threshold**.
- iv. Provide streetscape elements (street furniture, etc) to enhance scenic qualities. Construction of streetscape amenities will make progress towards both the **scenic and recreational thresholds** by beautifying the downtown commercial core area and increasing the quality of the recreational experience.
- v. Enhance safety by organizing parking and providing an additional pedestrian crossing State Route 28. Construction of organized parking and additional dedicated street crossing facilitates achieving **air quality, scenic and recreational thresholds** by reducing congestion caused by limited parking opportunities, redeveloping blighted properties, and increasing the quality of the recreational experience in the project area.

**2) Describe the risk to the environment from failure of the proposed project (i.e. if the project fails what is the environmental consequence).**

If the project fails to move forward, the most significant environmental consequence is delaying progress on decreasing pollutant loading to Lake Tahoe. Secondly, delays in improving the mobility for alternative modes of transportation including bicycle lanes, sidewalks and organized parking will allow pollution from automobiles to continue at non-attainment levels with increasing rates expected as a result of future growth.

Failure to move forward on the Kings Beach Commercial Core Improvement Project will result in current urban storm water discharges and air pollution emissions to continue at levels considered detrimental to the quality and clarity of Lake Tahoe. Specific recent studies of urban storm water runoff indicate this lake input has one of the most significant factors in the continued decrease in water clarity. Because this project represents one of the largest urban/commercial areas at such close proximity to the lakeshore, implementation of this project in a timely manner is critical to help reducing pollutant loads and meeting key environmental thresholds and future TMDL allocation goals.

**Describe how the project results will be communicated and made available to the public.**

Placer County has worked with a long established steering committee representing various interest groups in the area and will distribute project results through this group. We also work closely with the North Tahoe Business Association and the North Tahoe Resort Association who we keep informed regarding project status. Placer County also has a project web site that is updated frequently. Following release of the administrative draft environmental document in March 2007, a series of public meetings were held to further explain the project alternatives described in the environmental document. The environmental document has been made available at County offices, North Shore community libraries, and our County web site.

