

TAHOE TRANSPORTATION DISTRICT (TTD)

BUDGET FINANCE COMMITTEE

Meeting Agenda

**Tahoe Center for Environmental Sciences
Sierra Nevada College
291 Country Club Dr., Room 141
Incline Village, NV**

**July 14, 2017
9:00 a.m.**

All items on this agenda are action items unless otherwise noted. Items on the agenda may be taken out of order. The Committee may combine two or more items for consideration. The Committee may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

I. PUBLIC INTEREST COMMENTS

All comments are to be limited to no more than five minutes per person. Comments made cannot be acted upon or discussed at this meeting, but may be placed on a future agenda for consideration.

II. RECOMMENDATION OF APPROVAL OF MINUTES OF JUNE 9, 2017

III. DISCUSSION ITEMS

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A. <i>For Possible Recommendation:</i> Review and Acceptance of the District's Financial Statement of Operations for April 2017 (Item VII.A.)	20
B. <i>For Possible Recommendation:</i> Authorize Contract Extensions and Task Orders for Professional Public Outreach Consulting Services for the US 50 South Shore Community Revitalization Project and the SR89/Fanny Bridge Community Revitalization Project (Inclusive of the Meeks Bike Trail Project) (Item VII.B.)	33

IV. PUBLIC INTEREST COMMENTS

V. ADJOURNMENT

**TAHOE TRANSPORTATION DISTRICT (TTD)
TAHOE TRANSPORTATION COMMISSION (TTC)
Meeting Agenda**

**Tahoe Center for Environmental Sciences
Sierra Nevada College
291 Country Club Dr., Room 141
Incline Village, NV**

**July 14, 2017
9:30 a.m.**

All items on this agenda are action items unless otherwise noted. Items on the agenda may be taken out of order. The Board may combine two or more items for consideration. The Board may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

I. CALL TO ORDER AND GENERAL MATTERS

- A. Roll Call and Determination of Quorum of TTD/TTC
- B. Approval of Agenda for July 14, 2017
- C. Approval of Minutes of June 9, 2017

II. PUBLIC INTEREST COMMENTS

At this time, members of the public shall have the opportunity to directly address the Board. All comments are to be limited to no more than five minutes per person. The Board is prohibited by law from taking immediate action on or discussing issues raised by the public that are not listed on this agenda. In addition, members of the public shall have the opportunity to directly address the Board after each item on which action may be taken is discussed by the public body, but before the public body takes action on the item.

III. BUDGET FINANCE COMMITTEE REPORT

IV. TAHOE REGIONAL PLANNING AGENCY ADVISORY PLANNING COMMISSION APPOINTEE REPORT

V. TAHOE TRANSPORTATION COMMISSION (TTC) BUSINESS ITEMS

- A. *For Possible Action:* Recommendation of Approval of the 2017 Federal Transportation Improvement Program Amendment No. 5 to the Tahoe Metropolitan Planning Organization Governing Board

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VI. ADJOURN AS TTC AND RECONVENE AS TTD

VII. TAHOE TRANSPORTATION DISTRICT (TTD) CONSENT ITEMS

(All items for possible action)

- A. Review and Acceptance of the District's Financial Statement of Operations for April 2017
- B. Authorize Contract Extensions and Task Orders for Professional Public Outreach Consulting Services for the US 50 South Shore Community Revitalization Project and the SR89/Fanny Bridge Community Revitalization Project (Inclusive of the Meeks Bike Trail Project)

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VIII. TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS

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- A. *For Discussion and Possible Direction:* Discussion and Direction on Strategy for Regional Revenue Development Related to Regional Transportation Plan Implementation Through the Tahoe Transportation District's Compact Authority, Transit Master Plan, Short Range Transit Plan, and Corridor Connection Plan **36**
- B. *Informational only:* Project Status Update and Discussion of the District's Program of Projects: US 50 South Shore Community Revitalization Project, SR89 Fanny Bridge Community Revitalization Project, and Sugar Pine Point to Meeks Bay Bike Trail Project **43**
- C. *For Possible Action:* Approve the Proposed Triennial Disadvantaged Business Enterprise Program Goal for Federal Transportation Administration Funding **44**

IX. NON-MEETING CLOSED TO THE PUBLIC – LEGAL BRIEFING AND DELIBERATION

X. ITEMS FOR POSSIBLE ACTION FOLLOWING NON-MEETING

- A. *For Possible Action:* Authorize District Manager to Execute Agreement Regarding Potential Design Approach for US 50

XI. DISTRICT MANAGER REPORT

XII. LEGAL COUNSEL REPORT

XIII. BOARD, COMMISSION MEMBER AND STAFF COMMENTS

XIV. PUBLIC INTEREST COMMENTS

XV. ADJOURNMENT

COMPLIANCE WITH PUBLIC NOTICE REQUIREMENTS

This notice and agenda has been posted at the TTD office and at the Stateline, Nevada post office. The notice and agenda has also been posted at the North Tahoe Conference Center in Kings Beach, the Incline Village GID office and the North Tahoe Chamber of Commerce and on the TTD website: www.tahoetransportation.org.

For those individuals with a disability who require a modification or accommodation in order to participate in the public meeting, please contact Judi Allen at (775) 589-5502 or jallen@tahoetransportation.org.

Nevada Open Meeting Law Compliance

Written notice of this meeting has been given at least three working days before the meeting by posting a copy of this agenda at the principal office of the Board and at three other separate, prominent places within the jurisdiction of the Board not later than 9 a.m. of the third working day before the meeting.

Written notice of this meeting has been given by providing a copy of this agenda to any person who has requested notice of the meetings of the Board. Such notice was delivered to the postal service used by the Board not later than 9 a.m. of the third working day before the meeting for transmittal to the requester by regular mail, or if feasible for the Board and the requester has agreed to receive the public notice by electronic mail, transmitted to the requester by electronic mail sent not later than 9 a.m. of the third working day before the meeting.

Supporting materials were provided to any person requesting such materials and were made available to the requester at the time the material was provided to the members of the Board or, if provided to the members of the Board at the meeting, were made available to the requester at the meeting and are available on the TTD website: www.tahoetransportation.org. Please send requests for copies of supporting materials to Judi Allen at (775) 589-5502 or jallen@tahoetransportation.org.

TAHOE TRANSPORTATION DISTRICT
BUDGET FINANCE COMMITTEE MEETING MINUTES
June 9, 2017

Committee Members in Attendance:

Will Garner, Placer County, Chair
Steve Teshara, SS-TMA
Ron Treabess, TNT-TMA
Marsha Berkbigler, Washoe County

Others in Attendance:

Carl Hasty, Tahoe Transportation District
Joanie Schmitt, Tahoe Transportation District
George Fink, Tahoe Transportation District
Judi Allen, Tahoe Transportation District
Adam Spear, Esq., General Counsel, Tahoe Transportation District

I. PUBLIC INTEREST COMMENTS

No public interest comments were made.

II. RECOMMENDATION OF APPROVAL OF MINUTES OF MAY 12, 2017

Ms. Berkbigler made the motion to recommend approval of the minutes of May 12, 2017. Mr. Treabess seconded the motion. The motion passed.

III. DISCUSSION ITEMS

A. Review and Acceptance of the District's Financial Statement of Operations for March 2017

Ms. Schmitt reviewed this item.

Mr. Garner arrived at 8:34 a.m.

Action Requested: For Possible Recommendation

Mr. Teshara made the motion to recommend acceptance of the District's Financial Statement of Operations for March 2017. Ms. Berkbigler seconded the motion. The motion passed unanimously.

B. Adopt Resolution 2017-009 Authorizing Participation in the Employment Risk Management Authority for the Purposes of Securing Employment Practices Liability Coverage

Mr. Hasty and Mr. Spear reviewed this item.

Action Requested: For Possible Recommendation

Mr. Treabess made the motion to recommend adoption of Resolution 2017-009 authorizing participation in the Employment Risk Management Authority for the purposes of securing employment practices liability

coverage. Ms. Berkbigler seconded the motion. The motion passed unanimously.

IV. PUBLIC INTEREST COMMENTS

No public interest comments were made.

