MEMORANDUM

DEPARTMENT OF PUBLIC WORKS
County of Placer

TO: BOARD OF SUPERVISORS DATE: December 10, 2013

FROM: KEN GREHM / PETER KRAATZ

SUBJECT: **FUNDING FOR SR 89/FANNY BRIDGE COMMUNITY REVITALIZATION AND DOLLAR CREEK SHARED-USE TRAIL PROJECTS**

ACTION REQUESTED / RECOMMENDATION

1. Provide a project update for the Fanny Bridge and Dollar Creek Projects;
2. Approve the conceptual Placer County match Funding Plan of $3.775 million for the Projects; and
3. Adopt a Resolution that includes:
   a. Approving the Federal Lands Access Program - Project Memorandum of Agreement that recognizes projects as part of the Federal Lands Access Program; and
   b. Approving the Federal Lands Highway Agreement that will allow the Federal Highway Administration to manage and perform the design of the Dollar Creek Shared Use Trail at an estimated cost of $180,000. This amount counts towards our required contribution; and
   c. Authorizing the Director of Public Works, or his designee, to execute, with County Counsel and Risk Management's review and approval, finalized agreements and/or documents between the County, Tahoe Transportation District and Central Federal Lands Division for the two projects; and
4. Conduct a Public Hearing and adopt a Resolution modifying the Capital Improvement Program (CIP) in the Tahoe Region Benefit Fee District, approving a revised nexus study and raising the fee from $4,587 per unit to $4,714 per unit.

BACKGROUND / SUMMARY

The Tahoe Transportation District (TTD), created by Article IX of the Tahoe Regional Planning Agency (TRPA) Compact, has been managing certain transportation project planning activities in the Lake Tahoe basin. These planning activities focus on both motorized and non-motorized travel. In Placer County, improvement to Fanny Bridge and nearby State Route 28/89 intersection along with expanding the non-motorized shared-use trail system in the Dollar Hill area represent areas of high priority transportation planning by the TTD. These two projects are described below.

Federal Lands Access Program Funding Award

The TTD submitted a proposal through the California Federal Lands Access Program (FLAP), and we have been recommended for award of over $25 million to construct the SR89/Fanny Bridge Community Revitalization Project, the Dollar Creek Shared Used Path, and the Meeks Bay Bike Path in El Dorado County. The Region is proposed to contribute local controlled funding of $9.2 million for the projects. The County's share for Fanny Bridge and the Dollar Creek Path is $3,775,000 which is approximately 12 percent of project costs. The remainder will be contributed by the TTD, Tahoe Conservancy and others. The roles, responsibilities, and financial commitments for these projects are articulated in the attached Federal Lands Access Program - Project Memorandum of Agreement (Exhibit A) that will be executed by the County, Federal Highway Administration, TTD, TRPA, and US Forest Service.

The Central Federal Lands Division (CFLD) of the Federal Highway Administration in conjunction with the TTD will lead project development efforts on the State Route 89/Fanny

Bridge Project. The CFLD under contract to Placer County will take the lead in designing and constructing the Dollar Creek Shared Use Trail. Your Board is being asked to approve the attached Federal Lands Highway Agreement (Exhibit B) that will allow CFLD to design and construct the Dollar Creek Shared Use Trail.

SR 89/Fanny Bridge Community Revitalization Project

Known as the SR 89 / Fanny Bridge Community Revitalization Project, the intersection and bridge receives significant vehicular, as well as pedestrian and bicycle traffic, resulting in congestion during peak travel times.

This project and associated TTD planning effort is memorialized in the 2011 Lake Tahoe Regional Transportation Plan (RTP) as one of six RTP project strategies for improving multi-modal transportation around Lake Tahoe. The purpose of the project is to reduce congestion and improve the safety and operations of the SR 89/28 intersection in Tahoe City by addressing present and future automobile travel demand, pedestrian and bicycle mobility, public transit needs, the structural and cultural integrity of the Truckee River Bridge, and emergency access to the West Shore within the Truckee River Bridge (Fanny Bridge) Influence area.

The TTD is the lead agency on this project and is preparing an environmental review of the project including various project alternatives. The project schedule is to complete environmental review by January 2015 followed by construction commencing in 2016.

Dollar Creek Shared-Use Trail

The project proposes to establish a Class 1 or better shared-use trail (i.e., 10-foot wide paved trail), a bridge span over Dollar Creek, a marked pedestrian crossing at SR 28 and Dollar Drive, a neighborhood connector at Country Club Drive, and an optional trailhead parking area off of SR 28. The project provides for an extension of the existing Tahoe City multi-use trail network, linking residential and recreation uses to jobs, schools, shopping, lodging, and recreation and community areas. The 2.2 miles of proposed new shared-use trail extends the existing multi-use trail, which ends near the intersection of Dollar Drive and Firestone properties owned and managed by the Tahoe Conservancy and North Tahoe Public Utilities District (NTPUD). The project enhances recreational and transportation opportunities by connecting to the existing paved trail network that runs through Tahoe City and north and south to Squaw Valley and Sugar Pine Point State Park respectively.

The project independently implements a smaller portion of the previously studied, 8-mile North Tahoe Bike Trail, connecting Dollar Hill and Tahoe Vista. The project also implements certain goals and policies of the Tahoe Regional Planning Agency (TRPA), Tahoe Conservancy, and NTPUD to enhance recreational opportunities and provide a non-motorized alternative transportation corridor through North Lake Tahoe.

Placer County is the lead agency on this project and completed the state level (CEQA) and TRPA level of environmental review in 2012. Final design is scheduled for completion by the end of 2014 with construction slated for 2015 or 2016.

Countywide Traffic Mitigation Fee Program – Tahoe Region Impact Fee District Funding

The current Capital Improvement Program (CIP) identifies $925,000 for improvements to and adjacent to Fanny Bridge. An additional $1,075,000 needs to be added to the CIP to provide $2 million. $1.8M is needed for the current local match and $200,000 will provide for County staff time during development of the project and some contingency for any additional costs not contemplated in the agreement. In addition, staff proposes to adjust the CIP to show completed projects, recognize changes in approved land use since the community plan was approved (establishment of Waddle Ranch) and add projects in the Northstar area that we currently collect separate fair share contributions. The changes are shown in Exhibit F. The proposed

CIP modifications required to provide $2 million in traffic impact fees for the Fanny Bridge local match will increase the traffic impact fee in the Tahoe Region District by $127/dwelling unit equivalent. This is an approximate 2.7 percent increase in the impact fee for the Tahoe area.

ENVIRONMENTAL

For the Dollar Creek project, the County prepared a Mitigated Negative Declaration (MND) pursuant to the requirements for CEQA and the Placer County Environmental Review Ordinance; a project checklist to meet the requirements of the TRPA. The MND was adopted in October 2012 and TRPA environmental approval occurred in February 2013. Federal environmental review requirements are expected to be completed by the Central Federal Lands Division of the Federal Highway Administration and approved in 2014.

For the Fanny Bridge project, the TTD has issued a Notice of Preparation and is currently preparing an environmental document for public review that meets applicable state, federal, and TRPA environmental requirements.

FISCAL IMPACT

The total estimated cost to complete environmental review, design, and construction of the two projects is approximately $32.4 million with a County of Placer match requirement of $3,775,000. Of this amount, $225,000 will be needed in the current fiscal year. Exhibit E is an exhibit within the Project Agreement that shows all of the funding entities broken down by phase for each project. The $3,775,000 is proposed to come from the following:

County Traffic Impact Fees, Tahoe Region	$1,800,000
County Transient Occupancy Tax	$1,775,000
Park Dedication Fees	$ 200,000

The County has submitted an application to the North Lake Tahoe Resort Association for Transient Occupancy Tax funding. Park dedication fees are proposed to help fund the Dollar Creek Shared Use Trail. Separate actions by your Board would approve these funding sources. If these sources are not approved, your Board would need to utilize an alternative fund source for our local match.

The County's Traffic Impact Fee Program currently contains $925,000 for improvements to Fanny Bridge and surrounding roads. We also have a development agreement with the Homewood Resort Project to eventually contribute $250,000 to the Fanny Bridge Project. The proposed modification to the Tahoe Region Capital Improvement Program will provide an additional $1,075,000 for the Fanny Bridge Project in order to provide $1.8 million in local match for the project. The proposed changes will revise the fee from $4,587/dwelling unit equivalent to $4,714/dwelling unit equivalent. The Tahoe Region Fee District has a current balance of over $11 million.

Attachments:

Resolution - Federal Lands Project Agreements
Resolution - Capital Improvement Program
Exhibit A - Federal Lands Access Program Project Memorandum of Agreement
Exhibit B - Federal Lands Highway Agreement
Exhibit C – Fanny Bridge Location Map
Exhibit D – Dollar Creek Trail Site Plan
Exhibit E – Funding Breakdown
Exhibit F – Revised Tahoe Region District CIP
Exhibit G – Updated Nexus Study

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Before the Board of Supervisors
County of Placer, State of California

IN THE MATTER OF: A RESOLUTION APPROVING AGREEMENTS WITH THE CENTRAL FEDERAL LANDS DIVISION OF THE FEDERAL HIGHWAY ADMINISTRATION FOR THE FANNY BRIDGE COMMUNITY REVITALIZATION PROJECT AND THE DOLLAR CREEK SHARED USE TRAIL PROJECT AND AUTHORIZE THE DIRECTOR OF PUBLIC WORKS TO EXECUTE THE AGREEMENTS

Resol. No. _____

The following Resolution was duly passed by the Board of Supervisors of the County of Placer

at a regular meeting held on _____by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

_____
Chair, Board of Supervisors

Attest:
Clerk of said Board

_____

WHEREAS, the Placer County Board of Supervisors recognizes the Fanny Bridge Community Revitalization Project and the Dollar Creek Shared Use Trail as important projects in the Lake Tahoe Basin of Placer County; and

WHEREAS, the County has been awarded a Federal Lands Access Program (FLAP) grant in an amount of $23,940,000 for the two projects; and

WHEREAS, the Placer County Board of Supervisors must provide a local match of $3,775,000 for the projects; and

NOW, THEREFORE, the Placer County Board of Supervisors hereby resolves as follows:

1. Commit to providing $3,775,000 in local funding to the projects as outlined in the project agreement.

2. **Approves and authorizes the Director of Public Works to execute, with County Counsel and Risk Management's review and approval, the Project Memorandum of Agreement for the Fanny Bridge Community Revitalization Project and the Dollar Creek Shared Use Trail Project.**

3. **Approves and authorizes the Director of Public Works to execute, with County Counsel and Risk Management's review and approval, the Federal Lands Highway Agreement for the Dollar Creek Shared Use Trail Project allowing the Central Federal Lands Division to design the project at a cost of $180,000.**

Before the Board of Supervisors
County of Placer, State of California

IN THE MATTER OF: A RESOLUTION MODIFYING AND ADOPTING THE CAPITAL IMPROVEMENT PROGRAM FOR THE TAHOE REGION BENEFIT DISTRICT

Resol. No:.....

The following Resolution was duly passed by the Board of Supervisors of the County of Placer

at a regular meeting held on _____by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

_____
Chair, Board of Supervisors

Attest:
Clerk of said Board

_____

THE BOARD OF SUPERVISORS OF THE COUNTY OF PLACER, STATE OF CALIFORNIA, MAKES THE FOLLOWING FINDINGS;

1. The updated Community Plan contained a list of required transportation improvements to maintain the levels of service on area roadways and intersections.

2. Current County Ordinance Section 15.28.030 of Placer County Code provides a mechanism to update the Capital Improvement Program and associated fee schedule used to collect fees through the Traffic Mitigation Fee program.

3. The purpose of the fees shall be to continue appropriate funding for transportation projects identified in the Capital Improvement Program for improving roadways and intersections as necessary to keep pace with increased volumes of traffic from new development. All collected fees will be used as set forth in the Traffic Mitigation Fee Program.

4. There still exists a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.

5. There still exists a reasonable relationship between the need for the Capital Improvement Program and the type of development projects on which the fee is imposed.

6. There still exists a reasonable relationship between the unexpended funds in the current fee program and the improvements for which they were collected.

7. Funds collected and held for five years have been reviewed. These funds are still needed for the purpose that they were collected.

BE IT HEREBY RESOLVED by the Board of Supervisors of the County of Placer, State of California, that this Board

1. Adopts the modified Capital Improvement Program as shown in Attachment 1; and
2. Approves the Updated Nexus study showing the proposed fee is appropriate and adequate; and
3. The fee for the Tahoe Region district of the Countywide Traffic Impact Fee Program be revised to a cost of $4,714 per dwelling unit equivalent.