**Include an 8 ½ X 11 map depicting the project.**

- ✓ **See attached two figures: Vicinity/Location Map and Watershed Map**

*Exhibit A*

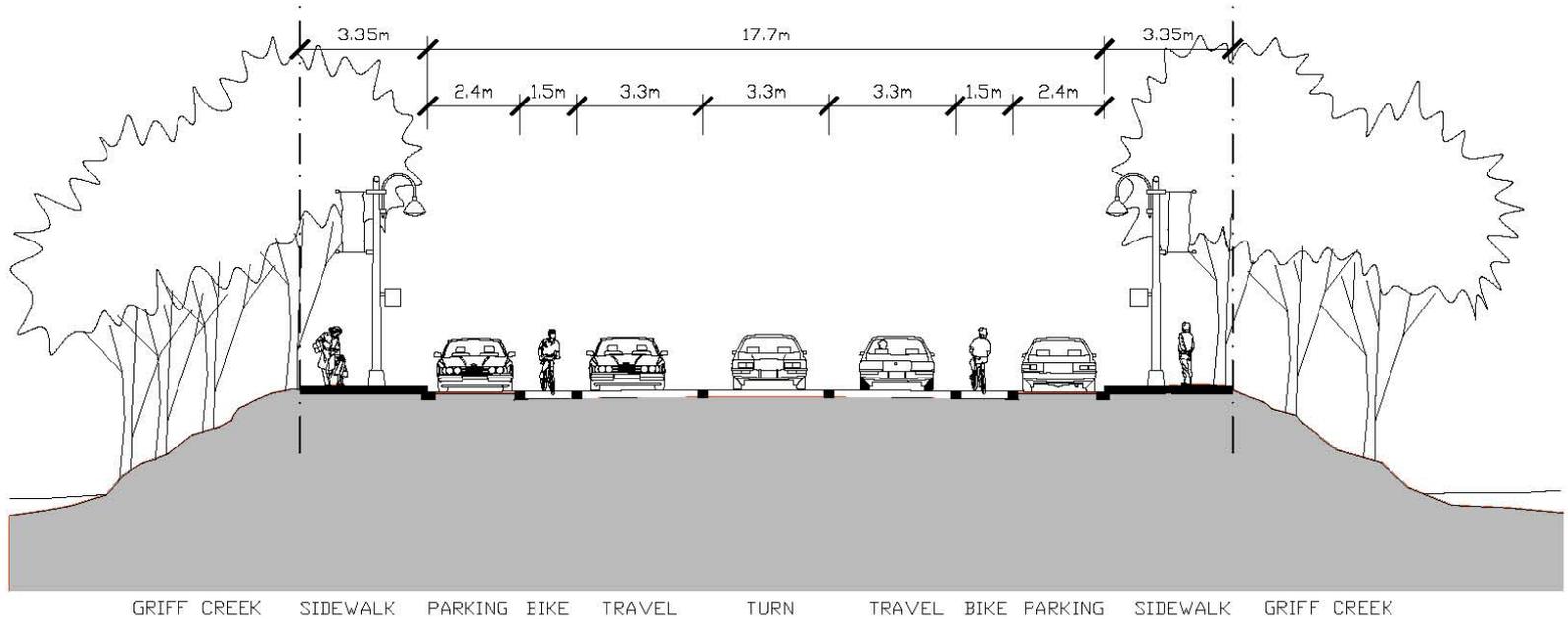
*Roadway Alternative 1*