V. ADJOURNMENT

**TAHOE TRANSPORTATION DISTRICT
BOARD MEETING MINUTES
June 9, 2017**

TTD/C Board Members in Attendance:

Steve Teshara, SS-TMA, Chair
Marsha Berkbigler, Washoe County
Will Garner, Placer County
Mark Kimbrough, Carson City
Nancy McDermid, Douglas County, Vice Chair
Sue Novasel, El Dorado County
Austin Sass, City of South Lake Tahoe
Andrew Strain, Member at Large
Ron Treabess, TNT-TMA
Sondra Rosenberg, NDOT
Arthur Murray, Caltrans

TTD/C Board Members Absent:

Mike Gabor, U.S. Forest Service
Neil Mortimer, Washoe Tribe

Others in Attendance:

Carl Hasty, Tahoe Transportation District
Joanie Schmitt, Tahoe Transportation District
George Fink, Tahoe Transportation District
Tara Frank, Tahoe Transportation District
Judi Allen, Tahoe Transportation District
Adam Spear, Esq., General Counsel, Tahoe Transportation District

I. TAHOE TRANSPORTATION DISTRICT CALL TO ORDER AND ROLL

A. Roll Call and Determination of Quorum

The meeting of the Tahoe Transportation District was called to order by Chairman Teshara at 9:00 a.m., at the Tahoe Regional Planning Agency. Roll call was taken and it was determined a quorum was in attendance for the TTD.

B. Approval of TTD Agenda of June 9, 2017

Motion/second by Mr. Treabess/Ms. Berkbigler to approve the TTD agenda for today's meeting. The motion passed unanimously.

C. Approval of TTD Meeting Minutes for May 12, 2017

Motion/Second by Mr. Treabess/Ms. Berkbigler to approve the TTD minutes, as amended by Ms. Novasel. The motion passed unanimously.

II. PUBLIC INTEREST COMMENTS

No public interest comments were made.

Ms. McDermid arrived at 9:02 a.m.

III. BUDGET FINANCE COMMITTEE REPORT

Mr. Garner reported the committee reviewed the items on the Committee's agenda and recommended the requested actions of the items.

IV. TAHOE REGIONAL PLANNING AGENCY ADVISORY PLANNING COMMISSION APPOINTEE REPORT

Mr. Teshara noted the APC meeting will be held next Wednesday. Mr. Teshara stated there will be another public hearing on the US 50 South Shore Community Revitalization Project environmental document held at that meeting, along with the third meeting of the Transportation Measures Working Group, who is continuing to work on the white paper to be delivered to the Governing Board in August. Mr. Teshara explained the purpose of the white paper is to lay out the state of the practice of how the elements of transportation system are measured, from Vehicles Miles Traveled to multi-model and mobility.

V. TAHOE TRANSPORTATION DISTRICT (TTD) CONSENT ITEMS

A. Review and Acceptance of the District's Financial Statement of Operations for March 2017

Mr. Garner motioned to approve the consent calendar, Ms. Novasel seconded the motion. The motion passed unanimously.

VI. TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS

A. Public Hearing on US 50 South Shore Community Revitalization Project Public Draft Joint Environmental Document

Mr. Hasty and Ms. Hansel of Ascent Environmental reviewed this item. Mr. Sass asked if the sound barriers in the Rocky Point area will block the headlights from the properties. Ms. Hansel stated yes they would, if the decision is made to include them in the project.

Mr. Strain arrived at 9:10 a.m.

Public Hearing:

Ron Yank, President of Tahoe Meadows Association, submitted a letter from their law firm regarding their objections to the project in regards to safety issues. Mr. Yank stated the environmental report does not mention the intersection between Highway 50 and Lake Road, which has 36,000 vehicles going in and out of the gated driveway in a three month period. He stated the Association has been attending project meetings since 2011 and consistently making it clear that the ability to turn left into Tahoe Meadows and exit is of paramount importance to them. Mr. Yank noted the current project configuration eliminates the center turn lane west of their driveway and stated the Association is asking to have the center turn lane added to the design of the project. He also stated the proposed

configuration shrinks the Linear Park, which reduces the amount of driveway into the neighborhood.

Michael Johnson, Attorney for Tahoe Meadows Association, is trying to facilitate communication between his client and the District. He stated the main concern is the design issue which relates to the westerly terminus of the project. He also stated Tahoe Meadows is asking the transition point be moved east; not just for academic issues, but because it has serious consequences, eliminating the center turn lane and reducing the size of the linear parkway, which reduces the length of the driveway.

Mr. Hasty clarified the environmental design document is only at 30% design and there are details that do not yet exist. Mr. Hasty added the final design will address issues, such as Tahoe Meadows, and that Staff remains aware of and will be addressing this issue and working with Tahoe Meadows.

John Messina, local resident, suggested putting up a gate at Montreal Road to reduce traffic going through the resident area. He stated if the road goes straight, it would be a traffic improvement; however, all three plans retain the curve in the road, which is an accident waiting to happen. Mr. Messina added he is all for skyway and subway alternatives, and that there is a subway under US50 already and another subway could be built. Mr. Messina also added that bicyclists and pedestrians are an environmental issue, but tax payers are being ignored and welfare housing is going to cost taxpayers money and loss of revenue. Mr. Messina included that the financial impact should be included in the environmental report and wants to know what the project is going to cost and to use the money to fill the potholes.

Scott Sanford, Tahoe Meadows year-round resident and registered voter in El Dorado County, thanked Mr. Yank and Mr. Johnson for coming up with the issues they are all concerned with. Mr. Sanford added that his problem is being told all along that their interests are being considered, yet in the document they're not and that's his biggest beef.

Maryann Sanford, Tahoe Meadows full-time resident, stated if you don't keep the left turn in and left turn out, it's a tragedy waiting to happen; not just one but many. Ms. Sanford also stated that often times fire trucks have to come in during the summer for the elderly and if they can't get in there in a matter of minutes, it could be life or death for them. Ms. Sanford concluded she is not opposed to the Loop Road project, just the lack of the left turn in and out.

Dan Brown, 46 year resident of Lake Tahoe at 856 El Dorado Ave., stated he is not impacted by the project, but had a little historic perspective. He worked on Redevelopment and the Loop Road project with the City Council and stated the TRPA was not interested in the Caltrans bypass and Loop Road at the time, and that they could care less about the

environmental impacts then, but now all of a sudden there is a necessity. Mr. Brown stated because there's an environmental impact and whenever you create a funnel effect on a highway you're asking for trouble and even more pollution. He added this project does not protect the lake and it would have to be proven beyond a shadow of a doubt that it is going to actually protect the lake to him; and that all it does is eat up a lot of money that could be better spent elsewhere protecting the lake and improvements could be made without the gigantic environmental impact that this project is going to create.

Ed Moser, resident of North Lake Tahoe lives in Lakeside Park area, stated he spends great deal of time crisscrossing the area every day and 99.5% of time there is not a traffic problem. Mr. Moser stated reducing the cut through traffic in those neighborhoods will lead to other alternate cut through traffic in other areas and pedestrians will take shortcut across the highway at Rocky Point and create problems; the illustrated sound walls will not be effective and will cause more noise; the casino corridor is a wind tunnel and not bike/pedestrian friendly; the exhaust fumes at Van Sickle State Park will have an effect on the trees and plants there; and access for emergency vehicles through casino corridor will be hampered. He also stated that the project making access to Holiday Inn Express, which Ms. McDermid owned, and Crescent V, but not Tahoe Meadows is a problem.

Shannon Eckmeyer, League to Save Lake Tahoe, will be submitting comments on the draft environmental review, and made comments at TRPA Governing Board meeting last month that they hope to see some type of pilot project incorporating transit solutions as part of the final environmental review, along with more aggressive parking management strategy.

Steve Tancredy, property owner on Chonokis Rd, stated that people opposed to the project obviously do not have a clue to as what residents have to deal with in the neighborhood and that it is being used as a cut through with vehicles going 40 to 50 mph on a residential street and using front yards as turnarounds. Mr. Tancredy responded to another comment regarding the barricade, stating that was an absolute joke as people went around the barricade all the time and when it was removed, more traffic was dumped on his street. Mr. Tancredy added as far as he is concerned, this project cannot happen fast enough and he sees a big benefit in it.

Natalie Yanish, resident of Douglas County and Kingsbury Grade, stated she is pleased to see mitigation for affordable housing element in the document. Ms. Yanish added that in the document it states all Rocky Point storm water improvements continue to be the goals for which they were established, including meeting or exceeding 6.4 pounds of sediment reduction per state of California dollars spent on the site improvements, but she wasn't able to find what the dollar amount was, but that it sounds like it would be a very good mitigation and environmental improvement for

the area. Ms. Yanish added she realizes that dollar amount might not be completely determined yet, but if anyone had any comment, it would help her understand the environmental improvements for storm water drainage in that area.