Tahoe Region Benefit District			All Costs in Thousands $						
				Funding Source					
					Local/Misc Programs				
Street/ Intersection	Segment	Description of Improvements	Est. Total Cost	Frontage Impr. Funding	Existing Deficiencies	Other		State	County Traffic Impact Fee
Alpine Meadows Road	Various Locations	Traffic Flow Improvements	$599.4						$599.4
National Avenue	Kings Beach	Misc. Shoulder Improvements	$347.1						$347.1
Northstar Drive	Trimont Lane/Intercept Lot to Basque Road	Widening / Intersection Improvements	$3,497.8			$460.1			$3,037.7
North Tahoe	Stateline to Tahoe City	Traffic Flow/Safety Improvements	$867.8						$867.8
Squaw Valley Road	Squaw Valley Rd	Traffic Flow/Safety Improvements	$511.4			$118.0			$393.4
State Route 267	County Line to Brockway Summit	Widen to 4 lanes/intersections improvements	$31,550.3					$13,500.0	$18,050.3
	at Northstar Dr	Intersection Improvements	$500.0			$172.0			$328.0
	at Schaffer Mill/Airport	Intersection Improvements	$500.0			$154.3			$345.7
	SR 267	2 transit vehicles	$763.6						$763.6
	Various Locations	Left Turn/Accel. Lanes	$400.0					$200.0	$200.0
State Route 28	Tahoe City	Traffic Flow Improvements	$1,138.8					$138.8	$1,000.0
	Kings Beach	Bike lanes/Shoulder/CGS	$2,205.6					$901.4	$1,304.2
	Kings Beach	Improve 28/267 Intersection	$1,906.8					$1,559.7	$347.1
	Kings Beach	SR 28/Coon St. Intersection	$347.1					$173.5	$173.5
	Kings Beach	SR 28/Bear Street Intersection	$694.2					$347.1	$347.2
	Tahoe Vista	SR 28/ National Avenue	$896.7					$486.0	$410.7
	Intersection SR 267 and SR 28	ITS	$173.5					$156.2	$17.3

Attachment 1

Tahoe Region Benefit District			All Costs in Thousands $						
				Funding Source					
					Local/Misc Programs				
Street/ Intersection	Segment	Description of Improvements	Est. Total Cost	Frontage Impr. Funding	Existing Deficiencies	Other		State	County Traffic Impact Fee
State Route 89	West River St	Traffic Signal & Hwy. Improvements	$1,354.8		$683.8				$671.1
	SR 28 at Granlibakken Rd	Intersection Improvements	$694.2					$347.1	$347.2
	Truckee River Crossing	Realign/Improve Existing Route	$28,000.0			$26,000.0			$2,000.0
	SR 89 near Fairway Dr	ITS	$173.5					$156.2	$17.3
Tahoe City	Tahoe City	Tahoe City Transit Improvements	$231.3						$231.3
West Shore	Tahoe City to Eldorado County Line	Traffic Flow/Safety Improvements	$867.8						$867.8
N/A	Cabin Creek	CNG Improvements	$405.0						$405.0
N/A	Along Transit Routes	Transit Shelters/Park and Ride facilities	$509.1						$509.1
Tahoe Region District Totals:			**$79,135.8**		**$683.8**	**$26,904.5**		**$17,965.9**	**$33,581.6**

FEDERAL LANDS ACCESS PROGRAM
PROJECT MEMORANDUM OF AGREEMENT

Project I Facility Name: CA FLAP SR 89(1)/Fanny Bridge Community Revitalization Project

Project Route: State Route 89; Meeks Bay Bike Path; Dollar Creek Shared Use Path

State: California

Counties: Placer County, California

Owner of Federal Lands to which the Project Provides Access: United States Department of Agriculture, Forest Service

Entity with Title or Maintenance Responsibility for Facility: California Department of Transportation; Placer County, California; Tahoe City Public Utility District, California.

Type of Work:

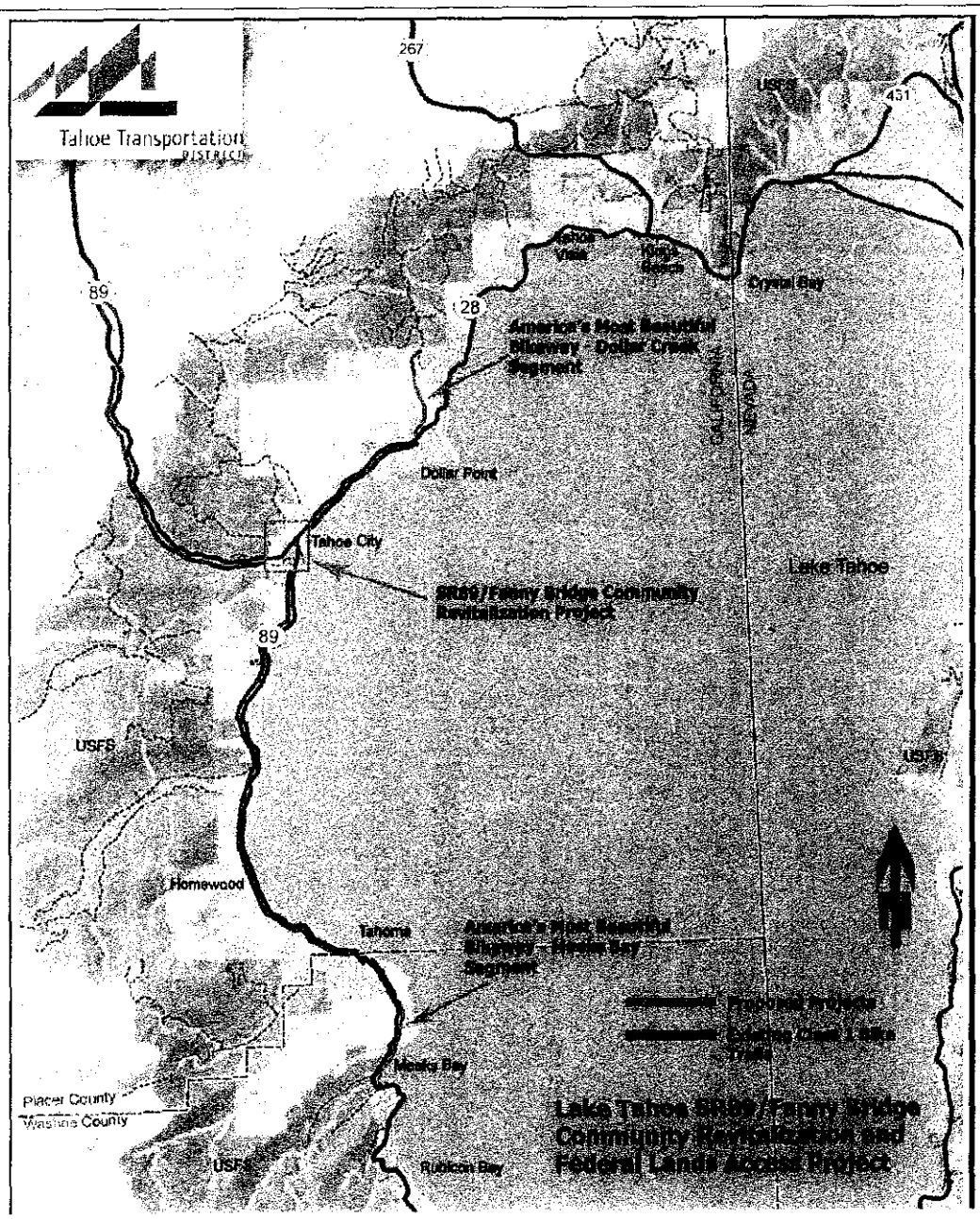
This Project is a coordinated effort between the Parties. The Project was accepted to the short list of projects for the California Federal Lands Access Program ("FLAP").

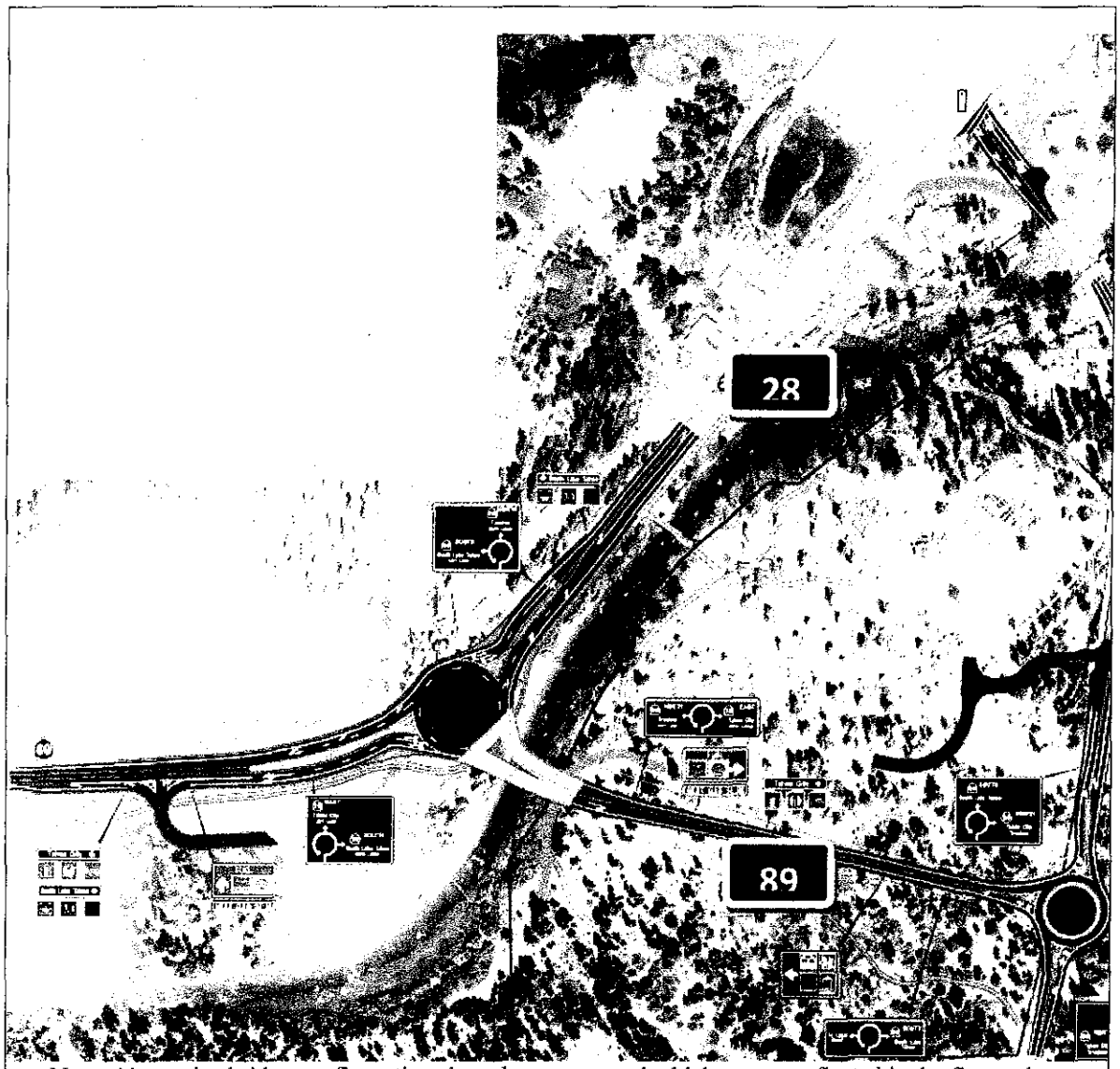
State Route (SR) 89 provides the only access to Lake Tahoe's west shore for visitors making connections from the national highway system, US 50 and Interstate 80. The two lane SR 89 along the west shore also provides the only access to over 25,000 acres of federal lands managed by the Forest Service. SR 89 and SR 28 intersect at the historic Fanny Bridge in Tahoe City. Fanny Bridge is narrow at two lanes and does not provide adequate access for the 22,000 vehicles per day and 400 bike and pedestrians per hour during peak summer months with visitors accessing the USFS and State Parks recreational areas. Backups at Fanny Bridge have extended over two miles south down SR 89 equating to 2+ hour delays. Congestion issues also pose safety risks in emergency response time delays. The Project would enhance the Tahoe City and west shore community with improved access to federal lands and enhancing bike and pedestrian facilities removing bike/pedestrian traffic from the narrow shoulders on SR 89 and SR 28.

There are three elements of the proposed Project:

- The SR 89/ Fanny Bridge Community Revitalization Project (the "Truckee River Bridge Project")
- The Meeks Bay Bike Path
- The Dollar Creek Shared Use Path

The following are maps and descriptions of the proposed improvements for the three elements of the Project:





Note: Alternative bridge configurations have been proposed which are not reflected in the figure above.