***NO BUILD***

# Exhibit A

## Roadway Alternative 2

### Three Lanes with Seasonal On-Street Parking



A

3-LANE ALTERNATIVE 1 - 267 TO SECLINE

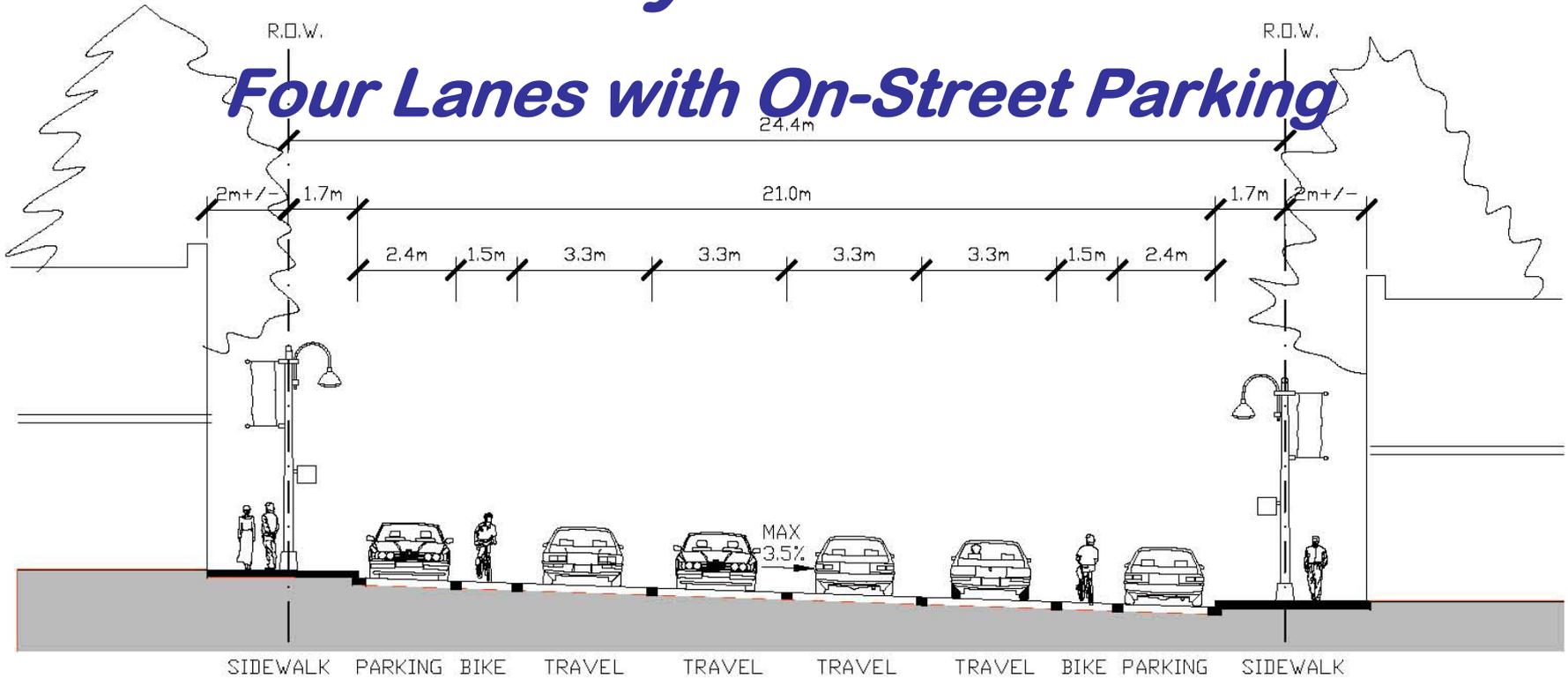
1:100 (22"X34" PLAN SHEETS)