Michael Howard, resident of Rocky Point area, stated he has paperwork that says 300 trees will be cut down, which will make an eyesore in his view to make this Loop Road. He stated he has driven for Bluego and the traffic is due to all the pedestrians around the casino trying to get across the street. Mr. Howard added that more police are needed to speed it up or to do the skywalks, which in his estimation would be neat, save a lot of trees, and reduce the amount of concrete needed for the project.

Ms. McDermid clarified she was never the owner of the Holiday Inn Express and had no financial interest in the property.

Mr. Hasty noted it is 47th day of the 75-day public comment period and there are 28 more days until the public comment period closes on July 7.

Mr. Brown asked if the affected property owners will get a workshop with the different proposals that might come up and have an ability to see how their properties will be affected. Mr. Hasty stated there have been numerous workshops held over the years and plan on having additional workshops, which will start to focus on design.

Action Requested: Conduct Public Hearing

- B. Adopt of Resolution 2017-007 Adopting the Linking Tahoe: Lake Tahoe Basin Transit Master Plan as TTD's Long Range Transit Plan
Mr. Hasty reviewed this item. Ms. Novasel expressed concerns regarding parking and encouraging visitors to park and use transit. Mr. Teshara noted a principal value of this document is listening to conversations during Governing Board meetings where the need to figure out what a funding source could be for the region. Mr. Teshara added that some kind of ball park estimate is needed to move forward and this plan included that ball park estimate.

Action Requested: For Possible Action

Ms. Berkgigler made the motion to adopt Resolution 2017-007 adopting the Linking Tahoe: Lake Tahoe Basin Transit Master Plan as TTD's long-range plan for implementation over the next twenty-year time frame. Mr. Treabess seconded the motion. The motion passed unanimously.

- C. Review of the Short Range Transit Plan and Open Thirty-Day Public Comment Period
Ms. Frank reviewed this item and gave a presentation. Ms. Novasel expressed her concerns regarding transit for senior citizens. Ms. Frank responded it is time to review and update the Coordinated Services Plan,

which includes the Demand Response system, and added that additional capacity is needed for the system. Mr. Kimbrough suggested the word 'abundance' might be the wrong word to use within the plan. Ms. Rosenberg stated that Federal funding cannot be relied upon. Mr. Strain asked if there is flexibility to hold off releasing the plan at this time, and suggested the executive summary be re-written as a stand-alone document, adding the current critical needs, with real numbers and real services and accomplishments to state the case. Mr. Teshara suggested changing the plan to three parts: optimize current system to be more productive, make it a bit better system, or full implementation; and to adopt the executive summary as an educational sales tool and have the plan as the supporting material. Mr. Treabess suggested using 'recommended tracks' and 'alternative tracks.'

Shannon Eckmeyer, League to Save Lake Tahoe, commented she thought there was a good discussion on this item, and supports Mr. Strain's ideas. She also offered the League as a resource.

Staff was directed to re-write the executive summary as noted above and return to the Board next month.

Action Requested: Conduct Public Hearing

D. Adopt Resolution 2017-008 Adopting a Process for Soliciting and Considering Public Comment on Fare Increases and Major Service Reductions

Mr. Fink reviewed this item.

Action Requested: For Possible Action

Mr. Treabess made the motion to adopt Resolution 2017-008 adopting a process for soliciting and considering public comment on fare increases and major service reductions, as required by the Federal Transit Administration. Ms. Berkbigler seconded the motion. The motion passed unanimously.

E. Adopt Resolution 2017-009 Authorizing Participation in the Employment Risk Management Authority for the Purposes of Securing Employment Practices Liability Coverage

Mr. Teshara reminded the Board that the Finance Committee reviewed and recommended approval of this item. There was no further discussion on this item.

Action Requested: For Possible Action

Ms. Berkbigler made the motion to adopt Resolution 2017-009 authorizing participation in the Employment Risk Management Authority for the purposes of securing employment practices liability insurance coverage

beginning July 1, 2017. Mr. Treabess seconded the motion. The motion passed unanimously.

F. Direction and Approval of the District's Proposed Work Program and Budget for Fiscal Year 2018

Mr. Hasty reviewed the proposed Work Program and Ms. Schmitt reviewed the proposed budget. Ms. Schmitt recognized Ms. Conard and Ms. Harrison for all their efforts for the District.

Action Requested: For Possible Action

Staff will return to the Board with additional information regarding transit staffing details in August.

Ms. Novasel made the motion to approve the work program and budget for fiscal year 2018. Ms. Berkbigger seconded the motion. The motion passed unanimously.

Mr. Sass left at 12:30 p.m.

VII. DISTRICT MANAGER REPORT

Mr. Hasty had nothing further to report.

VIII. LEGAL COUNSEL REPORT

Mr. Spear had nothing further to report.

IX. BOARD, COMMISSION MEMBER AND STAFF COMMENTS

Ms. Rosenberg reported the NDOT meeting regarding the US50 safety concerns had a tremendous turn-out, with comments being accepted through July 16. Ms. Rosenberg noted the Carson freeway is scheduled to open early August.

Ms. Novasel noted a meeting will be held this week with State Parks and the Forest Service to discuss the need for additional snow parks and the public comment period is open. She also stated the Housing Task Force moving towards steering committee with the Tahoe Prosperity Center taking the lead.

Mr. Murray announced Caltrans will be holding its second annual information coordination forum on June 30.

Mr. Kimbrough announced Mr. Patrick Pittenger is leaving Carson City and headed to Merced, California.

Mr. Strain thanked Ms. Rosenberg for last week's US 50 meeting, it was professional and well done.

Mr. Garner noted in response to the staffing discussion that TART loses their drivers every day.

Mr. Treabess noted the tree clearing is in progress for the Fanny Bridge project.

Mr. Teshara noted Mr. Hasty's review will be held at the July Board meeting. He also noted he has been voted as Calcog's first vice-president at the last meeting and is in charge of the fiscal review committee.

X. PUBLIC INTEREST COMMENTS

No public interest comments were made.

XI. ADJOURNMENT

The meeting adjourned at 12:40 p.m.

Respectfully Submitted:

*Judi Allen
Executive Assistant
Clerk to the Board
Tahoe Transportation District*

(The above meeting was recorded in its entirety, anyone wishing to listen to the aforementioned tapes, please contact Judi Allen, Clerk to the Board, (775) 589-5502.)



MEMORANDUM

Date: July 10, 2017
To: Tahoe Transportation Commission
From: TMPO Staff
Subject: Recommendation of Approval of the 2017 Federal Transportation Improvement Program Amendment No. 5 to the Tahoe Metropolitan Planning Organization Governing Board

Requested Action:

The Tahoe Transportation Commission Board is requested to review and recommend approval of the 2017 Federal Transportation Improvement Program (FTIP) Amendment No. 5 to the Tahoe Metropolitan Planning Organization (TMPO) Governing Board.

Background:

The 2017 FTIP is a four-year financially constrained list of transportation projects that are reasonably expected to be funded between federal fiscal years 2017 and 2020. Any transportation project receiving federal funds, is considered regionally significant, or requires a federal action must be included in the FTIP. An amendment is a revision to the FTIP that involves a major change. An amendment is necessary when adding a new project, or when an existing project has a revision that involves a significant change. Amendment No. 5 adds two new projects to the FTIP.

Discussion:

This past May, the California Tahoe Commission approved a new 2016 Safety Highway Operation and Protection Program (SHOPP) Emergency Response project for El Dorado and Placer Counties in the Tahoe Region. Caltrans has incorporated this project in the 2016 SHOPP and is requesting the project be programmed in the 2017 FTIP.

Last year through the Fixing America's Surface Transportation Act, the Tahoe Regional Planning Agency was apportioned four years' of funding from the Surface Transportation Block Grant (STBG) program. These STBG funds are administered through the state of California and Nevada. The TMPO held a competitive application process to award funds to local partners and agencies. Through this process, the Tahoe Transportation District received funding for the Recreation Travel Demand and Regional Revenue Project Development. The project and funds are now available for programming in the 2017 FTIP.

Below are the details of the two proposed projects.