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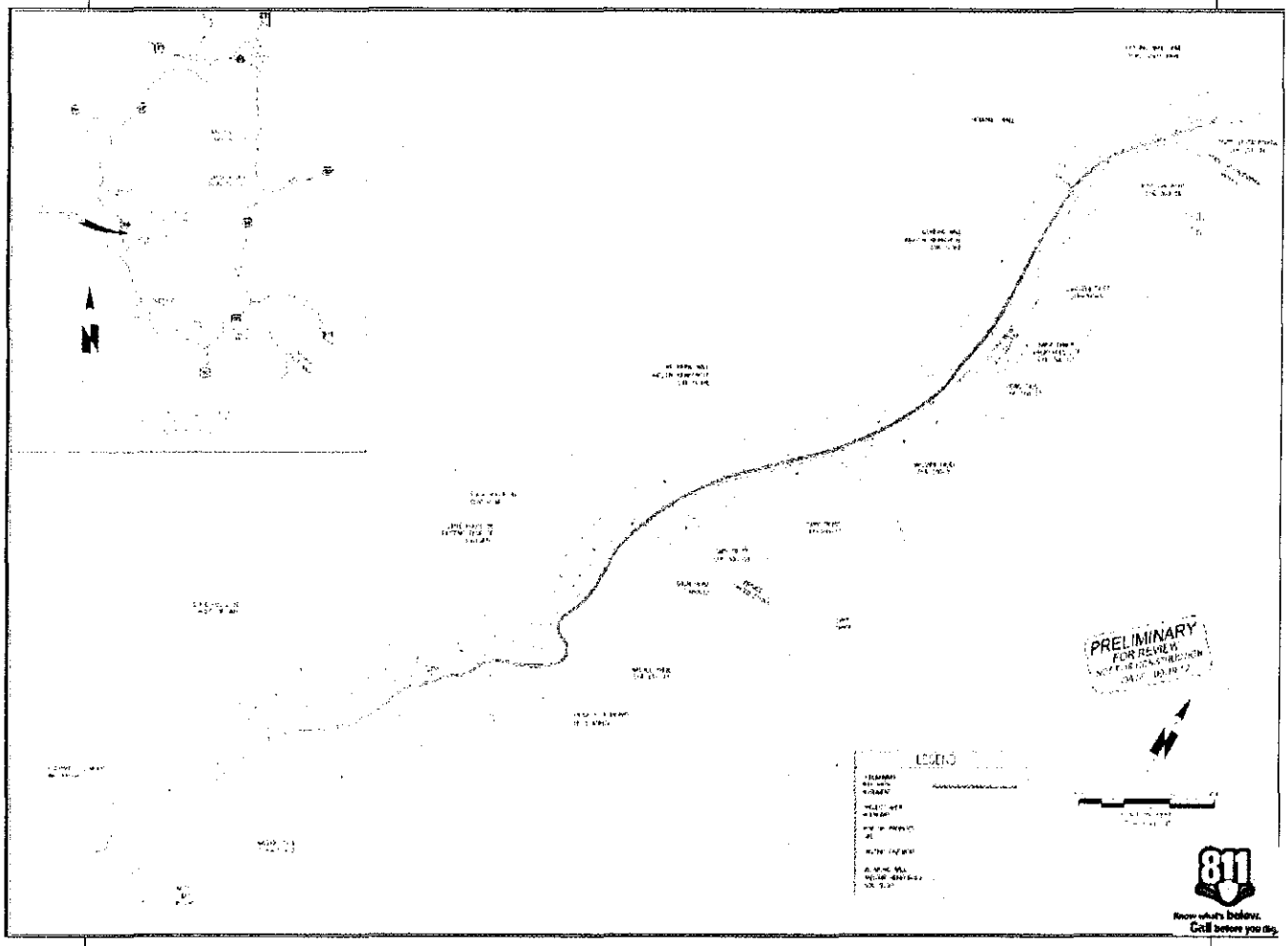
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1. **The Truckee River Bridge Project** proposes the following improvements:
   - Realigning SR 89 in Tahoe City to construct a roundabout approximately 1,800 feet southwest of the existing SR 89/SR 28 intersection
   - A new 4 lane bridge over the Truckee River to carry the general traffic as well as a possible alternative that would include a separate structure on the new alignment to carry the shared use trail (alternative not shown in map view)
   - Approximately 1,300 feet of new 2-4 lane highway on USFS lands connecting SR 28 and SR 89
   - A new roundabout with the new SR 89 alignment and the existing SR 89 south of the existing bridge
   - Replacing the existing Fanny Bridge structure
   - Enhanced bike, pedestrian, transit connections within Tahoe City on USFS lands including a trail on both sides of the Truckee River under the proposed bridge tying in with existing trails

2. **The Meeks Bay Bike Path** proposes the following improvements:
   - 0.6 miles of 10-foot wide bike path starting at the boundary of the Sugar Pine Point State Park and extending southward to the driveway entrance to the Meeks Bay Resort, located on federal, state, and private lands
   - A prefabricated Steel Truss Bridge and Abutments, subject to CALTRANS approval
   - 800 feet of rockery walls or CALTRANS Type 5 retaining walls, subject to CALTRANS approval

3. **The Dollar Creek Shared Use Path** proposes the following improvements:
   - 2.2 miles of 10-foot wide bike path from the intersection of Dollar Drive and SR 28 to the end of Fulton Crescent Drive across state lands, public utility lands, and private lands
   - 13 transition aprons connecting the asphalt concrete shared use trail to existing unpaved trails
   - 13 new culverts
   - A prefabricated Steel Truss Bridge and Abutments
   - A public parking facility for vehicles

This project agreement (the "Agreement") does not obligate the parties to commit to the expenditure of federal funds nor does it commit the parties to complete the project described herein (the "Project"). Rather, this Agreement sets forth the respective responsibilities of the parties as the Project proceeds through the project development process.

Parties to this Agreement: This Agreement is entered into by Central Federal Lands Highway Division ("CFLHD"), the Tahoe Transportation District ("TTD"), Federal Highway Administration – California Division ("FHWA"), Placer County, California ("Placer County"), the California Department of Transportation ("CALTRANS"), the Tahoe City Public Utility

District ("TCPUD"), the Lake Tahoe Basin Management Unit of the Forest Service (the "Forest Service"), and the Tahoe Regional Planning Agency ("TRPA"). CFLHD, TTD, Placer County, CALTRANS, TCPUD, the Forest Service, and TRPA shall be collectively referred to herein as the "Parties."

The California Program Decision Committee approved this Project on October 11, 2013.

AGREED:

Ken Grehm - Director of Public Works Placer County	Date
Cindy Gustafson – District General Manager Tahoe City Public Utility District	Date
Nancy Gibson – Forest Supervisor Lake Tahoe Basin Management Unit, Forest Service	Date
Joanne Marchetta – Executive Director Tahoe Regional Planning Agency	Date
Jody Jones – District 3 Director California Department of Transportation	Date
Carl Hasty – District Manager Tahoe Transportation District	Date

Cesar Perez – Senior Transportation Engineer Federal Highway Administration - California Division	Date
Matt Ambroziak – Project Manager Federal Highway Administration (FHWA) Central Federal Lands Highway Division (CFLHD)	Date
Michael Davies – Director, Project Delivery Federal Highway Administration (FHWA) Central Federal Lands Highway Division (CFLHD)	Date

A. PURPOSE OF THIS AGREEMENT

This Agreement documents the intent of the Parties and sets forth the anticipated responsibilities of each party in the development, construction, and future maintenance of the Project. The purpose of the Agreement is to identify and assign responsibilities for the environmental analysis, design, right-of-way, utilities, acquisition and construction as appropriate for this programmed Project, and to ensure maintenance of the facilities for public use after improvements are made. The parties understand that any final decision as to design or construction will not be made until after the environmental process is completed under the National Environmental Policy Act ("NEPA"), the California Environmental Quality Act ("CEQA"), and TRPA Code of Ordinances and Rules of Procedure.

Any decision to proceed with the design and construction of the Project will depend on the availability of appropriations at the time of obligation.

B. AUTHORITY

This Agreement is entered into between the Parties pursuant to 23 U.S.C. 204.

C. JURISDICTION AND MAINTENANCE COMMITMENT

CALTRANS, Placer County and TCPUD have jurisdictional authority to operate and maintain the completed facilities. Upon acceptance, CALTRANS will operate and maintain the new SR 89 portion of the Truckee River Bridge Project at its expense. Upon acceptance, Placer County will operate and maintain the old SR 89 portion of the Truckee River Bridge Project at its expense. Upon acceptance, Placer County will operate and maintain the Dollar Creek Shared Use Path at its expense. Upon acceptance, TCPUD will operate and maintain the Meeks Bay Bike Path and the realigned shared use paths associated with the Truckee River Bridge Project at its expense. Upon acceptance, TCPUD will operate and maintain the portion of the new sewer line associated with the Truckee River Bridge Project that is determined to be in TCPUD's sole or joint ownership.

D. FEDERAL LAND MANAGEMENT AGENCY COORDINATION

TTD has coordinated project development with the Forest Service. The Forest Service's support of the project is documented in a letter from the Forest Service to CFLHD dated April 25th, 2013. Each party to this Agreement who has a primary role in NEPA, right-of-way, design, or construction shall coordinate their activities with the Forest Service.

E. PROJECT BACKGROUND/SCOPE

The design, specifications, engineer's estimate ("PS&E"), and environmental documents shall be prepared through a Project Delivery Team. The organizations on the Project Delivery Team are responsible for timely input, review, and development of work needed to deliver the Project on schedule and within budget. The Project Delivery Team shall include the Parties.

The Project Delivery Team will hold weekly conference calls and hold monthly, face to face meetings from the date this agreement is signed to until the construction is completed for the Project.

This Project will be delivered using the Construction Manager/General Contractor ("CMGC") process. This is an innovative contracting method that may result in potential cost savings of up to 10%. This Agreement will be amended upon initiation of the CMGC process to expressly identify the roles and responsibilities of the Parties in connection with procurement and management of the CMGC.

The Project will be developed in accordance with the Federal Lands Highway's Project Development and Design Manual which has been developed to provide current policies and guidance for the interdisciplinary project development and design related activities performed by Federal Lands Highway Divisions and their consultants and serves as a guide for administrators, public officials and others who are responsible for advancing projects through the project development process.

The history, location and scope of the Project are further described in Appendix 1.

F. PROJECT BUDGET

The following table is a budget of the estimated cost of the Project. In the event that the actual cost of the Project exceeds the budgeted cost, TTD and Placer County shall pay for cost overruns pursuant to Section J below.

Truckee River Bridge Project	
Construction	$24,495,000
Preliminary Engineering	$2,300,000
Construction Engineering	$1,265,000
Total	**$28,060,000**
Meeks Bay Bike Path	
Construction	$1,900,000
Preliminary Engineering	$300,000
Construction Engineering	$97,000
Total	**$2,297,000**
Dollar Creek Shared Use Path	
Construction	$3,313,000
Preliminary Engineering	$885,000
Construction Engineering	$187,000
Total	**$4,385,000**

Total for Truckee River Bridge Project, Meeks Bay Bike Path, and Dollar Creek Shared Use Path	
Construction	$29,708,000
Preliminary Engineering	$3,185,000
Construction Engineering	$1,550,000
Total	**$34,742,000**

An estimate of expenditures and obligations per fiscal year reflecting the source and type of funding is attached as Appendix 2, and is subject to change during the preliminary engineering, design and construction of the Project.

G. ROLES AND RESPONSIBILITIES

1. **CALTRANS**
   a. **During Project Development, CALTRANS will:**
      (1) Attend reviews and meetings.
      (2) Provide available data on traffic, accidents, material sources, construction costs, and other technical information, which may be helpful to the project development.
      (3) Authorize CFLHD to manage the construction of the Truckee River Bridge Project on behalf of CALTRANS.
      (4) Review the PS&E and provide comments within 30 calendar days of submittals at each phase of the design and provide project development support for the elements listed below. For the Dollar Creek Shared Use Path, CALTRANS will provide comments for the SR28 crossing portion only. If no comments are provided within the 30 calendar days comment/review period then the project will proceed with the understanding of concurrence from CALTRANS.
      (5) Review the NEPA and CEQA documents for the Project and provide comments within 30 days of submittals for the elements listed below. If no comments are provided within the 30 day comment/review period then the Project will proceed with the understanding of concurrence from CALTRANS.
      (6) Provide right-of-way and utility information and coordination.
      (7) Collaborate with CFLHD to collectively develop Highway Easement Deed Stipulations.
      (8) Collaborate with Placer County to begin the relinquishment process for the existing SR 89 alignment.

   b. **During Construction Contract Development, CALTRANS will:**
      (1) Review construction cost estimate, preliminary engineering costs to date and projected remaining costs including contracting, construction engineering and other applicable costs.
      (2) Issue appropriate encroachment permits for advertisement (to TTD and CFLHD) and construction (to contractor) at no fee, provided that all project development comments have been resolved.

c. **During Construction, CALTRANS will:**
   (1) If required, enter into a formal partnering work session and agreement with all parties involved in the construction contract (the Parties, the contractor, etc.).
   (2) Designate a representative who will be the primary contact for CFLHD's construction staff.
   (3) Consider proposed design changes, evaluate change impacts, and provide construction oversight as needed, ensuring that requests meet the requirements intended in the PS&E.

d. **After Construction, CALTRANS will:**
   (1) Provide long term maintenance and operation of new alignments of SR 89 and relinquish maintenance and ownership of existing alignments.
   (2) Execute FLMA Highway Easement Deeds with assistance of CFLHD.
   (3) Attend final inspection with the Parties and the contractor upon completion of construction. Execute a letter of acceptance after approving the Truckee River Bridge Project.

2. **Tahoe Transportation District (TTD):**
   a. **During Project Development, TTD will:**
      (1) Act as lead agency responsible for public involvement and engagement for the Meeks Bay Bike Path and Truckee River Bridge Project.
      (2) Act as co-lead agency with CFLHD to perform, or have performed by consultants, the design of the Truckee River Bridge Project and the Meeks Bay Bike Path (including the development of the construction PS&E) in a manner that meets all permitting agencies' requirements and CFLHD standards and specifications (including CALTRANS or local standards that are equal or superior) that will allow CFLHD to administer the construction contract. TTD written approval shall be required at each design milestone during the CMGC process before CFLHD can proceed with the Project.
      (3) As co-lead agency, TTD agrees to enter into a three party agreement with CFLHD and any third-party consultant retained by TTD to provide any Project related professional services.
      (4) After execution of a separate reimbursement agreement, provide up to $200,000 of 23 U.S.C. 204 funds, i.e. Federal Lands Highways ½% funds allocated to TRPA, to CFLHD for preliminary engineering costs of the Truckee River Bridge Project and the Meeks Bay Bike Path.
      (5) After execution of a separate reimbursement agreement, provide up to $360,000 of 23 U.S.C. 204 funds, i.e. Federal Lands Highways ½% funds allocated to TRPA, and $40,000 in local, non-federal sources, to CFLHD for costs of procuring the CMGC contract.
      (6) Authorize CFLHD to manage the construction of the Meeks Bay Bike Path and the Truckee River Bridge Project on behalf of TTD.
      (7) Allow CFLHD and the CMGC, to actively participate in the development, review, and commenting for the construction PS&E, and notes to specifications for the Truckee River Bridge Project and Meeks Bay Bike Path and to allow CFLHD to approve revisions to those plans.