1:200 (11"X17" PLAN SHEETS)

# Exhibit A

## Roadway Alternative 3

### Four Lanes with On-Street Parking



A

4-LANE ALTERNATIVE 2 - 267 TO CHIPMUNK

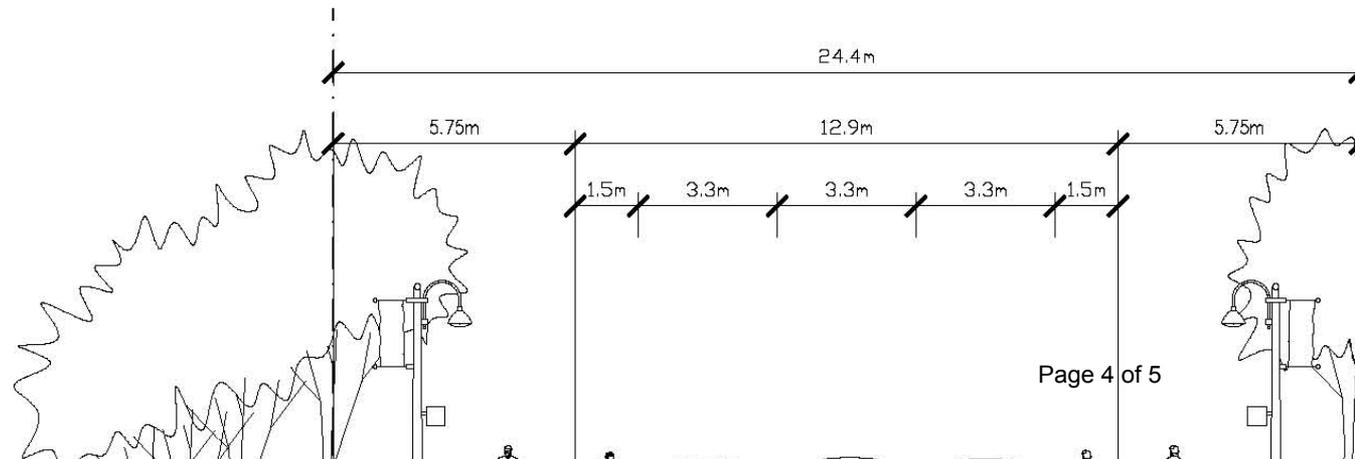
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1:200 (11"X17" PLAN SHEETS)