Proposed Projects:

1. Recreation Travel Demand and Regional Revenue Project Development:
Develop a project plan with options for a revenue assessment and collection system related to vehicle use at Lake Tahoe for the purposes of creating revenue to implement the Regional Transportation Plan; most notably transit and its supporting multi-modal infrastructure and services. The project plan will address access, parking, residential use, commuter use, and visitor use.
 - Add STBG (CA) funds \$250,000 to PE FY 18/19
 - Add STBG (NV) funds \$610,000 to PE FY 16/17
 - Add Local funds \$32,000 to PE FY 16/17

2. Safety Highway Operation and Protection Program (SHOPP) Emergency Response Major Damage Restoration:
Near South Lake Tahoe, at various locations from Alpine County line to Placer County line. Remove and dispose of hazardous trees 100 feet from centerline on each side of roadway.
 - Add SHOPP funds \$555,000 to CON FY 16/17

A seven-day public comment period was released on July 7, 2017 for Amendment No. 5 as required by the Tahoe Metropolitan Planning Organization Public Participation Plan. There will be an opportunity for public comment on July 14, 2017 at the regularly scheduled Tahoe Transportation Commission Board meeting prior to the closing of the comment period.

Additional Information:

If you have any questions regarding this item, please contact Judy Weber at jweber@trpa.org or (775) 589-5203.

Attachments:

- A. TMPO Resolution
- B. 2017 FTIP Amendment No. 5

TAHOE METROPOLITAN PLANNING ORGANIZATION
TMPO RESOLUTION 2017 - _____

TMPO ADOPTION OF AMENDMENT No. 5 TO THE 2017 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM FOR THE LAKE TAHOE REGION

WHEREAS, the Tahoe Metropolitan Planning Organization (TMPO) is the designated planning organization for the Lake Tahoe Region as defined by the Transportation Equity Act for the 21st Century; and

WHEREAS, the 2017 TMPO Federal Transportation Improvement Program (FTIP) has been developed in accordance with the Fixing America's Surface Transportation Act (FAST Act); and

WHEREAS, the Federal Clean Air Act amendments require that no department, agency, or instrumentality of the Federal Government shall engage in, support in any way or provide financial assistance for, license or permit, or approve an activity which does not conform to an implementation plan approved or promulgated under Section 110; and

WHEREAS, no metropolitan planning organization designated under Title 23 of the U.S. Code shall give its approval to any project, program or plan which does not conform to an implementation plan approved or promulgated under Section 110; and

WHEREAS, the assurance of conformity to an implementation plan is the affirmative responsibility of the TMPO; and

WHEREAS, the 2017 Linking Tahoe: Regional Transportation Plan (RTP) for the Lake Tahoe Region describes a transportation system envisioned for the horizon years and was adopted as a financially constrained plan by the TMPO Board on April 26, 2017; and

WHEREAS, the 2017 FTIP is consistent with the transportation system and financial plan described in the 2017 RTP; and

WHEREAS, the 2017 FTIP is financially constrained by year and includes a financial plan that demonstrates which projects can be implemented using committed funds; and

WHEREAS, the 2017 FTIP includes all regionally significant transportation projects to be funded from local, state or federal resources; and

WHEREAS, the 2017 FTIP has been developed under TMPO policies for community input and interagency consultation procedures; and

WHEREAS, during the life of the program, it is sometimes necessary to amend the program to reflect changes in project costs, scopes or schedules, or to add new projects; and

WHEREAS, the 2017 FTIP is now in need of amendment; and

WHEREAS, the 2017 FTIP Amendment No. 5 does not interfere with the timely implementation of any approved Transportation Control Measure; and

WHEREAS, the 2017 FTIP Amendment No. 5 was found to conform to the applicable State Implementation Plan; and

WHEREAS, the 2015 FTIP Amendment No. 5 conformity determination was based on the 2017 RTP for the Lake Tahoe Region; and

WHEREAS, the 2017 FTIP Amendment No. 5 is air quality exempt and no further conformity determination is required; and

WHEREAS, the 2017 FTIP Amendment No. 5 meets all applicable transportation planning requirements per 23 Code of Federal Regulations Part 450; and

WHEREAS, on July 14, 2017 the Tahoe Transportation Commission recommended the TMPO Governing Board adopt the 2017 FTIP Amendment No. 5.

NOW, THEREFORE, BE IT RESOLVED, that the Governing Board of the Tahoe Metropolitan Planning Organization adopts this resolution approving the 2017 FTIP Amendment No. 5.

BE IT FURTHER RESOLVED, that TMPO staff is hereby directed and authorized to work with Caltrans, the Nevada Department of Transportation, the Federal Highway Administration, the Federal Transit Administration and the Environmental Protection Agency to make whatever technical changes or corrections are needed to the format and organization of the document to obtain its approval by these agencies.

PASSED AND ADOPTED by the Governing Board of the Tahoe Metropolitan Planning Organization at its regular meeting held on July 26, 2017 by the following vote:

Ayes:

Nays:

Abstain:

Absent:

James Lawrence
Governing Board Chair
TMPO Governing Board



**Tahoe
Metropolitan
Planning
Organization**

P.O. Box 5310
128 Market Street
Stateline, Nevada 89449
(775) 588-4547 ♦ Fax (775) 588-4527

NOTICE OF SEVEN-DAY PUBLIC COMMENT PERIOD

2017 Federal Transportation Improvement Program Amendment No. 5

This announcement is being initiated as required by TMPO's Public Participation Plan to provide public notification of changes that have been proposed to the 2017 Federal Transportation Improvement Program (FTIP). The public comment period commences on July 7, 2017 and closes on July 14, 2017. There will be an opportunity for public comment July 14, 2017 at the regularly scheduled Tahoe Transportation Commission Board meeting.

The amendment documents are available upon request or can be accessed online at:

<http://www.trpa.org>

Submit comments to:

Tahoe Metropolitan Planning Organization
Attn: Judy Weber, Transportation Planner
P.O. Box 5310
Stateline, NV 89449
Or email: jweber@trpa.org

Proposed Projects

- Recreation Travel Demand and Regional Revenue Project Development:
Develop a project plan with options for a revenue assessment and collection system related to vehicle use at Lake Tahoe for the purposes of creating revenue to implement the Regional Transportation Plan; most notably transit and it's supporting multi-modal infrastructure and services. The project plan will address access, parking, residential use, commuter use, and visitor use.
- Safety Highway Operation and Protection Program (SHOPP) Emergency Response:
Near South Lake Tahoe, at various locations from Alpine County line to Placer County line. Remove and dispose of hazardous trees 100 feet from centerline on each side of roadway.

Please direct any questions regarding this notice to Judy Weber at jweber@trpa.org or 775-589-5203.

SUMMARY OF CHANGES/ PROJECT DOCUMENTATION

**Summary of Changes
Tahoe Metropolitan Planning Organization
2017 Federal Transportation Improvement Program
Administrative Modification No. 5 - 7/7/2017**

Existing /New	CTIPS ID	Project Title	Description of Change	Fund Type	Phase	PRIOR FFY				CURRENT FFY				Net Increase / Decrease	% Increase / Decrease	Comments
						16/17	17/18	18/19	19/20	16/17	17/18	18/19	19/20			
New	220-0000-0142	Recreation Travel Demand and Regional Revenue Project Development	New project	Local funds	PE	\$ -	\$ -	\$ -	\$ -	\$ 32,000	\$ -		\$ -	\$ 32,000	100%	New planning project. Add STBG funds of \$860,000 and local funds of \$32,000. Toll Credits will be used for a portion of match.
				STBG (CA)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000		
				STBG (NV)		\$ -	\$ -	\$ -	\$ -	\$ 610,000	\$ -	\$ -	\$ -	\$ 610,000		
New	220-0000-0143	Grouped Projects for Emergency Repair - SHOPP Emergency Response Program	New project	SHOPP AC	CON	\$ -	\$ -	\$ -	\$ -	\$ 555,000	\$ -	\$ -	\$ -	\$ 555,000	100%	New SHOPP Emergency Response project. See attached Grouped Projects for Emergency Repair - SHOPP Emergency Response Program backup list for details.