(8) Collaborate with CFLHD and Placer County to combine the Meeks Bay Bike Path PS&E into one combined PS&E with the Truckee River Bridge Project and Dollar Creek Shared Use Path.
(9) Collaborate with CFLHD if schedule delays are encountered to determine if additional resources, through CFLHD or consultants, need to be added to the Project to meet the delivery schedule in this Agreement.
(10) Participate in CFLHD's process for procurement of the CMGC.
(11) Invite and allow CFLHD and the CMGC to attend all Project meetings including, but not limited to, field reviews, traffic control reviews, plan review meetings, and public meetings.
(12) Prepare the NEPA/CEQA/TRPA documents for the Truckee River Bridge Project and the Meeks Bay Bike Path.
(13) Act as co-lead agency with CFLHD to obtain any necessary permits for construction including, but not limited to, TRPA, National Pollution Discharge Elimination System, and Clean Water Act 401/404 permits;
(14) Be responsible for private property acquisition as necessary, with the assistance of CFLHD, following the Federal UNIFORM Act guidelines for right of way acquisition.
(15) Act as co-lead agency with CFLHD responsible for utility relocations.
(16) Assist CFLHD to develop Highway Easement Deed Stipulations.

b. During Construction Contract Development, TTD will:
(1) Review construction cost estimate, preliminary engineering costs to date and projected remaining costs including contracting, construction engineering and other applicable costs.
(2) Provide letter of acceptance or agreement modification to revise TTD match amount to meet funding match for the Meeks Bay Bike Path and the Truckee River Bridge Project.
(3) Be responsible for public involvement and engagement for the Project.

c. During Construction, TTD will:
(1) If required, enter into a formal partnering work session and agreement with all parties involved in the construction contract (the Parties and the contractor, etc.).
(2) Designate a representative who will be the primary contact for CFLHD's construction staff.
(3) Consider proposed design changes, evaluate change impacts, and provide construction oversight as requested by CFLHD for the Meeks Bay Bike Path and the Truckee River Bridge Project, ensuring that requests meet the requirements intended in the PS&E.
(4) Attend final inspection with the Parties and the contractor upon completion of construction.
(5) Be responsible for public involvement and engagement for the Project.

d. After Construction, TTD will:
(1) Perform post construction monitoring for the Truckee River Bridge Project and the Meeks Bay Bike Path.

(2) Assume responsibility of the National Pollution Discharge Elimination System permit for the Meeks Bay Bike Path and the Truckee River Bridge Project until a Notice of Termination is filed and accepted.

3. **Placer County:**
   a. **During Project Development, Placer County will:**
      (1) Attend reviews and meetings.
      (2) Act as lead agency responsible for public involvement and engagement for the Dollar Creek Shared Use Path. Provide support to TTD and CFLHD for public involvement and engagement for the Truckee River Bridge Project.
      (3) Provide available data on traffic, accidents, material sources, construction costs, and other technical information, which may be helpful to the project development.
      (4) Collaborate with TTD and CFLHD if schedule delays are encountered to determine if additional resources, through TTD, CFLHD, or consultants, need to be added to the Project to meet the delivery schedule in this Agreement.
      (5) Authorize CFLHD perform, or have performed by consultants and CMGC, the design of the Dollar Creek Shared Use Path (including the development of the construction PS&E, utility relocations and NEPA/CEQA/TRPA documents and permits) in a manner that meets all permitting agencies' requirements and CFLHD standards and specifications (including CALTRANS or local standards that are equal or superior) that will allow CFLHD to administer the construction contract.
      (6) After execution of a separate reimbursement agreement, provide up to $385,000 to CFLHD for preliminary engineering costs of the Dollar Creek Shared Use Path.
      (7) Authorize CFLHD to manage the construction of the Truckee River Bridge Project and Dollar Creek Shared Use Path on behalf of Placer County.
      (8) Participate in CFLHD's process for procurement of the CMGC.
      (9) Collaborate with CFLHD and the TTD to combine the Dollar Creek Shared Use Path PS&E into one combined PS&E with the Truckee River Bridge Project and Meeks Bay Bike Path.
      (10) Invite and allow CFLHD and the CMGC to attend all project meetings including, but not limited to, field reviews, traffic control reviews, plan review meetings, and public meetings.
      (11) Review and approve the PS&E for the Truckee River Bridge Project and the Dollar Creek Shared Use Path and provide comments at each phase of the design and provide project development support within 30 days or less of submittals. If no comments are provided within the specified comment/review period then the Project will proceed with the understanding of concurrence from Placer County.
      (12) Review the NEPA/CEQA/TRPA documents for the Truckee River Bridge Project and the Dollar Creek Shared Use Path and provide comments within 20 days or less of submittals. If no comments are

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provided within the specified review period then the Project will proceed with the understanding of concurrence from Placer County.

(13) Act as lead agency responsible for all property acquisition as necessary for Dollar Creek Shared Use Path, following the Federal UNIFORM Act guidelines for right of way acquisition.

b. During Construction Contract Development, Placer County will:

(1) Review construction cost estimate, preliminary engineering costs to date and projected remaining costs for the Truckee River Bridge Project and the Dollar Creek Shared Use Path, including contracting, construction engineering and other applicable costs for the elements listed below.

(2) Provide letter of acceptance or agreement modification to revise Placer County match amount to meet funding match for the Dollar Creek Shared Use Path and the Truckee River Bridge Project.

(3) Be responsible for public involvement and engagement for the Project.

c. During Construction, Placer County will:

(1) If required, enter into a formal partnering work session and agreement with all parties involved in the construction contract (the Parties, the contractor, etc.).

(2) Designate a representative who will be the primary contact for CFLHD's construction staff.

(3) Consider proposed design changes, evaluate change impacts, and provide construction oversight as requested by CFLHD for the Dollar Creek Shared Use Path and the Truckee River Bridge Project, ensuring that requests meet the requirements intended in the PS&E.

(4) Attend final inspection with the Parties and the contractor upon completion of construction. Execute a letter of acceptance after approving the Dollar Creek Shared Use Path and the Truckee River Bridge Project.

d. After Construction, Placer County will:

(1) Provide long term maintenance and operation of the existing SR 89 alignment after project completion and relinquishment by CALTRANS, and the Dollar Creek Shared Use Path.

(2) Assume responsibility of the National Pollution Discharge Elimination System permit for the Dollar Creek Shared Use Path until a Notice of Termination is filed and accepted.

4. Lake Tahoe Basin Management Unit, Forest Service (Forest Service):

a. During Project Development, the Forest Service will:

(1) Attend reviews and meetings.

(2) Provide available data on traffic, accidents, material sources, construction costs, and other technical information, which may be helpful to the project development.

(3) Provide overall direction regarding Forest Service policy and administration for the Project and concur with the final PS&E.

(4) Provide support to FHWA (e.g. respond to questions regarding environmental issues), as requested, for the development of

environmental documents. Review NEPA documents as applicable for the Truckee River Bridge Project and the Meeks Bay Bike Path.

(5) Provide Special Use permits for any lands within the National Forest used for construction or staging areas for the contractor.

(6) Provide right-of-way and utility information and coordination.

(7) Collaborate with CFLHD to collectively develop Highway Easement Deed Stipulations.

(8) Review and approve the PS&E and provide comments within 30 calendar days of submittals at each phase of the design and provide project development support. If no comments are provided within the 30 calendar days comment/review period then the Project will proceed with the understanding of concurrence from the Forest Service.

b. During Construction Contract Development, the Forest Service will:

(1) Review construction cost estimate, preliminary engineering costs to date and projected remaining costs including contracting, construction engineering and other applicable costs.

c. During Construction, the Forest Service will:

(1) If required, enter into a formal partnering work session and agreement with all parties involved in the construction contract (the Parties, the contractor, etc.).

(2) Designate a representative who will be the primary contact for CFLHD's construction staff.

(3) Consider proposed design changes, evaluate change impacts, and provide construction oversight as needed, ensuring that requests meet the requirements intended in the PS&E.

(4) Attend final inspection with the Parties and the contractor upon completion of construction.

d. After Construction, the Forest Service will:

(1) Execute the FLMA Highway Easement Deeds with assistance of CFLHD.

(2) Monitor ongoing Special Use Permit and Highway Deed Easement compliance.

5. Tahoe City Public Utility District (TCPUD):

a. During Project Development, the TCPUD will:

(1) Attend reviews and meetings;

(2) Provide overall direction regarding TCPUD policy and administration for the Project.

(3) Provide support to TTD and CFLHD (e.g. respond to questions regarding NEPA, design and utility issues), as requested, for the development of environmental and preliminary/final design documents.

(4) Authorize CFLHD to manage the construction of the Meeks Bay Bike Path, the realigned shared use paths associated with the Truckee River Bridge Project, and the portion of the new sewer line associated with the Truckee River Bridge Project that is determined to be in TCPUD's sole or joint ownership.

(5) Review and provide written approval for all trail designs associated with the Truckee River Bridge Project.
(6) Review and approve the PS&E and provide comments within 30 calendar days of submittals at each phase of the design and provide project development support. If no comments are provided within the 30 calendar days comment/review period then the Project will proceed with the understanding of concurrence from TCPUD.
(7) Provide a letter of concurrence from TCPUD approving the 100% PS&E for construction.
(8) Collaborate with CFLHD and TTD to collectively develop appropriate entitlements for the ownership, operation and maintenance of the realigned shared use paths associated with the Truckee River Bridge Project and the portion of the new sewer line associated with the Truckee River Bridge Project that is determined to be in TCPUD's sole or joint ownership.

b. During Construction Contract Development, TCPUD will:
(1) Review construction cost estimate, preliminary engineering costs to date and projected remaining costs including contracting, construction engineering and other applicable costs.

c. During Construction, TCPUD will:
(1) If required, enter into a formal partnering work session and agreement with all parties involved in the construction contract (the Parties, the contractor, etc.).
(2) Designate a representative who will be the primary contact for CFLHD's construction staff.
(3) Consider proposed design changes, evaluate change impacts, and provide construction oversight as needed, ensuring that requests meet the requirements intended in the PS&E.

d. After Construction, TCPUD will:
(1) Provide long term maintenance and operation of the Meeks Bay Bike Path, the realigned shared use paths associated with the Truckee River Bridge Project, and the portion of the new sewer line associated with the Truckee River Bridge Project that is determined to be in TCPUD's sole or joint ownership.
(2) Attend final inspection with the Parties and the contractor upon completion of construction. Execute a letter of acceptance after approving the Meeks Bay Bike Path, the realigned shared use paths associated with the Truckee River Bridge Project, and the portion of the new sewer line associated with the Truckee River Bridge Project that is determined to be in TCPUD's sole or joint ownership.

6. Tahoe Regional Planning Agency (TRPA):

a. During Project Development, the TRPA will:
(1) Attend reviews and meetings.
(2) Provide overall direction regarding TRPA policy and administration for the Project.

(3) Act as project lead for, and approver/certifier of, the TRPA environmental document.
(4) Provide support to FHWA (e.g. respond to questions regarding NEPA, design and utility issues), as requested, for the development of environmental and preliminary/final design documents.
(5) Review the PS&E and provide comments within 30 calendar days of submittals at each phase of the design and provide project development support. If no comments are provided within the 30 calendar days comment/review period then the Project will proceed with the understanding of concurrence from TRPA.
(6) After reviewing the PS&E, provide a letter of concurrence from TRPA approving the 100% PS&E for construction.
(7) After approving the TRPA environmental document, issue a construction permit for the Project.

b. During Construction Contract Development, TRPA will:
(1) Provide support, as needed.

c. During Construction, TRPA will:
(1) If required, enter into a formal partnering work session and agreement with all parties involved in the construction contract (the Parties, the contractor, etc.).
(2) Designate a representative who will be the primary contact for CFLHD's construction staff.
(3) Consider proposed design changes, evaluate change impacts, and provide construction oversight as needed, ensuring that requests meet the requirements intended in the PS&E.

d. After Construction, TRPA will:
(1) Provide support, as needed.
(2) Attend final inspection with the Parties and the contractor upon completion of construction.

7. Federal Highway Administration - California Division Office (FHWA):
a. During Project Development, Contract Development, and Construction FHWA will:
(1) Attend reviews and meetings.
(2) Provide high level input and guidance for the Project.
(3) Act as the internal point of contact within its division office for disseminating information and providing updates within its division office.

8. CENTRAL FEDERAL LANDS HIGHWAY DIVISION (CFLHD):
a. During Project Development, CFLHD will:
(1) Provide support, as needed, to TTD and Placer County for public involvement and engagement for the Project.
(2) Manage and oversee FLAP and Local Match funds for the Truckee River Bridge Project, the Meeks Bay Bike Path, and the Dollar Creek Shared Use Path, including preliminary engineering, construction, and construction engineering.

(3) Act a co-lead agency with TTD to perform, or have performed by consultants, the design of the Truckee River Bridge Project and the Meeks Bay Bike Path (including the development of the construction PS&E) in a manner that meets all permitting agencies' requirements and CFLHD standards and specifications (including CALTRANS or local standards that are equal or superior) that will allow CFLHD to administer the construction contract. TTD written approval shall be required at each design milestone during the CMGC process before CFLHD can proceed with the Project.

(4) As co-lead agency, CFLHD agrees to enter into a three party agreement with TTD and any third-party consultants retained by TTD to provide any Project-related professional services.