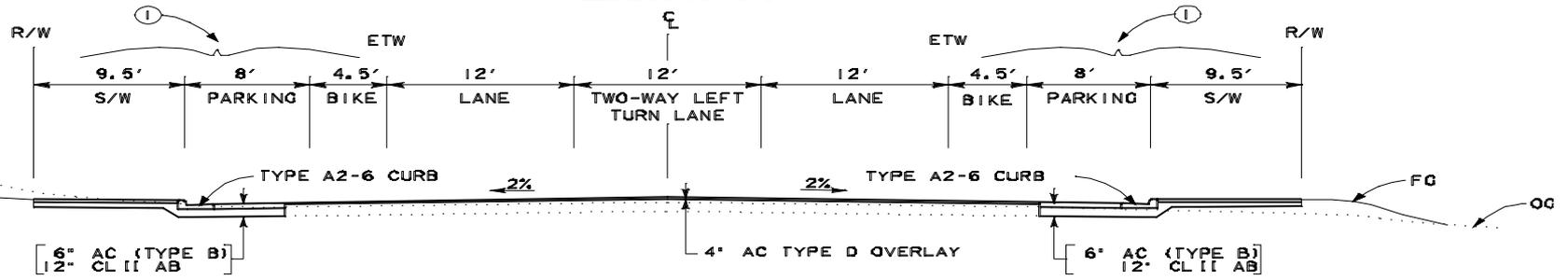
***Exhibit A***

***Roadway Alternative 4***

***Three Lanes with no On-Street Parking***

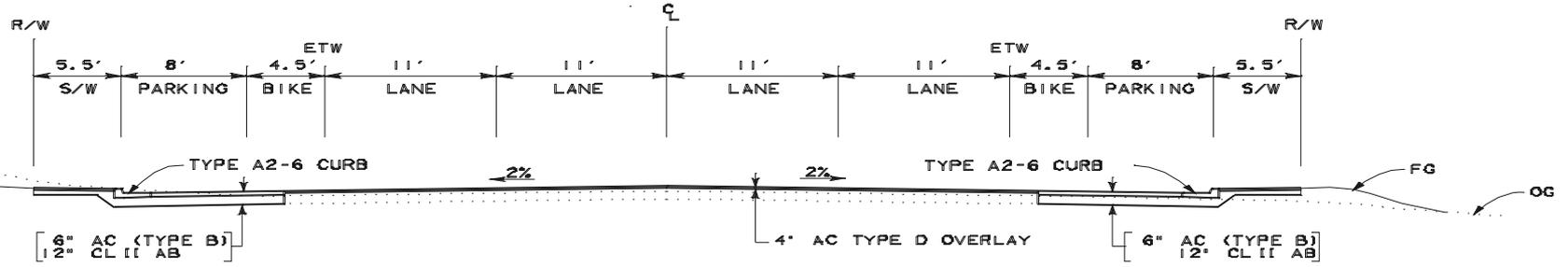


# Exhibit A



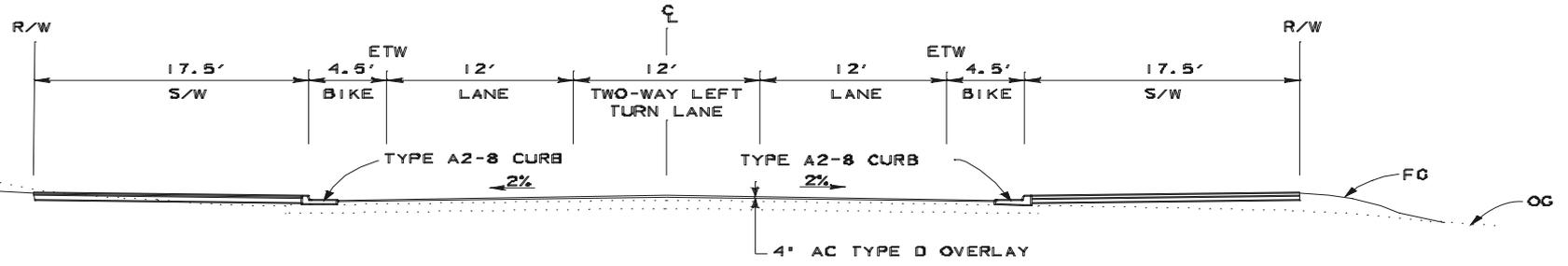
## ALT 2 - SR 28 SECLINE TO CHIPMUNK

STA 13+50 TO 59+20



## ALT 3 - SR 28 SR 267 TO CHIPMUNK

STA 13+50 TO 59+20



## ALT 4 - SR 28 SECLINE TO CHIPMUNK

STA 13+50 TO 59+20

# Exhibit B - Project Funding for Kings Beach CCIP (as of 12/6/2007)

<b>FUND SOURCE</b>	<b>SECURED</b>	<b>PROPOSED</b>	<b>To Be Determined</b>
Redevelopment Agency	\$10,000,000		
State Transportation (STIP)	\$315,000	\$3,400,000	\$12,799,000
Federal State Lands (SNPLMA)	\$5,175,000	\$3,000,000	\$3,000,000
US Forest Service/CTC	\$1,200,000		
Transit Occupancy Tax (NLTRA)	\$ 3,350,000		
Federal Transportation (TEA)	\$146,000		
TRPA Water Quality Funds	\$215,000		
Caltrans (SHOPP)	\$3,400,000		\$2,000,000
County Traffic Impact Fees	\$600,000		
<b>SUBTOTAL</b>	<b>\$24,401,000</b>	<b>\$6,400,000</b>	<b>\$17,799,000</b>