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
Local Highway System**

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0142	TITLE (DESCRIPTION): Recreation Travel Demand and Regional Revenue Project Development (Develop a project plan with options for a revenue assessment and collection system related to vehicle use at Lake Tahoe for the purposes of creating revenue to implement the Regional Transportation Plan; most notably transit and its supporting multi-modal infrastructure and services. The project plan must address access, parking, residential use, commuter use, and visitor use. Options will address factors such as methodology, ease of application, system needs, equity, revenue generation, user programs, and revenue distribution.)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID:		MPO ID.: TTD15			
COUNTY: Various Counties	ROUTE:	PM:			

IMPLEMENTING AGENCY: Tahoe Transportation District
PROJECT MANAGER: Russ Nygaard PHONE: (775) 589-5503 EMAIL: rnygaard@tahoetransportation.org

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	<i>(Dollars in whole)</i>				
						Prog Con	Prog RW	Prog CON	BEYOND	PE
1	Active	07/06/2017	JWEBER	Amendment - New Project	5					892,000

* RSTP -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 1 of 3	PE		610,000							610,000
* Fund Type: STP Local	RW									
* Funding Agency: Nevada DOT	CON									
	Total:		610,000							610,000

* RSTP -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 2 of 3	PE				250,000					250,000
* Fund Type: STP Local	RW									
* Funding Agency: Caltrans	CON									
	Total:				250,000					250,000

* Local Funds -		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
* Fund Source 3 of 3	PE		32,000							32,000
* Fund Type: County Funds	RW									
* Funding Agency:	CON									
	Total:		32,000							32,000

Project Total:		PRIOR	16/17	17/18	18/19	19/20	20/21	21/22	BEYOND	TOTAL
	PE		642,000		250,000					892,000
	RW									
	CON									
	Total:		642,000		250,000					892,000

Comments:
***** Version 1 - 07/06/2017 *****
New Project. Toll Credits will be used for a portion of match. Total project cost \$1,250,000.
RTP Appendix B-4

**Tahoe Regional Planning Agency - Federal Transportation Improvement Program
(Dollars in Whole)
State Highway System**

DIST: 03	PPNO: 3465	EA: 2H940	CTIPS ID: 220-0000-0143	TITLE (DESCRIPTION): Grouped Projects for Emergency Repair - SHOPP Emergency Response Program (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Repair damage caused by natural disasters, civil unrest, or terrorist acts. This applies to damages that do not qualify for Federal Emergency Relief funds or to damages that qualify for federal Emergency Relief funds but extend beyond the Federally declared disaster period.)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID:	MPO ID.: SHOPP4		PM:		
COUNTY: El Dorado County	ROUTE: 89				

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: Pam Brunneier

PHONE: (530) 741-4249

EMAIL: pam.brunneier@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	07/06/2017	JWEBER	Amendment - New Project	5	540,000	10,000	5,000

* SHOPP - Emergency Response -		<u>PRIOR</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	<u>20/21</u>	<u>21/22</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE		5,000							5,000
* Fund Type: SHOPP Advance Construction (AC)	RW		10,000							10,000
* Funding Agency: Caltrans	CON		540,000							540,000
	Total:		555,000							555,000

Comments:

***** Version 1 - 07/06/2017 *****

New SHOPP Emergency Response Project (Major damage)

**Tahoe Metropolitan Planning Organization
2016 Safety Highway Operation and Protection Program (SHOPP)
Detailed Backup List as of 7/7/2017**

MPO ID	CTIPS ID	County	District	EA	Route	DESCRIPTION	Total	Year	PE	RW	CON
SHOPP - Bridge Preservation Program											
SHOPP2	220-0000-0119	El Dorado	3	3F530	50	Near South Lake Tahoe, west of South Lake Tahoe at Echo Summit Sidehill Viaduct Bridge No. 25-0044. Rehabilitate or replace bridge.	\$ 10,645,000	17/18	3,100,000	43,000	7,502,000
SHOPP - Collision Reduction Program											
SHOPP3	220-0000-0130	El Dorado	3	4F840	50	Near Meyers at Route 89 South. Construct a roundabout.	\$ 5,240,000	17/18	840,000	185,000	4,215,000
SHOPP - Emergency Response Program											
SHOPP4	220-0000-0143	El Dorado	3	2H940	89	Near South Lake Tahoe, at various locations from Alpine County line to Placer County line (PM0.0 to PM27.4); also in Placer County at various locations (PM0.0 to PM 21.6). Remove and dispose of hazardous trees 100 ft from centerline.	\$ 555,000	16/17	5,000	10,000	540,000
MPO TOTAL							\$16,440,000		\$3,945,000	\$ 238,000	\$ 12,257,000

UPDATED FINANCIAL SUMMARY

TABLE 1: REVENUE

Tahoe Regional Planning Agency
 2016/17-2019/20 Federal Transportation Improvement Program
 Amendment 5
 (\$'s in 1,000)

Funding Source	N O T E S	4 YEAR (FTIP Cycle)								TOTAL CURRENT
		2016/17		2017/18		2018/19		2019/20		
		Amendment		Amendment		Amendment		Amendment		
		Prior No. XX	Current No. 5	Prior No. XX	Current No. 5	Prior No. XX	Current No. 5	Prior No. XX	Current No. 5	
LOCAL	Sales Tax									
	City									
	County									
	Gas Tax									
	Gas Tax (Subventions to Cities)									
	Gas Tax (Subventions to Counties)									
	Other Local Funds	\$3,823	\$3,989	\$290	\$969	\$144	\$144	\$100	\$100	\$5,202
	County General Funds	\$3,760	\$3,760		\$584			\$22	\$22	\$4,366
	City General Funds	\$63	\$229	\$290	\$385			\$78	\$78	\$692
	Street Taxes and Developer Fees					\$144	\$144			\$144
	RSTP Exchange funds									
	Transit									
Transit Fares										
Other (See Appendix 1)	\$14,627	\$11,994	\$5,077	\$5,117	\$5,446	\$5,475	\$4,761	\$4,790	\$27,376	
Local Total	\$18,450	\$15,983	\$5,367	\$6,086	\$5,590	\$5,619	\$4,861	\$4,890	\$32,578	
REGIONAL	Tolls									
	Bridge									
	Corridor									
	Regional Sales Tax									
Regional Gas Tax/Measure										
Other (See Appendix 2)										
Regional Total										
STATE	State Highway Operations and Protection Program (SHOPP) ¹		\$555	\$15,885	\$15,885					\$16,440
	SHOPP		\$555	\$15,885	\$15,885					\$16,440
	SHOPP Prior									
	State Minor Program									
	State Transportation Improvement Program (STIP) ¹	\$2,584	\$2,584	\$1,382	\$1,382			\$3,800	\$3,800	\$7,766
	STIP							\$3,800	\$3,800	\$3,800
	STIP Prior	\$2,584	\$2,584	\$1,382	\$1,382					\$3,966
	State Bond									
	Proposition 1A (High Speed Passenger Train Bond Program)									
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)									
Active Transportation Program ¹	\$5,429	\$5,429	\$1,866	\$1,866	\$1,678	\$1,678			\$8,973	
Highway Maintenance (HM) Program ¹										
Highway Bridge Program (HBP) ¹										
Traffic Congestion Relief Program (TCRP)										
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
Other (See Appendix 3)	\$9,091	\$23,395	\$3,193	\$3,193	\$3,962	\$3,962	\$3,261	\$3,261	\$33,811	
State Total	\$17,104	\$31,963	\$22,326	\$22,326	\$5,640	\$5,640	\$7,061	\$7,061	\$66,990	
FEDERAL TRANSIT	5307/5340 - Urbanized Area Formula Grants	\$1,053	\$1,847	\$1,053	\$1,053	\$1,053	\$1,053	\$1,053	\$1,053	\$5,006
	5309 - Fixed Guideway Capital Investment Grants									
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants									
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities		\$122							\$122
	5311 - Formula Grants for Rural Areas									
	5311f - Intercity Bus									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants	\$103	\$230	\$103	\$103	\$103	\$103	\$103	\$103	\$539
	FTA Transfer from Prior FTIP									
Other (See Appendix 4)	\$2,555	\$2,905	\$2,288	\$2,288	\$2,288	\$2,288	\$2,288	\$2,288	\$9,769	
Federal Transit Total	\$3,711	\$5,104	\$3,444	\$3,444	\$3,444	\$3,444	\$3,444	\$3,444	\$15,436	
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$1,887	\$1,887	\$1,923	\$1,923	\$1,959	\$1,959	\$1,999	\$1,999	\$7,768
	Construction of Ferry Boats and Ferry Terminal Facilities									
	Coordinated Border Infrastructure									
	Corridor Infrastructure Improvement Program									
	Federal Lands Access Program	\$30,041	\$30,041							\$30,041
	Federal Lands Transportation Program									
	High Priority Projects (HPP) and Demo									
	Highway Safety Improvement Program (HSIP)								\$3,451	\$3,451
	GARVEE Bonds Debt Service Payments									
	National Highway Freight Program									
	Nationally Significant Freight and Highway Projects									
	Projects of National/Regional Significance									
	Public Lands Highway									
Railway-Highway Crossings										
Recreational Trails Program										
SAFETEA-LU Safe Routes to School (SRTS)	\$1,845	\$1,845	\$1,920	\$1,920	\$1,993	\$1,993	\$2,077	\$2,077	\$7,835	
Surface Transportation Block Grant Program (STBGP/IRSTP)	\$9,405	\$13,194	\$1,227	\$1,258	\$1,274	\$1,274	\$1,328	\$1,328	\$17,056	
Other (See Appendix 5)										
Federal Highway Total	\$43,178	\$46,969	\$5,070	\$5,101	\$5,228	\$5,228	\$5,404	\$5,451	\$66,151	
FEDERAL RAIL	Other Federal Railroad Administration (See Appendix 6)									
	Federal Railroad Administration Total									
Federal Total	\$46,889	\$52,073	\$8,514	\$8,545	\$8,670	\$8,670	\$8,848	\$12,299	\$81,587	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other (See Appendix 7)									
Innovative Financing Total										
REVENUE TOTAL		\$82,443	\$100,019	\$36,207	\$36,957	\$19,900	\$19,929	\$20,770	\$24,250	\$181,155