(5) Act as lead agency to perform, or have performed by consultants and CMGC, the design of the Dollar Creek Shared Use Path (including the development of the construction PS&E, utility relocations and NEPA/TRPA documents and permits) in a manner that meets all permitting agencies' requirements and CFLHD standards and specifications (including CALTRANS or local standards that are equal or superior).

(6) Procure the services and be responsible for the management of the CMGC for the preconstruction phase of the Project. Serve as primary contact and coordinator in reviewing design PS&E to ensure conformance with CFLHD design standards.

(7) Collaborate with TTD and Placer County if schedule delays are encountered to determine if additional resources, through CFLHD or consultants, need to be added to the Project.

(8) Invite and allow TTD and Placer County to attend all Project meetings including, but not limited to, conference calls, field reviews, traffic control reviews, plan review meetings, and public meetings.

(9) Prepare the NEPA/CEQA/TRPA documents for the Dollar Creek Shared Use Path.

(10) Act as lead agency responsible for the review and approval of the NEPA documents for the Project.

(11) Coordinate with TTD, Placer County, and CALTRANS on the CEQA and TRPA documents for the Project.

(12) Act as co-lead with TTD to obtain any necessary permits for construction including, but not limited to, TRPA, National Pollution Discharge Estimation System, and Clean Water Act 401/404 permits.

(13) Be responsible for property acquisition on Federal lands, with the assistance of TTD, for the Truckee River Bridge Project and the Meeks Bay Bike Path.

(14) Prepare right-of-way plans for the Highway Easement Deed as necessary for the Truckee River Bridge Project.

(15) Act as co-lead with TTD responsible for utility relocations if necessary for the Truckee River Bridge Project and the Meeks Bay Bike Path.

(16) Act as lead agency responsible for utility relocations if necessary for Dollar Creek Shared Use Path.

(17) Collaborate with CALTRANS and the Forest Service to develop the Draft Highway Easement Deed.

b. During Construction Contract Development, CFLHD will:

(1) Develop detailed construction cost estimate(s), tabulation preliminary engineering and other costs to date, and present consolidated costs for consideration.

(2) Administer the construction contract for the Truckee River Bridge Project, the Meeks Bay Bike Path, and the Dollar Creek Shared Use Path, including any advertisement, the award, and construction management in accordance with Federal Acquisition Regulations (FAR).

(3) Enter into negotiations with the CMGC for the award of a construction contract for the Project.

(4) Allow TTD (and the Project Delivery Team) to observe, and review all activities of CFLHD's administration of the construction contract for the construction phase, including the construction management.

(5) Prepare for CALTRANS a letter of acceptance or agreement modification to revise the TTD and Placer County amounts to meet funding match; and

(6) Advertise and award the contract. Bids will not be solicited by CFLHD until the Parties have concurred with the PS&E.

c. During Construction, CFLHD will:

(1) Provide a Project Engineer on site for construction administration.

(2) Potentially enter into a formal partnering work session and agreement with all parties involved in the construction contract (the Parties, the contractor, etc.).

(3) Allow TTD, Caltrans, and Placer County to observe, and review all activities of the CFLHD's administration of the construction contract for the Project during the construction phase, including the construction management.

(4) Determine the need for any proposed changes to contract documents, evaluate change impacts, coordinate technical reviews as needed, and ensure that the construction meets the requirements intended in the PS&E. Collaborate with TTD and Placer County to agree on contract change order amounts and the use of contract contingency and resolve any impacts to construction budgets and funding responsibilities prior to any increases in contract contingency amount(s).

(5) Act as lead for management of design through construction of the Project.

(6) Ensure that the contractor will bear all expense of maintaining traffic during active construction periods, other than snow removal and normal CALTRANS and Placer County maintenance work.

(7) Verify adherence to environmental documents.

(8) Attend final inspection with the Parties and the contractor upon completion of construction.

H. ROLES AND RESPONSIBILITIES - SCHEDULE

The schedule for each element of the Project shall be as follows:

Responsible Lead	Task	Scheduled Finish	Deliverable
CFLHD/TTD (Meeks Bay Bike Path and Truckee River Bridge Project) CFLHD/Placer County (Dollar Creek Shared Use Path)	Preliminary Design	March 2014	Develop 30% PS&E
CFLHD/TTD	Pavement and Geotechnical Investigations and Structures Recommendations	June 2014	Geotechnical and Structure Report
CFLHD	CMGC Procurement	April 2014	
CFLHD (NEPA for all Project elements, and TRPA for Dollar Creek Shared Use Path) TTD (CEQA/TRPA for Truckee River Bridge Project and Meeks Bay Bike Path)	Environmental Compliance	January 2015	NEPA/CEQA/TRPA Compliance
CFLHD/TTD (Meeks Bay Bike Path and Truckee River Bridge Project) Placer County/CFLHD (Dollar Creek Shared Use Path)	Final Design	September 2015	
CFLHD/TTD (Truckee River Bridge Project and Meeks Bay Bike Path) CFLHD/Placer County (Dollar Creek Shared Use Path)	Right-of-Way Acquisition and Certification	September 2015	Private Acquisitions, Permanent and Temporary Construction Easements, and Public Transfers

Responsible Lead	Task	Scheduled Finish	Deliverable
CFLHD/TTD (Truckee River Bridge Project and Meeks Bay Bike Path) CFLHD/Placer County (Dollar Creek Shared Use Path)	Obtain Permits	September 2015	CALTRANS Encroachment Permits, USFS Special Use Permit, TRPA General Construction Permit, Lahontan General Construction Permit and Dewatering Permit, CA Depart. of Fish and Wildlife 1601 and 1602 Permits, US Army Corp of Engineers 401 and 404 Permits, County Grading Permit (if applicable)
CFLHD	Construction – 2 Seasons	October 2017	Complete Truckee River Bridge Project, Meeks Bay Bike Path, and Dollar Creek Shared Use Path following construction 2 seasons
CFLHD	Project Close-out	January 2018	Notice of Completion and Acceptance
TTD (Truckee River Bridge Project and Meeks Bay Bike Path) Placer County (Dollar Creek Shared Use Path)	Vegetation Establishment and Post-Construction Monitoring	October 2019	Post Construction Monitoring Report

I. PROPOSED DESIGN STANDARDS

The proposed design standards are described in the table below. Final design standards will be determined through the environmental process.

Criteria	Proposed	Comments
Standard	California Highway Design Manual and local design standards	
Functional Classification	State Highway and Shared Use Paths	
Surface Type – Road and Shared Use Paths	Asphalt	
Bridge Decking	Concrete for the Truckee River Bridge Project; steel or wood for Meeks Bay Bike Path and Dollar Creek Shared Use Path	
Design Volume - Road	29,300 average daily traffic	
Design Volume – Shared Use Path	1,000 average daily traffic	
Design Speed - Road	40 miles per hour	CALTRANS and Placer County will establish speed limits of 25-30 miles per hour.
Design Speed – Shared Use Path	20-30 miles per hour	
Travel Way Width – Road/Bridge/Shared Use Path	24 feet/minimum 45.25 feet/10 feet	
Shoulder Width – Road/Bridge/Shared Use Path	8.25 feet/8.25 feet/2 feet	

J. FUNDING

FLAP and other funds will be used for the development and construction of this Project. TTD and Placer County agree to provide a combined matching share to CFLHD equal to 21.50% of the total cost of the Project, with a minimum of 11.47% to come from local, non-federal sources. These combined matching shares shall not include, and shall be in addition to, amounts provided by TTD and Placer County from 23 U.S.C. 204 funds, i.e. Federal Lands Highways ½% funds allocated to TRPA. Before the expenditure of any funds for which reimbursement will be sought from FHWA, the TTD and Placer County agree to execute separate reimbursement agreements. No reimbursement will be made for expenditures made prior to execution of a reimbursement agreement.

Fund Source	Amount	Comments
California FLAP funds	$25,507,000	73.4% of the total cost of the Project
Local Matching Share from TTD and Placer County*	$7,475,000	21.5% of the total cost of the Project
Federal Lands Highways ½% funds	$1,760,000	5.1% of the total cost of the Project
Total	$34,742,000	

* Placer County shall not be responsible for, and shall not pay, any matching share for the Meeks Bay Bike Path.

In the event of cost overruns on the Project, CFLHD shall provide FLAP funding to pay for 78.5% of the cost overruns. In the event of cost overruns for the Truckee River Bridge Project, TTD and Placer County shall collectively be responsible for 21.5% of the cost overruns, with a minimum of 11.47% to come from local, non-federal sources. In the event of cost overruns for the Meeks Bay Bike Path, TTD shall be responsible for 21.5% of the cost overruns, with a minimum of 11.47% to come from local, non-federal sources. In the event of cost overruns for the Dollar Creek Shared Use Path, Placer County shall be responsible for 21.5% of cost overruns, with a minimum of 11.47% to come from local, non-federal sources.

K. MATCHING SHARE REQUIREMENTS

Matching or cost sharing requirements may be satisfied following the obligation of funds to the Project by allowable costs incurred by the State or local government, cash donations, and the fair and reasonable value of third party in-kind contributions (but only to the extent that the value of the costs would be allowable if paid for by the party responsible for meeting the matching share), including materials or services. However no costs or value of third party contributions may count towards satisfying the matching share requirements under this Agreement if they have or will be counted towards meeting the matching share requirements under another federal award.

Costs and third party contributions counting toward satisfying a cost sharing or matching requirement must be verifiable from the records of the party responsible for meeting the matching requirements. The records must demonstrate how the value of third party in kind contributions was derived. Voluntary services sought to be applied to the matching share will be supported by the same methods that the party to this Agreement uses to support the allocation of personnel costs. Any donated services provided by a third party will be valued at rates consistent with those ordinarily paid by employers for similar work in the same labor market. Supplies furnished will be valued at their market value at the time of donation. Donated equipment or space will be valued at fair rental rate of the equipment or space. All records associated with valuations or costs shall be accessible and maintained for three years following Project close-out.

Milestone	Projected Match Requirements	Schedule
Preliminary Engineering	$1,075,000	To be invoiced on a monthly basis as progress payments are made to contractors and staff time is expended.
Construction	$6,066,400	
Construction Engineering	$333,600	To be invoiced on a monthly basis as progress payments are made to contractors and staff time is expended.
Total	$7,475,000	

L. PROJECT TEAM MEMBERS

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M. CHANGES/AMENDMENTS/ADDENDUMS

The Agreement may be modified, amended, or have addendums added by mutual agreement of the Parties. The change, amendment, or addendum must be in writing and executed by all of the Parties. A change in the composition of the project team members does not require the Agreement to be amended.

The types of changes envisioned include, but are not limited to, changes that significantly impact scope, schedule, or budget; changes to the local match, either in type or responsibility; changes that alter the level of effort or responsibilities of a party. The Parties commit to consider suggested changes in good faith. Failure to reach agreement on changes may be cause for termination of this Agreement.

It is the responsibility of the project team members to recognize when changes are needed and to make timely notification to their management in order to avoid Project delivery delays.

N. ISSUE RESOLUTION PROCEDURES MATRIX

Issues should be resolved at the lowest level possible. The Project Development Team shares the following principals in the resolution of conflicts and will resolve any conflicts using the escalation matrix below:

- The efficient delivery of an effective, cost efficient quality project is the primary goal of both parties.
- The parties will focus on their common goals rather than differences.
- Win/win solutions to conflicts will be sought.
- Differences of opinion are acceptable, but are sought to be limited.
- Timely, open, and honest communication is the key to avoiding and resolving conflicts.
- Decisions are to be made and conflicts are to be resolved at the lowest possible level.

CFLHD	TTD	FHWA – CA Division	CALTRANS	TCPUD	TRPA	Forest Service	Placer County
Project Development Team	Project Development Team	Project Development Team	Project Development Team	Project Development Team	Project Development Team	Project Development Team	Project Development Team
Project Manager: Matt Ambroziak	Project Manager: Alfred Knotts	Senior Transportation Engineer, Cesar Perez	Project Manager: John Holder	District Engineer: Matt Homolka	Division Chief: Jeanne McNamara	Supervisory Civil Engineer: Mike Gabor	Assistant Director: Peter Kraatz
Director, Project Delivery: Michael Davies	District Manager: Carl Hasty	Director, State Programs, Matt Schmitz	District 3 Director: Jody Jones	District General Manager: Cindy Gustafson	Executive Director: Joanne Marchetta	Forest Supervisor: Nancy Gibson	Director: Ken Grehm

O. TERMINATION

This Agreement may be terminated by mutual written consent of all Parties. This Agreement will terminate if the environmental review process or actual availability or receipt of funding requires an amendment to this Agreement and the parties are not able to agree to the amendment. Any termination of this Agreement shall not prejudice any rights or obligations accrued to the Parties prior to termination. If FLAP funds have been expended prior to termination, the party responsible for the local match agrees to provide that match to CFLHD.

Appendix 1

Appendix 2

Project Description

A. Project Location

FLAP provides funds for work on public highways, roads, bridges, trails, and transit systems that are located on, are adjacent to, or provide access to Federal lands. These facilities must be owned or maintained by a state, county, town, township, tribe, municipal, or local government. FLAP is a new program created under Moving Ahead for Progress in the 21st Century (MAP-21). FLAP places emphasis on projects that provide access to high-use recreation sites or Federal economic generators.

During the 2013 California Call for Projects efforts for MAP-21, 15 applications were submitted for consideration. ~~TTD submitted the Project Application attached as Exhibit A.~~ In August 2013, the California Program Decision Committee ~~(the "PDC")~~ came to consensus on selecting the Project as one of the projects for FLAP. The funding for this Project is based on the project applicant TTD providing matching funds of 11.47% of the Project costs. Project costs, and therefore, the matching amounts due from TTD are based on the actual costs to design, permit, environmentally clear, and construct the Project. In addition, all costs for right-of-way, temporary construction easements, and utility relocation are the responsibility of TTD and Placer County for their respective elements of the Project, and must be completed in advance of the proposed construction. These costs are eligible to be counted towards TTD's match requirements.