		<b>TOTAL</b>	<b>\$48,600,000</b>

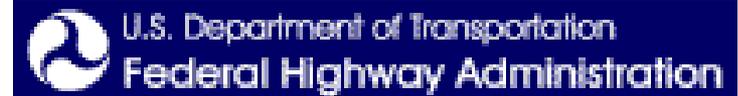
# Exhibit B - Estimated Project Cost Activities for Kings Beach CCIP (as of 12/6/2007)

<b>ACTIVITY</b>	<b>ESTIMATED TOTAL</b>
Environmental/Design/Permitting	\$7,000,000
Right-of-Way Acquisition and Support	\$5,500,000
Construction and Support	\$36,100,000
<b>TOTAL</b>	<b>\$48,600,000</b>

# *Exhibit C*

## *Partners*

- Tahoe Regional Planning Agency
- Caltrans
- North Lake Tahoe Resort Association
- Placer County Redevelopment Agency
- North Tahoe Business Association
- Placer County
- Federal Highway Administration
- United States Forest Service
- California Tahoe Conservancy



## *Exhibit C*

### *Community Involvement*

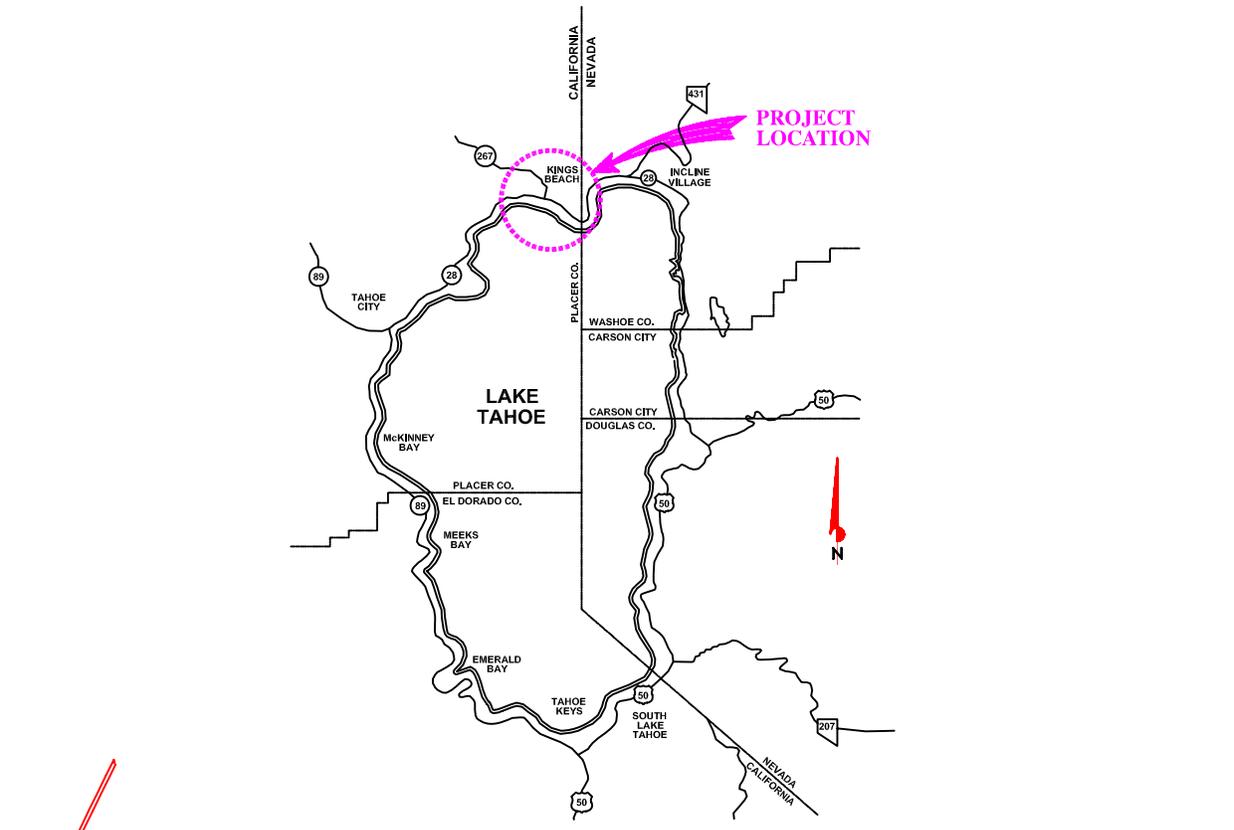
- Four roadway alternatives are being studied as part of the environmental review for this project
- These alternatives were developed with community and business members from the project area during public meetings held to gather input