Financial Summary Notes:

- ¹ State Programs that include both state and federal funds
- ² California portion
- ³ ABS3090 funds Fys 19/20 & 20/21 \$3,800

TABLE 1: REVENUE - APPENDICES

Tahoe Regional Planning Agency
2016/17-2019/20 Federal Transportation Improvement Program
Amendment 5
(\$'s in 1,000)

Appendix 1 - Local Other

Local Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Nevada Local (County) Funds	\$9,050	\$6,405							\$6,405
Local Transit Funds	\$4,618	\$4,618	\$5,038	\$5,038	\$4,746	\$4,746	\$4,761	\$4,761	\$19,163
LTCC Property Tax					\$700	\$700			\$700
Private Funds (IVGID & TCPUD)	\$662	\$662							\$662
TRPA AQ Mitigation	\$160	\$172		\$40		\$29		\$29	\$270
Douglas County	\$37	\$37	\$39	\$39					\$76
Placer County Traffic Impact Fees	\$100	\$100							\$100
Local Other Total	\$14,627	\$11,994	\$5,077	\$5,117	\$5,446	\$5,475	\$4,761	\$4,790	\$27,376

Appendix 2 - Regional Other

Regional Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Regional Other Total									

Appendix 3 - State Other

State Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
California Tahoe Conservancy State Cash	\$251	\$251			\$749	\$749			\$1,000
Nevada State Tax	\$5,723	\$20,027							\$20,027
LCTOP	\$149	\$149	\$175	\$175	\$178	\$178	\$182	\$182	\$684
NV State Parks	\$74	\$74	\$74	\$74	\$74	\$74	\$74	\$74	\$296
TDA	\$2,877	\$2,877	\$2,918	\$2,918	\$2,961	\$2,961	\$3,005	\$3,005	\$11,761
Nevada State Q1	\$17	\$17	\$26	\$26					\$43
State Other Total	\$9,091	\$23,395	\$3,193	\$3,193	\$3,962	\$3,962	\$3,261	\$3,261	\$33,811

Appendix 4 - Federal Transit Other

Federal Transit Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
NV 5307/5340 - Urbanized Area Formula Grants	\$483	\$833	\$483	\$483	\$483	\$483	\$483	\$483	\$2,282
NV 5311 - Formula Grants for Rural Areas	\$2,025	\$2,025	\$1,758	\$1,758	\$1,758	\$1,758	\$1,758	\$1,758	\$7,299
NV 5339 - Bus and Bus Facilities Formula Grants	\$47	\$47	\$47	\$47	\$47	\$47	\$47	\$47	\$188
Federal Transit Other Total	\$2,555	\$2,905	\$2,288	\$2,288	\$2,288	\$2,288	\$2,288	\$2,288	\$9,769

Appendix 5 - Federal Highway Other

Federal Highway Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
NV-Surface Transportation Block Grant Program	\$1,178	\$1,628	\$1,227	\$1,227	\$1,274	\$1,274	\$1,328	\$1,328	\$5,457
NV Federal Lands Access Program	\$8,227	\$11,568							\$11,568
NV-STBG Flex TAP				\$31					\$31
Federal Highway Other Total	\$9,405	\$13,196	\$1,227	\$1,258	\$1,274	\$1,274	\$1,328	\$1,328	\$17,056

Appendix 6 - Federal Railroad Administration Other

Federal Railroad Administration Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Federal Railroad Administration Other Total									

Appendix 7 - Innovative Other

Innovative Other	2016/17		2017/18		2018/19		2019/20		CURRENT TOTAL
	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
Innovative Other Total									

TABLE 2: PROGRAMMED

Tahoe Regional Planning Agency
 2016/17-2019/20 Federal Transportation Improvement Program
 Amendment 5
 (\$'s in 1,000)

FUNDING SOURCES		N O T E S	4 YEAR (FTIP Cycle)								TOTAL CURRENT
			2016/17 Amendment		2017/18 Amendment		2018/19 Amendment		2019/20 Amendment		
			Prior No. XX	Current No. 5	Prior No. XX	Current No. 5	Prior No. XX	Current No. 5	Prior No. XX	Current No. 5	
LOCAL	Local Total		\$18,450	\$15,983	\$5,367	\$6,086	\$5,590	\$5,619	\$4,861	\$4,890	\$32,578
REGIONAL	Tolls Bridge Corridor Regional Sales Tax Regional Gas Tax/Measure Other (See Appendix A)										
	Regional Total										
STATE	State Highway Operations and Protection Program (SHOPP) ¹ SHOPP SHOPP Prior State Minor Program			\$555	\$15,885	\$15,885					\$16,440
	State Transportation Improvement Program (STIP) ¹ STIP STIP Prior			\$555	\$15,885	\$15,885					\$16,440
	State Bond Proposition 1A (High Speed Passenger Train Bond Program) Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)										
	Active Transportation Program ¹ Highway Maintenance (HM) Program ¹ Highway Bridge Program (HBP) ¹ Traffic Congestion Relief Program (TCRP) State Transit Assistance (STA)(e.g., population/revenue based, Prop 42) Other (See Appendix B)		\$5,429	\$5,429	\$1,866	\$1,866	\$1,678	\$1,678			\$8,973
	State Total		\$14,520	\$29,379	\$20,944	\$20,944	\$5,640	\$5,640	\$3,261	\$3,261	\$59,224
FEDERAL TRANSIT	5307/5340 - Urbanized Area Formula Grants 5309 - Fixed Guideway Capital Investment Grants 5309b - New and Small Starts (Capital Investment Grants) 5309c - Bus and Bus Related Grants 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities 5311 - Formula Grants for Rural Areas 5311f - Intercity Bus 5337 - State of Good Repair Grants 5339 - Bus and Bus Facilities Formula Grants FTA Transfer from Prior FTIP Other (See Appendix C)	2	\$1,053	\$1,847	\$1,053	\$1,053	\$1,053	\$1,053	\$1,053	\$1,053	\$5,006
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities			\$122							\$122
	5339 - Bus and Bus Facilities Formula Grants	2	\$103	\$230	\$103	\$103	\$103	\$103	\$103	\$103	\$539
	Other (See Appendix C)		\$2,555	\$2,905	\$2,288	\$2,288	\$2,288	\$2,288	\$2,288	\$2,288	\$9,769
	Federal Transit Total		\$3,711	\$5,104	\$3,444	\$3,444	\$3,444	\$3,444	\$3,444	\$3,444	\$15,436
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program Construction of Ferry Boats and Ferry Terminal Facilities Coordinated Border Infrastructure Corridor Infrastructure Improvement Program Federal Lands Access Program Federal Lands Transportation Program High Priority Projects (HPP) and Demo Highway Safety Improvement Program (HSIP) GARVEE Bonds Debt Service Payments National Highway Freight Program Nationally Significant Freight and Highway Projects Projects of National/Regional Significance Public Lands Highway Railway-Highway Crossings Recreational Trails Program SAFETEA-LU Safe Routes to School (SRTS) Surface Transportation Block Grant Program (STBGP/RSTP) Other (see Appendix D)	2	\$1,684	\$1,887	\$1,413	\$1,923	\$1,709	\$1,959	\$1,749	\$1,999	\$7,768
	Federal Lands Access Program	2	\$30,041	\$30,041							\$30,041
	Other (see Appendix D)		\$9,245	\$13,196	\$1,227	\$1,258		\$250			\$4,015
	Federal Highway Total		\$42,709	\$46,969	\$3,792	\$5,101	\$1,709	\$2,209	\$1,749	\$5,450	\$59,729
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)										
	Federal Railroad Administration Total										
	Federal Total		\$46,420	\$52,073	\$7,236	\$8,545	\$5,153	\$5,653	\$5,193	\$8,894	\$75,165
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act) Other (See Appendix F)										
	Innovative Financing Total										
	PROGRAMMED TOTAL		\$79,390	\$97,435	\$33,547	\$35,575	\$16,383	\$16,912	\$13,315	\$17,045	\$166,967