A FLAP scoping meeting was completed in September of 2013 to review the tentative Project elements and issues associated with the Project. The Parties attended and helped identify the improvements that are detailed in the FLAP Scoping Report which formed the basis for much of the information that follows.

B. Project Approach

The Parties acknowledge that the following is an accurate description of completed efforts, the status of current efforts, and the assumptions and expectations of the Parties going forward with the Project:

1. **Environment**: The delivery of this Project is dependent on timely completion of NEPA, CEQA, and TRPA technical studies and environmental documents, as well as obtaining applicable resource permits.
   a. The NEPA/CEQA/TRPA environmental clearance for the Truckee River Bridge is underway with draft environmental documents anticipated for late 2014 and final environmental document anticipated in early 2015. The environmental documents consist of an EIR certified by TTD, an EIS adopted by TRPA, and an EA/FONSI Approved by FHWA.

b. The Meeks Bay Bike Path environmental documents are anticipated in the summer of 2014 or earlier. The environmental documents consist of an Initial Study and a Negative Declaration by TTD, and a Categorical Exclusion from FHWA.

c. The Dollar Creek Shared Use Path environmental documents are anticipated in the summer of 2014. The environmental documents completed so far include an Initial Study/Mitigated Negative Declaration (CEQA) by Placer County and an Initial Environmental Checklist by TRPA. FHWA will approve a Categorical Exclusion. Applicable Federal, State and Local Permits will be obtained.

2. **Structures**:

a. With regard to the Truckee River Bridge, the proposed structure has been re-evaluated since the Project Application and is presented in the Project Delivery Plan. Alternative structure layouts were investigated to eliminate pedestrian under crossings on one or both sides of the Truckee River. Both of the alternatives include adding a second bridge supported by Geosynthetic Reinforced Soil (GRS) abutments. One or both of the trails would cross SR 89 below the additional structure along modified trail alignments. These alternatives eliminate and reduce retaining walls as well as reduce the new Truckee River Bridge length allowing a single span without piers in the floodway. One of the alternatives increases the width of the bridge to accommodate a bike lane over the top. The structure design presented in the Project application is still an option for further evaluation, and other designs which combine elements of these two proposals will also be considered. The existing Fanny Bridge was proposed to be replaced rather than rehabilitated to achieve a 75 year design life in lieu of the 25 year design life expected. Replacing the existing superstructure with proposed prefabricated superstructure sections was also proposed and should be investigated.

b. There is one proposed prefabricated bridge crossing drainage feature on each of the Meeks Bay Bike Path and Dollar Creek Shared Use Paths.

3. **Geotechnical:**

a. With regard to the Truckee River Bridge, appropriate retaining walls for fill applications likely consist of mechanically stabilized earth (MSE) walls or cast-in-place concrete (CIPC) cantilever walls. Rockery walls may be used as an alternative to the previously mentioned wall types as they have potential to offer significant cost savings over conventional MSE and CIPC walls. Rockery walls will also provide advantages over conventional walls with respect to aesthetics and sustainability, as these structures utilize native boulders, which are readily available, for construction.

b. The walls on the Meeks Bay Bike Path were revised to be rockery walls instead of CALTRANS Type 5 retaining walls, subject to CALTRANS approval, for the same reasons listed above. The structures proposed on Meeks Bay Bike Path and Dollar Creek Shared Use Path are candidates

for applying the Geosynthetic Reinforced Soil (GRS) application to reduce costs.

4. **Hydraulics:**
   a. With regard to the Truckee River Bridge, it is anticipated that the proposed improvements at the new bridge and the existing bridge will not raise the Base Flood Elevations (BFE) over existing conditions. The existing Fanny Bridge will include foundation improvements and scour protection.
   b. The Meeks Bay Bike Path will require several cross drains or culverts and some sections of ditch may require permanent erosion control such as a riprap lining. A proposed bridge will span a ravine near the northern limits of the project.
   c. The Dollar Creek Shared Use Path will include 13 new culverts and a structure over the creek.

5. **Highway Design:**
   a. The proposed configuration for the Truckee River Bridge will carry traffic from a new roundabout location intersecting SR 89 and SR 28 across a new SR 89 alignment. The existing Fanny Bridge would remain open to local traffic. The lane configurations at the roundabouts are currently in design to ensure that the traffic demands are met.
   b. The Meeks Bay Bikeway will be adjacent to SR 89 in CALTRANS right of way. A design exception from CALTRANS will be required as the bike path is within the clear zone for the future project on SR 89, but the alignment is limited by private property. The final offset is to be determined during discussions with CALTRANS.
   c. The Dollar Creek Shared Use Path will follow existing social trails from SR 28 north for approximately 1.5 miles. The remaining 0.7 miles of the route will be along different terrain which is steeper and has more vegetation.

6. **Right-of-way and Utilities:**
   a. With regard to the Truckee River Bridge, the anticipated right-of-way impacts include approximately 4 acres of USFS land, as well as small impacts to the TCPUD and a private owner (Williamson). The relocation of the TTSA sanitary sewer line will be performed as a part of this project with costs included to the project because TTSA is not under a franchise agreement with CALTRANS.
   b. The Meeks Bay bike path will avoid all private property, and it will be constructed within USFS land and on a CALTRANS highway easement.
   c. The Dollar Creek Shared Use Path will be built under easements on land owned by the North Tahoe Public Utility District (NTPUD) and the California Tahoe Conservancy (CTC) with an encroachment easement required from CALTRANS for the connection across the highway to the existing path. The parcel at the north end of the project is owned by NV

Energy and negotiations for acquisition are currently underway with Placer County.

7. **Construction:**
This Project will be delivered using the innovative contracting method using a Construction Manager/General Contractor (CMGC). This may result in a potential cost savings of up to 10%. This Agreement will be amended upon initiation of the CMGC process to expressly identify the roles and responsibilities of the Parties in connection with procurement and management of the CMGC.

8. **Other potential options:**
   a. Truckee River Bridge:
      - Three span structure over the Truckee River and shared use paths on each side. Potential costs increase of $1 Million for structure and wall costs. (This alternative shown in map view).
      - Rehabilitating the existing Fanny Bridge Structure. While this could potentially reduce the cost by approximately $500,000, the design life would decrease from 75 years to 25 years.
      - Limiting the use of the existing SR 89 and Fanny Bridge to pedestrians, bicycle, and emergency access only. No cost change.
      - Constructing a cul-de-sac on SR 89 on the southern side of the existing bridge and only provide for local access. Net cost difference is minimal.
      - Constructing a signalized intersection at the new SR 89/SR 28 connection. Net cost difference is minimal.
      - Constructing a curve at the southern end of the new SR 89 alignment without an intersection. Net cost difference is minimal.
      - Modify striping at the existing signalized intersection to create a parking area or town square between SR 89 and north end of Fanny Bridge. Net cost difference is minimal.

   b. Meeks Bay Bike Path:
      - CALTRANS Type 5 retaining walls if rockeries are not approved. Potential cost increase from base assumption of $1 Million.
      - Geosynthetic Reinforced Soil (GRS) abutments and embankments could be applied. Potential cost savings to be determined.

   c. Dollar Creek Shared Use Path:
      - To accommodate anticipated parking demand a trailhead parking area near the trail's intersection with SR 28 could be included. Cost increase of $400,000.
      - Geosynthetic Reinforced Soil (GRS) abutments and embankments could be applied. Potential cost savings to be determined.

Appendix 2

Project	Phase	Fund	FY14	FY15	FY16	Project Total
SR 89/Fanny Bridge Community Revitalization Project	PE	FLH 1/2%	$900,000			$900,000
(Truckee River Bridge) Project includes: Realignment of SR		Additional FLH 1/2%	$560,000			$560,000
89 on USFS lands, Historic Bridge Rehab, bike/ped/transit	PE	FLAP		$650,000		$650,000
circulation improvements, and improved access to USFS		Placer	$40,000	$150,000		$190,000
lands	CONST	FLAP			$18,625,000	$18,625,000
	CEI	FLAP			$1,265,000	$1,265,000
		Placer			$3,100,000	$3,100,000
		TTD/Other			$2,770,000	$2,770,000
		TOTALS	$1,500,000	$800,000	$25,760,000	$28,060,000
Meeks Bay Bike Path	PE	FLH 1/2%	$300,000			$300,000
	CONST	FLAP			$1,470,000	$1,470,000
Project includes 0.8 miles of class 1 bike path extending	CEI	FLAP			$97,000	$97,000
exist 19 mile network to USFS Lands on west shore operated		TTD/Other			$430,000	$430,000
by the Washoe Tribe		TOTALS	$300,000	$0	$1,997,000	$2,297,000
Dollar Creek Shared Use Path	PE	Placer	$185,000			$185,000
	ROW	Tahoe Conserv	$500,000			$500,000
Project includes 2.2 miles of class 1 bike path on NTPUD,	PE	Placer		$150,000		$150,000
conservancy and county lands, to extendi an existing 19		Placer		$50,000		$50,000
mile network to USFS Lands on the North Shore	CONST	FLAP			$3,213,000	$3,213,000
	CEI	FLAP			$187,000	$187,000
		Placer			$100,000	$100,000
		TOTALS	$685,000	$200,000	$3,500,000	$4,385,000
		TOTAL Project by FY	**$2,485,000**	**$1,000,000**	**$31,257,000**	**$34,742,000**
		TOTAL FLH 1/2%	$1,760,000	$0	$0	**$1,760,000**
		TOTAL FLAP PE	**$0**	**$650,000**	**$0**	**$650,000**
		TOTAL FLAP CONST	**$0**	**$0**	**$23,308,000**	**$23,308,000**
		TOTAL FLAP CEI	**$0**	**$0**	**$1,549,000**	**$1,549,000**
		TOTAL Match	**$725,000**	**$350,000**	**$6,400,000**	**$7,475,000**

EXHIBIT B

Federal Highway Administration
Federal Lands Highway
AGREEMENT

DTFH68-14-E-00054

PARTIES TO THE AGREEMENT

Placer County	Organization to be Reimbursed
	Federal Highway Administration Central Federal Lands Highway Division 12300 West Dakota Ave Lakewood, CO 80228
DUNS Number: TIN:	DUNS Number 126129936

POINTS OF CONTACT FOR THE AGREEMENT

Reimbursing Organization Finance Point of Contact	Organization to be Reimbursed Finance Point of Contact
Name: Address: Phone: E-mail:	Name: Suzanne Schmidt Address: 12300 West Dakota Ave Lakewood, CO 802 Phone: 720-963-3356 E-mail: suzanne.schmidt@dot.gov
Reimbursing Organization Program Point of Contact	Organization to be Reimbursed Program Point of Contact
Name: Address: Phone: E-mail:	Name: Matt Ambroziak Address: 12300 West Dakota Ave Lakewood, CO 80228 Phone: 720-963-3619 E-mail: matthew.ambroziak@dot.gov

PERIOD OF PERFORMANCE	LEGAL AUTHORITY
From: see date of signature below To: January 1st, 2015	23 U.S.C. 201 and 204
TOTAL AGREEMENT AMOUNT	**PAYMENT TERMS AND SCHEDULE**
TOTAL AGREEMENT AMOUNT: $180,000	EFT

DESCRIPTION OF SUPPLIES, SERVICES, AND DELIVERABLES

See attached SOW

AUTHORIZED APPROVALS

For Reimbursing Organization	For Organization to be Reimbursed
Signature Date	Signature Date
Title	Title

231

Revised 3/2010

Statement of Work

Reimbursable Agreement No. DTFH68-14-E-00054

November 15, 2014

I. Introduction: Placer County will provide matching funding for development of final construction plans, specifications, and cost estimate (PS&E) to the Federal Highway Administration, Central Federal Lands Highway Division (CFLHD) for the CA FLAP SR 89(1) Truckee River Bridge project. Specifically, the fund will be used for design of the Dollar Creek Shared Use Path, which is a component of the overall Truckee River Bridge Project. Placer County shall be referred to as the Requesting Agency and the CFLHD shall be referred to as the Servicing Agency.

II. Location: Dollar Creek Shared Bike Path, Placer County, Nevada.

III. Work Required: The project will consist of new construction of a paved shared use path, design of a new bridge, horizontal & vertical geometric curve design, drainage improvements, new asphalt & base placement, right-of-way support, Federal permits, hydraulics, and NEPA.

Construction of the project will be completed by a contractor selected by CFLHD. Additionally, final design services will be administered by CFLHD and construction contract administration. Onsite oversight will be conducted by CFLHD and project design & and construction will be in accordance with CFLHD project plans, specifications and policies.

IV. Non-Federal Share of Costs: Central Federal Lands Access Program funding will be used for finalizing preliminary engineering, construction contract, and construction engineering for the CA FLAP SR 89(1) Truckee River Bridge Project.

The overall cost estimate for CFLHD to complete 100% design and NEPA for the Dollar Creek Shared Use Path is $300,000. This agreement will provide funding to complete the 70% PS&E for a cost of $180,000. This agreement is subject to modification in the future to add additional funds to complete final design.

The Requesting Agency is not required to reimburse the Servicing Agency for any costs incurred by the Servicing Agency prior to the date of this Agreement.