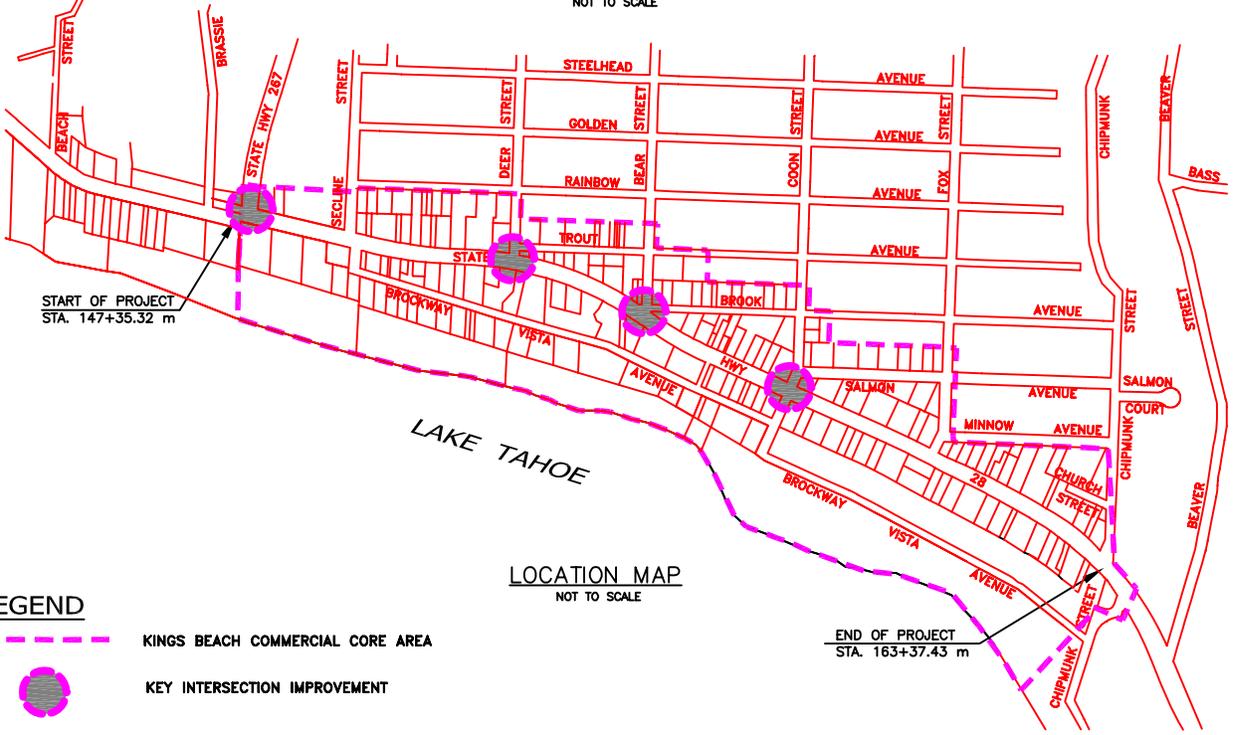
# Exhibit C

## Summary of Community Process/Outreach

ITEM / VENUE	DATE	PURPOSE
Various Public / Private Agency Meetings / Workshops – Kings Beach	Since 2002	Incorporate Community / Agency Desires
Series of Pathway 2007 Public Workshops – Kings Beach	2006	Gather Public Input
NTRAC Meetings – Kings Beach	Most Recently in 2006	Project Update / Public Input
BOS Meeting – Gralibakken, Tahoe City	October 24, 2006	Project Update / Public Input
Project Open House with Various Partners – Kings Beach	April 25, 2007	Project Description / Public Input and Comments
Public Workshop – Kings Beach	May 1, 2007	Education and Consensus Building
Public Workshop – Kings Beach (in Spanish)	May 2, 2007	Education and Consensus Building
Public Workshop – Kings Beach	May 15, 2007	Education and Consensus Building
Public Workshop – Kings Beach	May 29, 2007	Education and Consensus Building
NTRAC Meeting – Kings Beach	July 12, 2007	Project Update / Public Dialogue