MPO Financial Summary Notes:
¹ State Programs that include both state and federal funds.
² California portion
³ AB3090 funds Fys 19/20 & 20/21 \$3,800

TABLE 3: REVENUE-PROGRAMMED

Tahoe Regional Planning Agency
 2016/17-2019/20 Federal Transportation Improvement Program
 Amendment 5
 (\$'s in 1,000)

FUNDING SOURCES		4 YEAR (FTIP Cycle)								TOTAL CURRENT
		2016/17		2017/18		2018/19		2019/20		
		Amendment		Amendment		Amendment		Amendment		
		Prior No. XX	Current No. 5	Prior No. XX	Current No. 5	Prior No. XX	Current No. 5	Prior No. XX	Current No. 5	
LOCAL	Local Total									
REGIONAL	Tolls									
	Bridge Corridor									
	Regional Sales Tax Regional Gas Tax/Measure Other									
	Regional Total									
STATE	State Highway Operations and Protection Program (SHOPP) ¹									
	SHOPP									
	SHOPP Prior									
	State Minor Program									
	State Transportation Improvement Program (STIP) ¹	\$2,584	\$2,584	\$1,382	\$1,382			\$3,800	\$3,800	\$7,766
	STIP							\$3,800	\$3,800	\$3,800
	STIP Prior	\$2,584	\$2,584	\$1,382	\$1,382					\$3,966
	State Bond									
	Proposition 1A (High Speed Passenger Train Bond Program)									
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)									
Active Transportation Program ¹										
Highway Maintenance (HM) Program ¹										
Highway Bridge Program (HBP) ¹										
Traffic Congestion Relief Program (TCRP)										
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)										
Other										
	State Total	\$2,584	\$2,584	\$1,382	\$1,382			\$3,800	\$3,800	\$7,766
FEDERAL TRANSIT	5307/5340 - Urbanized Area Formula Grants									
	5309 - Fixed Guideway Capital Investment Grants									
	5309b - New and Small Starts (Capital Investment Grants)									
	5309c - Bus and Bus Related Grants									
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities									
	5311 - Formula Grants for Rural Areas									
	5311f - Intercity Bus									
	5337 - State of Good Repair Grants									
	5339 - Bus and Bus Facilities Formula Grants									
	FTA Transfer from Prior FTIP									
Other										
	Federal Transit Total									
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$203		\$510		\$250		\$250		
	Construction of Ferry Boats and Ferry Terminal Facilities									
	Coordinated Border Infrastructure									
	Corridor Infrastructure Improvement Program									
	Federal Lands Access Program									
	Federal Lands Transportation Program									
	High Priority Projects (HPP) and Demo									
	Highway Safety Improvement Program (HSIP)									
	GARVEE Bonds Debt Service Payments									
	National Highway Freight Program									
	Nationally Significant Freight and Highway Projects									
	Projects of National/Regional Significance									
	Public Lands Highway									
	Railway-Highway Crossings									
	Recreational Trails Program									
SAFETEA-LU Safe Routes to School (SRTS)										
Surface Transportation Block Grant Program (STBGP/RSTP)	\$106		\$768		\$1,993	\$1,743	\$2,077	\$2,077	\$3,820	
Other	\$160				\$1,274	\$1,274	\$1,328	\$1,328	\$2,602	
	Federal Highway Total	\$469		\$1,278		\$3,517	\$3,017	\$3,655	\$3,405	\$6,422
FEDERAL RAIL	Other Federal Railroad Administration									
	Federal Railroad Administration Total									
	Federal Total	\$469		\$1,278		\$3,517	\$3,017	\$3,655	\$3,405	\$6,422
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)									
	Other									
	Innovative Financing Total									
REVENUE - PROGRAM TOTAL		\$3,053	\$2,584	\$2,660	\$1,382	\$3,517	\$3,017	\$7,455	\$7,205	\$14,188

TMPO BOARD RESOLUTION

TAHOE METROPOLITAN PLANNING ORGANIZATION
TMPO RESOLUTION 2017 - _____

TMPO ADOPTION OF AMENDMENT No. 5 TO THE 2017 FEDERAL TRANSPORTATION
IMPROVEMENT PROGRAM FOR THE LAKE TAHOE REGION

WHEREAS, the Tahoe Metropolitan Planning Organization (TMPO) is the designated planning organization for the Lake Tahoe Region as defined by the Transportation Equity Act for the 21st Century; and

WHEREAS, the 2017 TMPO Federal Transportation Improvement Program (FTIP) has been developed in accordance with the Fixing America's Surface Transportation Act (FAST Act); and

WHEREAS, the Federal Clean Air Act amendments require that no department, agency, or instrumentality of the Federal Government shall engage in, support in any way or provide financial assistance for, license or permit, or approve an activity which does not conform to an implementation plan approved or promulgated under Section 110; and

WHEREAS, no metropolitan planning organization designated under Title 23 of the U.S. Code shall give its approval to any project, program or plan which does not conform to an implementation plan approved or promulgated under Section 110; and

WHEREAS, the assurance of conformity to an implementation plan is the affirmative responsibility of the TMPO; and

WHEREAS, the 2017 Linking Tahoe: Regional Transportation Plan (RTP) for the Lake Tahoe Region describes a transportation system envisioned for the horizon years and was adopted as a financially constrained plan by the TMPO Board on April 26, 2017; and

WHEREAS, the 2017 FTIP is consistent with the transportation system and financial plan described in the 2017 RTP; and

WHEREAS, the 2017 FTIP is financially constrained by year and includes a financial plan that demonstrates which projects can be implemented using committed funds; and

WHEREAS, the 2017 FTIP includes all regionally significant transportation projects to be funded from local, state or federal resources; and

WHEREAS, the 2017 FTIP has been developed under TMPO policies for community input and interagency consultation procedures; and

WHEREAS, during the life of the program, it is sometimes necessary to amend the program to reflect changes in project costs, scopes or schedules, or to add new projects; and

WHEREAS, the 2017 FTIP is now in need of amendment; and

WHEREAS, the 2017 FTIP Amendment No. 5 does not interfere with the timely implementation of any approved Transportation Control Measure; and

WHEREAS, the 2017 FTIP Amendment No. 5 was found to conform to the applicable State Implementation Plan; and

WHEREAS, the 2015 FTIP Amendment No. 5 conformity determination was based on the 2017 RTP for the Lake Tahoe Region; and

WHEREAS, the 2017 FTIP Amendment No. 5 is air quality exempt and no further conformity determination is required; and

WHEREAS, the 2017 FTIP Amendment No. 5 meets all applicable transportation planning requirements per 23 Code of Federal Regulations Part 450; and

WHEREAS, on July 14, 2017 the Tahoe Transportation Commission recommended the TMPO Governing Board adopt the 2017 FTIP Amendment No. 5.

NOW, THEREFORE, BE IT RESOLVED, that the Governing Board of the Tahoe Metropolitan Planning Organization adopts this resolution approving the 2017 FTIP Amendment No. 5.

BE IT FURTHER RESOLVED, that TMPO staff is hereby directed and authorized to work with Caltrans, the Nevada Department of Transportation, the Federal Highway Administration, the Federal Transit Administration and the Environmental Protection Agency to make whatever technical changes or corrections are needed to the format and organization of the document to obtain its approval by these agencies.