V. Period of Performance: All work associated with this agreement will be completed no later than January 1, 2015.

VI. Technical Representative: CFLHD Program Point of Contact for this Agreement is Mr. Matt Ambroziak, Project Manager. Mr. Ambroziak can be contacted at 720-963-3619 or matthew.ambroziak@dot.gov.

The Placer County Point of Contact for this Agreement is Mr. Peter Kraatz. Mr. Kraatz can be contacted at 530-581-6230 and pkraatz@placer.ca.gov.

VII. Roles and Responsibilities

A. FHWA, Central Federal Lands Highway Division will:

1) Prepare a scope of work to complete the 100% PS&E;
2) Manage project development schedule and preliminary engineering costs.
3) Prepare an Independent Cost Estimate for the CFLHD portion of work included in this agreement;
4) Manage project development schedule and preliminary engineering costs in coordination with Placer County
5) Prepare the 70%, 95%, and 100% PS&E documents
6) Conduct geotechnical investigations and prepare a geotechnical report to support the design
7) Conduct a hydraulic/hydrology analysis and prepare a report to support the design
8) Prepare the NEPA document, which is assumed to be a Categorical Exclusion
9) Apply for and obtain necessary Federal Permits and Caltrans Encroachment Permits for the project
10) Provide support to Placer County for Right-of-Way Acquisition
11) Provide support to Placer County for local and state permits
12) Perform design (TS&L) for one bridge structure

B. Placer County will:

1) Provide relevant documents regarding this project to FHWA for use in preliminary engineering;
2) Attend meetings and field reviews;
3) Review the plans, specifications, and cost estimate at each phase of the design within a 2 week period and provide project development support.
4) In coordination with the FHWA project manager, ensure that completed plans, specifications, and estimates (PS&E) are consistent with the intended outcome.
5) Provide overall direction regarding Placer County policy and administration for the project and provide written concurrence with the final plans and specifications. Written concurrence will be requested after the comments from the 95% PS&E are incorporated.
6) Acquire right-of-way required for the project
7) Develop easement descriptions for project
8) Provide survey and mapping information for the project and stake the proposed alignment for the 70% field review

9) Obtain local, state, and TRPA permits.
10) Provide a fire plan for incorporation into the Special Contract Requirements.
11) Provide support to FHWA (respond to question regarding environmental issues), as requested, for the development of environmental documents.
12) Act as the lead agency for public outreach
13) Track all Placer County expenditures related to this project after the Project Agreement is signed to count towards the FLAP local match
14) Provide funding as referenced in this document.

VIII. Financial Administration:

A. **Total Agreement Amount:** $180,000

Funding Citations: 23 U.S.C. 201 and 204.

B. **Reimbursable Payment:**

The Servicing Agency will bill upon completion of the work in this Agreement. The Servicing Agency is limited to recovery of the matching share of actual costs incurred, as reflected in the invoice provided by the Servicing Agency.

The Servicing Agency shall not incur costs which result in matching funds exceeding the maximum cost stated in this Agreement without authorization by the Requesting Agency in the form of written modification to this agreement.

Upon receipt of the invoice of costs incurred and authorized, the Requesting Agency will issue payment via one of the methods listed below.

C. **Method of Billing:** The Government shall bill the Buyer in accordance with the payment terms and schedule as agreed upon in the RA.

FHWA requests that these payments be made through the U.S. Treasury's website https://pay.gov. Pay.gov can be used to make secure electronic payments to many Federal Government Agencies via credit card or direct debit.

Payment shall be submitted referencing the FHWA/CFLHD Agreement Number: DTFH68-14-E-00054

Option 1 (Preferred Method)

Plastic Card or Automatic Clearing House Payment (ACH Direct Debit)
Go to Treasury's website, https://pay.gov.

Search for Agency Name

Select the appropriate Transportation Agency

Follow the form instructions to make your payment. Note: If making an ACH payment from your bank account, please select ACH Direct Debit as the payment type.

Option 2

Mail Check payment to the following address for Paper Check Conversion (PCC) processing:

MAILING ADDRESS:

Enterprise Service Center

Federal Aviation Administration

ATTN: AMZ-340, Mark Richardson

6500 S. MacArthur Blvd., HDQ Rm 285

Oklahoma City, OK 73169

Notice to Customers Making Payment by Check:

MAKE CHECK PAYABLE TO:

DOT FHWA

Please notify Regina Monroe at 720-963-3460 or regina.monroe@dot.gov if mailing a check.

When you provide a check as payment, you authorize us either to use information from your

Check to make a one-time electronic fund transfer from your account or to process the payment as a check transaction.

When we use information from your check to make an electronic fund transfer, funds may be withdrawn from your account as soon as the same day we receive your payment, and you will not receive your check back from your financial institution.

Privacy Act – A Privacy Act Statement required by 5 U.S.C. § 552a(e)(3) stating our authority for soliciting and collecting the information from your check, and explaining the purposes and routine uses which will be made of your check information, is available from our internet site at (PCCOTC.GOV), or call toll free at (1-800-624-1373) to obtain a copy by mail. Furnishing the check information is voluntary, but a decision not to do so may require you to make payment by some other method.

IX. Modifications:

Any modifications to the Agreement must be made in writing and agreed to by both parties. Such modifications are not binding unless they are in writing and signed by personnel authorized to bind each of the agencies.

X. Agreement Completion:

When the Requesting Agency has accepted all deliverables, the Servicing Agency will provide a written project evaluation and final accounting of project costs to the Requesting Agency contact.

XI. Termination:

This agreement will terminate upon the date specified in Section V or upon 30 calendar day prior written notification to the other party. If this agreement is terminated by the Requesting Agency its liability shall extend only to pay for it share of the actual and reasonable costs of the items/services rendered and the costs of any non-cancelable obligations incurred in accordance with the terms of this agreement prior to the effective date of termination. If this agreement is terminated by the Servicing Agency its liability shall extend only to the release of its work products and related materials to the Requesting Agency by the effective date of termination.

SR89/Fanny Bridge Community Revitalization Project
Tahoe City, CA

TITLE: Site Plan

SKETCH OF BASELINE ASSUMPTION - ALTERNATIVE 1

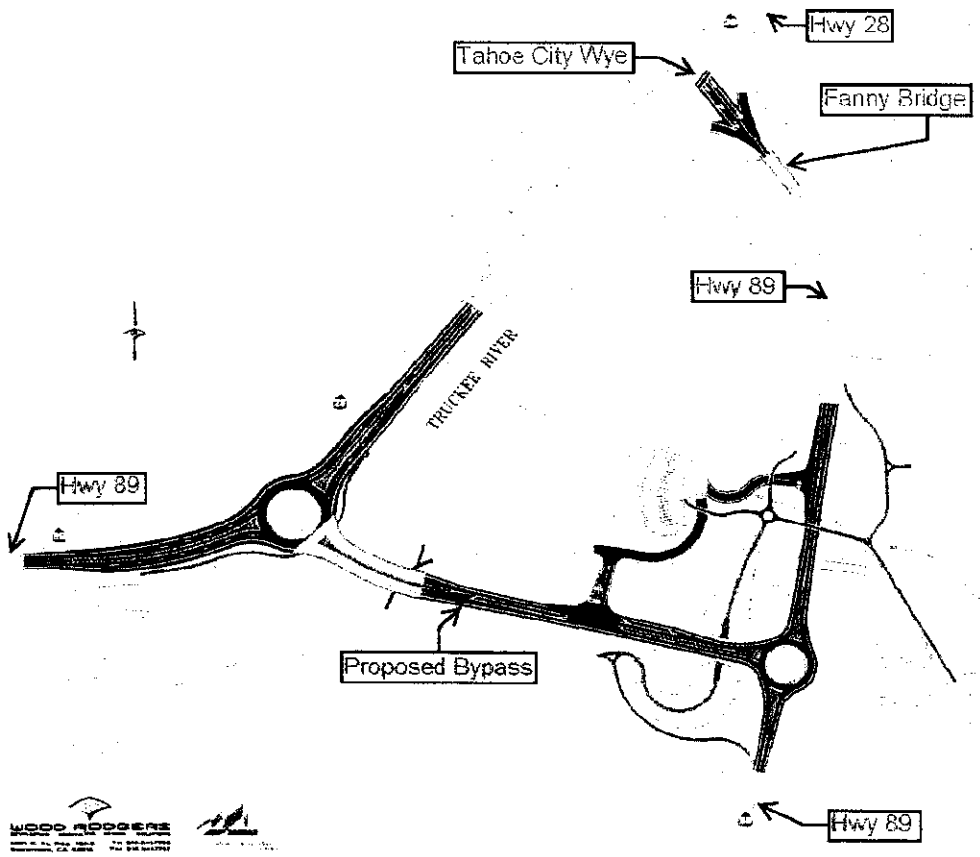
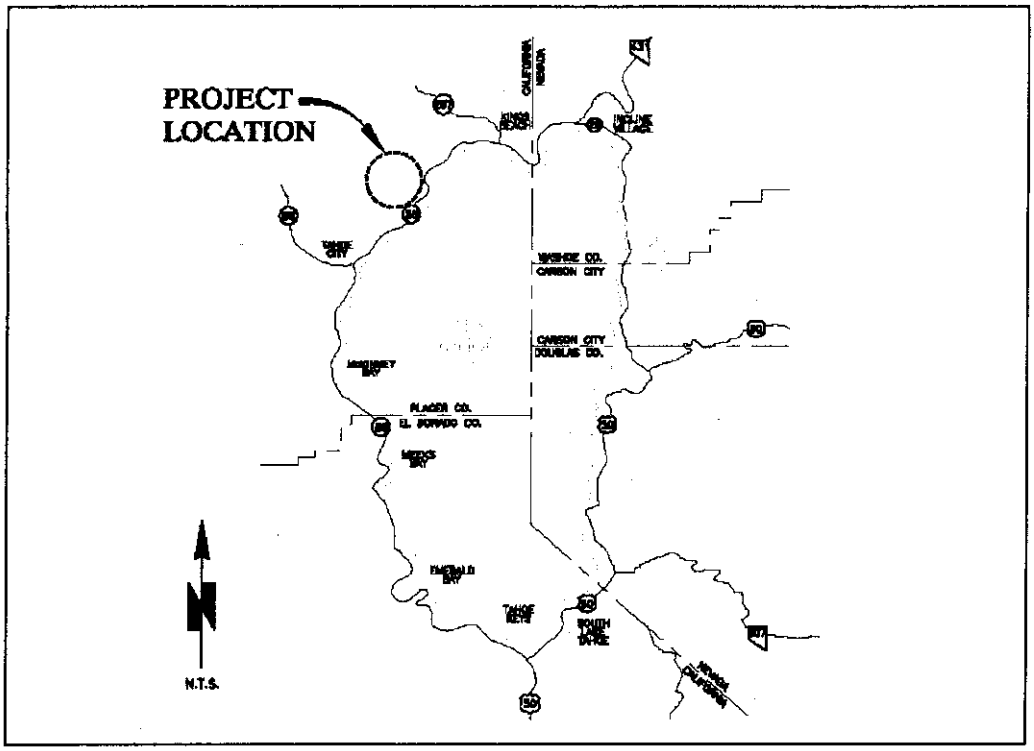
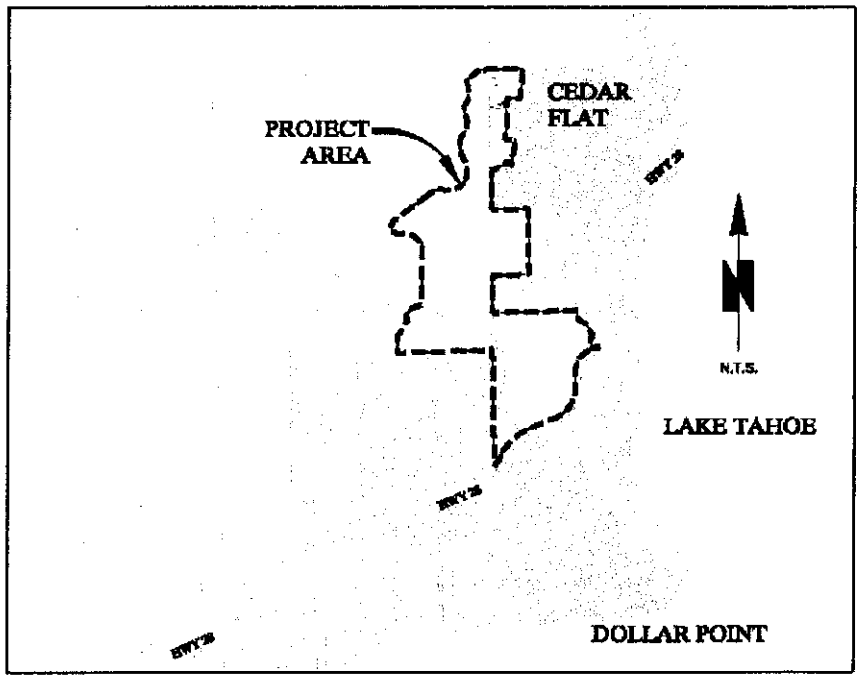