VICINITY MAP  
NOT TO SCALE



**LEGEND**

- KINGS BEACH COMMERCIAL CORE AREA
- KEY INTERSECTION IMPROVEMENT

LOCATION MAP  
NOT TO SCALE

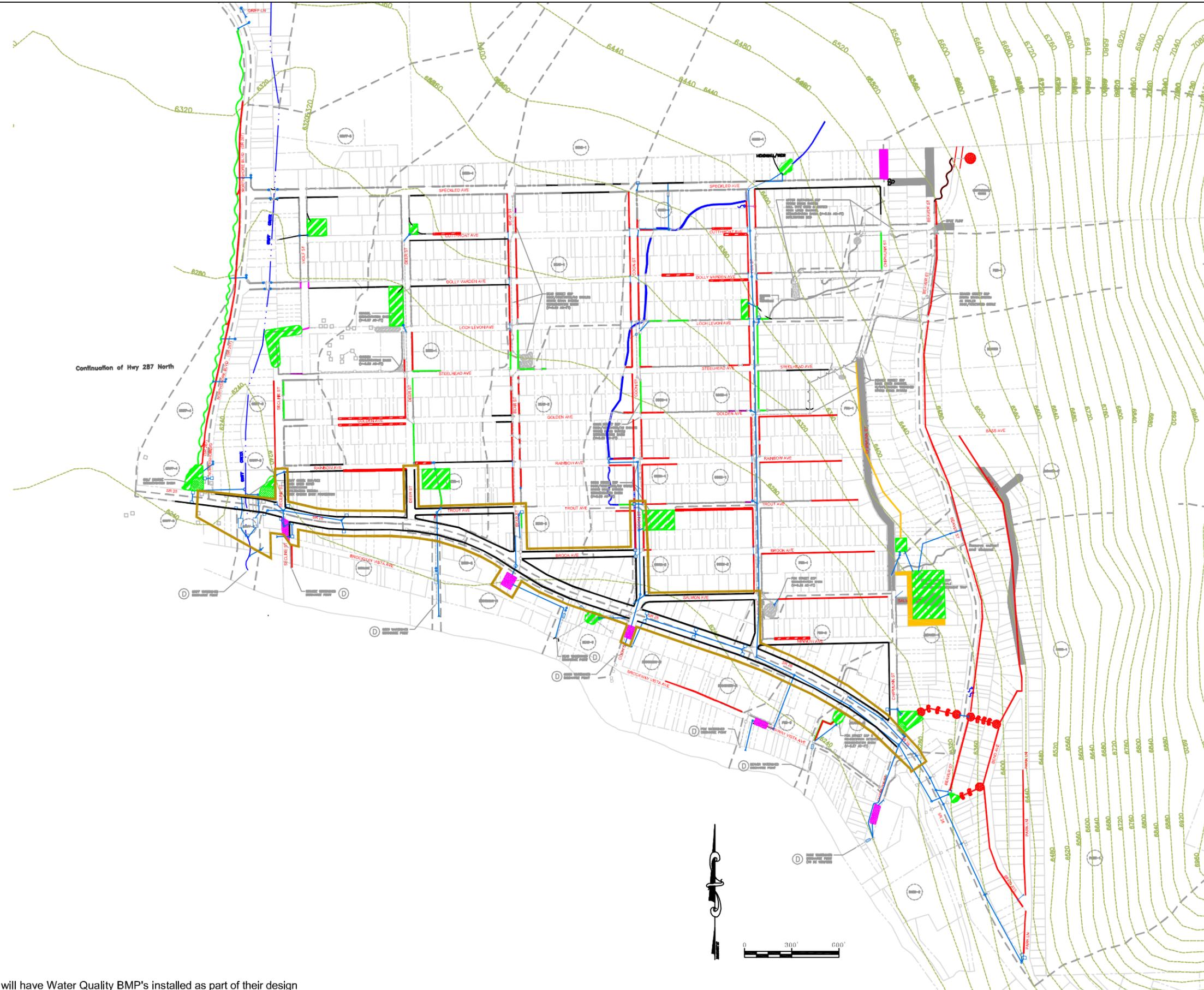
END OF PROJECT  
STA. 163+37.43 m

# KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT VICINITY AND LOCATION MAP

FIGURE 2-1

**LEGEND**

-  EXISTING SWALE
-  EXISTING AC CURB
-  EXISTING RIPRAP
-  EXISTING STORM DRAIN
-  EXISTING STORM DRAIN MANHOLE
-  EXISTING SEDIMENT TRAP
-  EXISTING STORM DRAIN DROP INLET
-  EXISTING STORM DRAIN INTERCEPTOR
-  EXISTING CULVERT
-  EXISTING HEADWALL
-  STREAM CHANNEL
-  EXISTING RESTORED RIGHT-OF-WAY
-  EXISTING INFILTRATION BED
-  EXISTING BASIN WITH EXISTING EARTHEN BERM
-  EXISTING LAKE DISCHARGE POINT
-  BOUNDARY OF PROPOSED CCIP
-  WATERSHED BOUNDARY
-  EXISTING CONTOUR
-  WATERSHED LABEL
-  PROPOSED EARTHEN BERM WITH SWALE
-  PROPOSED ROCK SWALE
-  PROPOSED REVEGETATED SWALE
-  PROPOSED ROLLED CURB & GUTTER
-  PROPOSED VALLEY GUTTER
-  PROPOSED STORM DRAIN PIPE
-  PROPOSED STORM DRAIN MANHOLE
-  PROPOSED STORM DRAIN DROP INLET
-  PROPOSED STORM DRAIN INTERCEPTOR/SEDIMENT VAULT
-  PROPOSED SEDIMENT TRAP
-  PROPOSED CULVERT
-  REMOVE EXISTING CULVERT
-  PROPOSED STREAM ENHANCEMENTS
-  PROPOSED BASIN
-  PROPOSED INFILTRATION BED
-  PROPOSED VAULT & MEDIA FILTER
-  PROPOSED POROUS PAVEMENT
-  PROPOSED CRUSHED ROCK
-  PROPOSED ROCK BOWL
-  PROPOSED ROCK DRAIN WITH GEOGRID
-  PROPOSED BOULDER



Source: Entrix 2006a

<sup>1</sup>Potential off-site parking lots will have Water Quality BMP's installed as part of their design

**Figure 2-2**  
**Kings Beach Commercial Core Improvement Project**  
**Proposed Water Quality Improvement Components**