Exhibit C

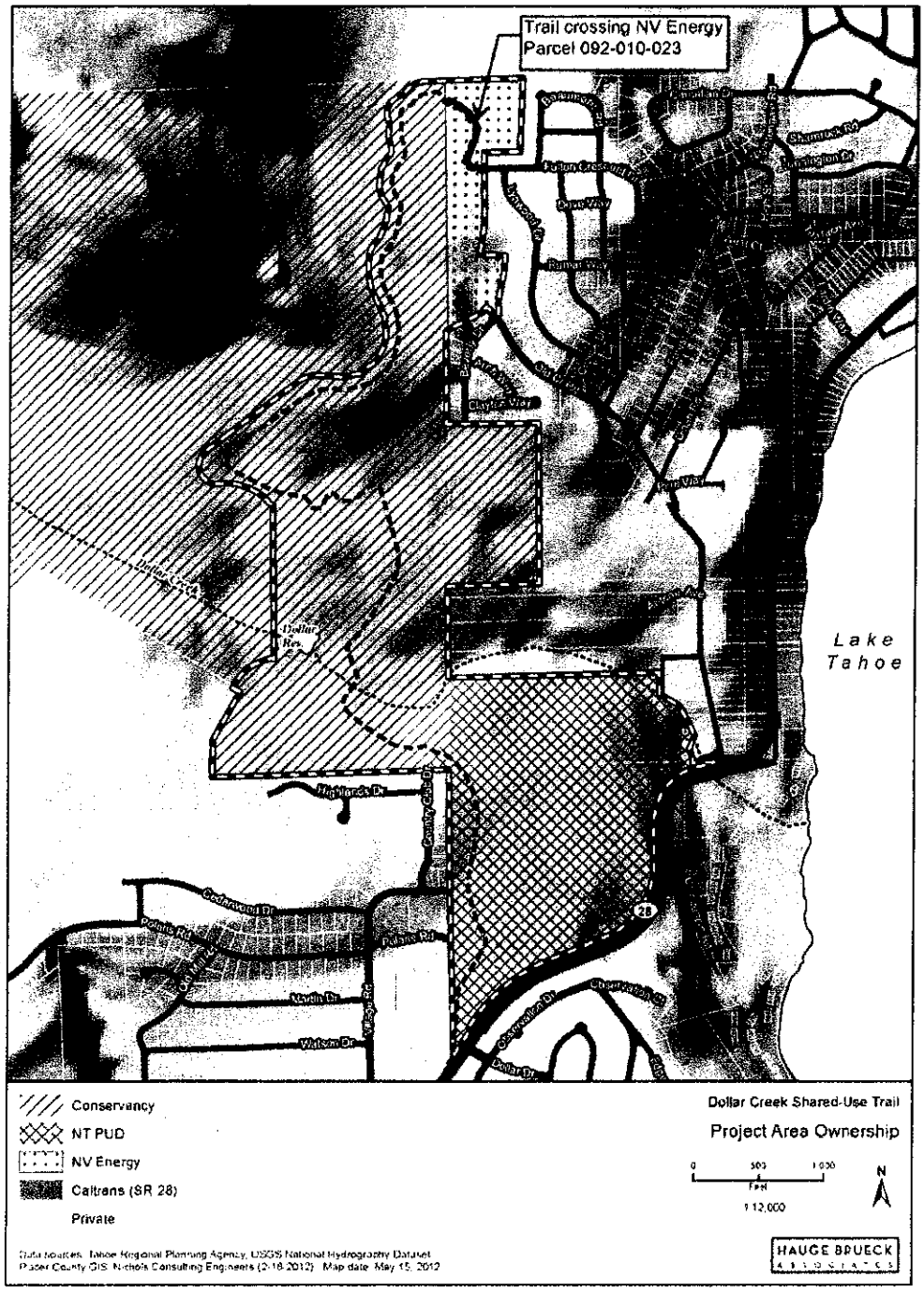
Exhibit D



VICINITY MAP
NOT TO SCALE



LOCATION MAP
NOT TO SCALE



PROJECT OWNERSHIP MAP

Not To Scale

EXHIBIT E

Project	Phase	Fund	FY14	FY15	FY16	Project Total
SR 89/Fanny Bridge Community Revitalization Project	PE	FLH 1/2%	$900,000			$900,000
(Truckee River Bridge) Project includes: Realignment of SR		Additional FLH 1/2%	$560,000			$560,000
89 on USFS lands, Historic Bridge Rehab, bike/ped/transit	PE	FLAP		$650,000		$650,000
circulation improvements, and improved access to USFS		Placer	$40,000	$150,000		$190,000
lands	CONST	FLAP			$18,625,000	$18,625,000
	CEI	FLAP			$1,265,000	$1,265,000
		Placer			$3,100,000	$3,100,000
		TTD/Other			$2,770,000	$2,770,000
		TOTALS	$1,500,000	$800,000	$25,760,000	$28,060,000
Meeks Bay Bike Path	PE	FLH 1/2%	$300,000			$300,000
	CONST	FLAP			$1,470,000	$1,470,000
Project includes 0.8 miles of class 1 bike path extending	CEI	FLAP			$97,000	$97,000
exist 19 mile network to USFS Lands on west shore operated		TTD/Other			$430,000	$430,000
by the Washoe Tribe		TOTALS	$300,000	$0	$1,997,000	$2,297,000
Dollar Creek Shared Use Path	PE	Placer	$185,000			$185,000
	ROW	Tahoe Conserv	$500,000			$500,000
Project includes 2.2 miles of class 1 bike path on NTPUD,	PE	Placer		$150,000		$150,000
conservancy and county lands, to extendi an existing 19		Placer		$50,000		$50,000
mile network to USFS Lands on the North Shore	CONST	FLAP			$3,213,000	$3,213,000
	CEI	FLAP			$187,000	$187,000
		Placer			$100,000	$100,000
		TOTALS	$685,000	$200,000	$3,500,000	$4,385,000
		TOTAL Project by FY	**$2,485,000**	**$1,000,000**	**$31,257,000**	**$34,742,000**
		TOTAL FLH 1/2%	$1,760,000	$0	$0	$1,760,000
		TOTAL FLAP PE	**$0**	**$650,000**	**$0**	**$650,000**
		TOTAL FLAP CONST	**$0**	**$0**	**$23,308,000**	**$23,308,000**
		TOTAL FLAP CEI	**$0**	**$0**	**$1,549,000**	**$1,549,000**
		TOTAL Match	$725,000	$350,000	$6,400,000	$7,475,000

Tahoe ~~Resorts~~ Region Benefit District			All Costs in Thousands $						
				Funding Source					
					Local/Misc Programs				
Street/ Intersection	Segment	Description of Improvements	Est. Total Cost	Frontage Impr. Funding	Existing Deficiencies	Other		State	County Traffic Impact Fee
Alpine Meadows Road	Various Locations	Traffic Flow Improvements	$599.4						$599.4
National Avenue	Kings Beach	Misc. Shoulder improvements	$347.1						$347.1
Northstar Drive	~~From SR 267 to Sawmill Flat Rd~~	~~4 lanes~~	~~$3,497.8~~	~~$3,497.8~~					
	Trimont Lane / Intercept Lot to Basque Rd	**Windening / Intersection Improvements**	**$3,497.8**			**$460.1**			**$3,037.70**
	~~at Big Springs~~	~~Intersection Improvements~~	~~$185.1~~	~~$185.1~~					
North Tahoe	Stateline to Tahoe City	Traffic Flow/Safety Improvements	$867.8						$867.8
Squaw Valley Road	~~Squaw Valley Rd~~	~~Traffic Flow Improvements~~	~~$393.4~~						~~$393.4~~
		~~Shoulder/Bike/Ped Improvements~~	~~$221.0~~			~~$221.0~~			
	Squaw Valley Rd	**Traffic Flow Improvements**	**$511.4**			**$118.0**			**$393.40**
State Route 267	~~County Line to south of Northstar Dr~~	~~Widen to 4 lanes/intersections improvements~~	~~$18,050.3~~						~~$18,050.3~~
	~~at Northstar Dr~~	Signalize and intersection Improvements	~~$449.0~~	~~$449.0~~					
	~~at Brockway Summit~~	~~Extend SB truck climbing lane to summit~~	~~$1,735.6~~					~~$867.8~~	~~$867.9~~
	~~at Brockway Summit~~	~~Construct NB passing lane~~	~~$1,504.2~~					~~$752.0~~	~~$752.1~~
	County Line to Brockway Summit	**Widen to 4 lanes/intersections Improvements**	**$31,550.3**					**$13,500.0**	**$18,050.3**
	at Northstar Dr	**Intersection Improvements**	**$500.0**			**$172.0**			**$328.0**
	At Schaffer Mill / Airport Rd	**Intersection Improvements**	**$500.0**			**$154.3**			**$345.70**
	SR 267	2 transit vehicles	$763.6						$763.6
State Route 28	Various Locations	Left Turn/Accel. Lanes	$400.0					$200.0	$200.0
	~~Tahoe City~~	~~Traffic Flow Improvements~~	~~$2,080.3~~					~~$138.8~~	~~$1,941.6~~
	Tahoe City	**Traffic Flow Improvements**	**$1,138.8**					**$138.8**	**$1,000.0**
	Kings Beach	Bike lanes/Shoulder/CGS	$2,205.6					$901.4	$1,304.2
	Kings Beach	Improve 28/267 Intersection	$1,906.8					$1,559.7	$347.1

Exhibit F

Tahoe ~~Resorts~~ Region Benefit District			All Costs in Thousands $						
				Funding Source					
					Local/Misc Programs				
Street/ Intersection	Segment	Description of Improvements	Est. Total Cost	Frontage Impr. Funding	Existing Deficiencies	Other		State	County Traffic Impact Fee
State Route 28	Kings Beach	SR 28/Coon St. Intersection	$347.1					$173.5	$173.5
	Kings Beach	SR 28/Bear Street Intersection	$694.2					$347.1	$347.2
	Tahoe Vista	SR 28/ National Avenue	$896.7					$486.0	$410.7
	Tahoe Vista to Tahoe City	Traffic Flow Improvements	$694.2					$347.1	$347.2
	Tahoe Vista	Shoulder/Pedestrian Enhancements	$416.6						$416.6
	Intersection SR 267 and SR 28	ITS	$173.5					$156.2	$17.3
State Route 89	West River St	Traffic Signal & Hwy. Improvements	$1,354.8		$683.8				$671.1
	~~SR 28 to Granlibakken Rd~~	~~Traffic Flow Improvements~~	~~$694.2~~					~~$347.1~~	~~$347.2~~
	SR28 at Granlibben Rd	**Intersection Improvements**	**$694.2**					**$347.1**	**$347.2**
	~~Truckee River Crossing~~	~~Realign/Improve Existing Route~~	~~$23,141.2~~					~~$22,562.7~~	~~$578.5~~
	Truckee River Crossing	**Realign/Improve Existing Route**	**$28,000.0**			**$26,000.0**			**$2,000.0**
	SR 89 near Fairway Dr	ITS	$173.5					$156.2	$17.3
Tahoe City	Tahoe City	Tahoe City Transit Improvements	$231.3						$231.3
West Shore	Tahoe City to Eldorado County Line	Traffic Flow/Safety Improvements	$867.8						$867.8
N/A	Cabin Creek	CNG Improvements	$405.0						$405.0
N/A	Along Transit Routes	Transit Shelters/Park and Ride facilities	$509.1						$509.1
~~Tahoe Resorts District Totals:~~			~~$65,806.3~~	~~$4,131.9~~	~~$683.8~~	~~$221.0~~		~~$28,995.5~~	~~$31,774.1~~
Tahoe Resorts Region District Totals:			**$79,135.8**		**$683.8**	**$26,904.5**		**$17,965.9**	**$33,581.6**

Tahoe ~~Resorts~~ Region District
~~Updated February 2013~~
Updated December 2013

EXHIBIT G

Nexus Analysis

In April of 1996, the Placer County Board of Supervisors adopted a Countywide Traffic Fee Program. The program ensures new development pays their fair share for improvements required to the local and regional transportation system. Periodically, new roadway projects are identified for inclusion into the Capital Improvement Program (CIP) and/or additional development potential is identified in the region facilitating an update to the program.

This memorandum provides the nexus between new development, and the need for additional roadway capacity. It will update the Tahoe Region Traffic Impact Fee Program, pursuant to Placer County's police powers in accordance with the procedural guidelines established in A.B. 1600, codified in California Government Section 6600 et seq. These procedures require a reasonable relationship or nexus must exist between a government exaction and the purpose of the condition. Specifically, each local agency imposing a fee must:

- Identify the purpose of the fee
- Identify how the fee will be used
- Determine a reasonable relationship exists between the fee's use and the type of development project on which is imposed
- Determine how a reasonable relationship exists between the need for the public facility and the type of development project on which the fee is imposed
- Demonstrate a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributed to the development on which the fee is imposed

All of the above were addressed in the Nexus Analysis provided during the last comprehensive update to the CIP in the Tahoe Region District presented to the Board of Supervisors on July 27, 2004 , Ordinance 5313-B. Since that time, there has been change in the number of Dwelling Unit Equivalents (DUEs) in the region.

Total DUEs						
Zone	Single Family (Units)	Multifamily (Units)	Commercial (1000 sf)	Office (1000 sf)	Hotel (Rooms)	DUEs
Martis Valley	2952	2697	535	4	255	5606
North Shore	397		120			471
Tahoe City / West Shore	598		120		120	738
Squaw Valley /Alpine	225	337	250		1017	1153
Waddle Ranch and SPI						-1494
DUEs – Trust Fund Balance						-1603
SUM						4871

In addition, projects have been modified and costs have been updated to represent the current contribution anticipated. The CIP identifies $33,581,600 in improvements that will be funded through the Traffic Fee Program. The current balance in the Tahoe Region District is $10,619,900, leaving $22,961,700 needed to fully fund the County's obligation of the CIP. It was further determined that there are 4871 DUEs remaining in the Tahoe Region as outlined in the table above.

The new fee is calculated by dividing the balance of the capital improvements ($22,961,700) in the region by the total number of DUEs remaining in the region (4871). The fee equates to $4,714/DUE.