PASSED AND ADOPTED by the Governing Board of the Tahoe Metropolitan Planning Organization at its regular meeting held on July 26, 2017 by the following vote:

Ayes:

Nays:

Abstain:

Absent:

James Lawrence
Governing Board Chair
TMPO Governing Board



MEMORANDUM

Date: July 10, 2017

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Review and Acceptance of the District's Financial Statement of Operations for April 2017

Action Requested:

It is requested the Board accept the Financial Statement of Operations for the first ten months of Fiscal Year 2017 (FY17) ending April 30, 2017.

Fiscal Analysis:

As has been discussed at the last few Finance Committee meetings, the General Fund expenditure trend continues, is expected to continue for the remainder of the fiscal year, and has been addressed for the balance of the fiscal year with the action accepted in May's report.

Background:

Staff has completed analyzing financial information for the first ten months of FY17. The presentation of the financial information will highlight FY17 April activity and continues to detail the District's fund accounts: General, Capital Improvement Program (CIP), and Transit Operations.

Discussion:

General Fund –

Overall, the District ended with an increase of \$16,195 for April activity. The increase can be summarized as follows:

<u>District Operations Revenues</u>		<u>District Operations Expenses</u>	
Rental Car Mitigation Fees (RCMF)	\$2,711	Personnel	\$25,762
Admin Support	\$21,315	TRPA Services	\$4,376
Contributions	\$35,159	Printing	\$577
Interest	\$25	Professional Services	\$2,144
		Contract Services	\$3,500
		Insurance	\$2,279
		Telephone/IT	\$1,018
		Training/Travel	\$1,325
		Auditing	\$1,500
		Other	\$535
Total Revenue	<u>\$59,210</u>	Total Expenses	<u>\$43,016</u>

The increase was expected as the General Fund received a quarterly contribution of \$35,159 from the Ridge, enabling the fund to absorb \$8,029 in project expenditures where CIP funding revenues had been exhausted.

As discussed with the Finance Committee at the May meeting, Staff will also transfer the Ridge's previously received FY17 contribution of \$70,318 from the Transit Fund to the General Fund in May (\$35,159) and June (\$35,159). This does not impact transit service being provided.

RCMF have increased \$2,409 from \$81,642 in FY16 to \$84,051 in FY17.

The net result increased the General Fund's overall fund balance for the year to \$477,947, which is \$6,803 less than at the start of the fiscal year.

CIP Fund –

April activity resulted in an increase of \$72, due to interest earned on project advances. Below is a brief recap of April activity for the CIP fund.

<u>Funding Source</u>	<u>Expenditures</u>	<u>Grant Balance</u>
Public Lands Highways Discretionary Fund		
US 50	\$0	\$6,249
Federal Transit Administration		
NDOT Value Pricing Pilot Program (VPPP)	\$496	\$286,441
Surface Transportation Program		
Caltrans – US 50	\$41,306	\$1,225,309
Contributions		
Mariner AQMF (VPPP Match)	\$124	\$113,965
Washoe County Bond	\$0	\$1,392,080
Prop 1B		
PTMISEA – Vehicles (FTA 5308)	\$0	\$1,456
PTMISEA – Transit System Modernization	\$0	\$922,932
PTMISEA – AVL and Scheduler	\$0	\$177,519
PTMISEA – ADA Van	\$0	\$1,697
TSSSDRA – Shelter Security	\$0	\$1,171
TSSSDRA – Security Camera Upgrades	\$44,137	\$7,867
Recreation Trails		
Flume Trailhead Parking Lot	\$0	\$148,570
Question 1		
NV Bikeway	<u>\$25,420</u>	\$909,685
Total Expenditures	<u>\$111,483</u>	

The CIP fund transferred \$31,852 in security camera upgrades for the buses. The equipment included 39 digital camera recorders, 39 routers, 46 hard-drives for DVR units, and 46 hard-drive interfaces and was purchased with Prop 1B TSSSDRA funds.

The net result increased CIP's overall fund balance to \$1,071, which is \$59 more than at the start of the fiscal year.

Transit Fund-

Overall, the District ended with a decrease of (\$23,406) for April activity. The decrease can be summarized as follows:

<u>Revenue Detail</u>	<u>S. Shore Ops</u>	<u>SR 28</u>	<u>Mobility Mgmt</u>
FTA 5307 (Fast Act)	\$109,213		
NDOT			
FTA 5311	\$137,763		\$4,487
Caltrans			
FTA 5310			\$10,515
CMAQ			
Contributions			
Vail	\$70,833		
Douglas County	\$3,557		\$609
Tahoe Truckee			\$450
STPUD	(\$1,174)		\$1,174
Keolis	\$1,072		
Transportation Development Act (TDA)			
Local Transportation Fund (LTF)	\$72,049		
State Transit Assistance (STA)	\$20,364		
Nevada State Parks		\$2,310	
Older Americans Act			\$4,053
Farebox Revenue	\$28,931		\$1,019
Pass Sales	\$7,500		
Miscellaneous	\$8		
Insurance Claim	\$0		
Interest	<u>\$14</u>	<u>\$0</u>	<u>\$0</u>
Total Revenues	\$450,130	\$2,310	\$22,307
<u>Expense Detail</u>			
Personnel	\$257,297	\$2,100	\$14,381
Fuel	\$27,300		\$522
Insurance	\$26,060		\$881
Repairs/Maintenance	\$46,436		\$599
Professional Services	\$13,806		\$3,178
ICAP	\$17,211	\$210	\$1,534
Depreciation	\$62,229		
Other Expenses	<u>\$23,197</u>	<u>\$0</u>	<u>\$1,212</u>
Total Expenses	\$473,536	\$2,310	\$22,307
Increase/(Decrease)	(\$23,406)	\$0	\$0

As mentioned above, the Transit fund received \$31,852 of security camera upgrades from the CIP fund.

The Ridge's recorded contribution of \$70,318 will be reversed in May and June (\$35,159 each month) to the General Fund.

The net result decreased Transit's overall fund balance for the year to \$4,624,094, which is \$285,733 less than at the start of the fiscal year. It should be noted that as of April 30, 2017, the transit fund cash increased by \$286,038 in FY17. (See Attachment A – Operations

JS/ja

AGENDA ITEM: VII.A.

Schedule). The difference is mainly attributable to excluding non-operating revenue, depreciation expense, loss on disposals, and transfers of assets from the CIP fund.

Balance Sheet-

The detailed balance sheet as of April 30, 2017 is attached (Attachment A).

The fixed asset balances, net of depreciation, include \$2,736,746 in transit funds and \$187,608 in the general fund of federalized/state obligations. Should the District choose to liquidate a federalized asset, permission from the governmental agency is required and their obligation takes priority.

Additional Information:

If you have any questions or comments regarding this item, please contact Joanie Schmitt at (775) 589-5507 or jschmitt@tahoetransportation.org.

Attachment:

A. April Financials

**Tahoe Transportation District
Balance Sheet
As of April 30, 2017**

ATTACHMENT A

	TOTAL	General	CIP	Transit	GFA
ASSETS					
Cash & Equivalents	1,335,172	373,579	537,818	423,776	
Accounts Receivable	2,243,975	52,308	336,190	1,855,477	
Prepays	96,227	60,669		35,558	
Inventory	95,910			95,910	
*Capital Assets, Net Depreciation	3,011,201			3,011,201	229,175
TOTAL ASSETS	6,782,485	486,556	874,008	5,421,922	229,175
 LIABILITIES					
Accounts Payable	221,364	8,609	112,001	100,754	
Deferred Revenues	1,379,103		760,936	618,167	
Nevada State Bank - LOC					
EE Compensated Absences	78,908			78,908	50,721
TOTAL LIABILITIES	1,679,375	8,609	872,937	797,828	50,721
 NET POSITION					
Invested in Capital Assets	3,587,089			3,587,089	357,165
Unrestricted	1,763,499	439,750	1,012	1,322,737	(48,447)
Contingency Fund					
Reserved for Encumbrances	45,000	45,000			
SUB TOTAL NET POSITION	5,395,588	484,750	1,012	4,909,826	308,718
 FY 17 Increase (Decrease)	 (292,477)	 (6,803)	 59	 (285,733)	 (130,265)
TOTAL NET POSITION	5,103,111	477,947	1,071	4,624,094	178,454
 TOTAL LIABILITIES & NET POSITION	 6,782,485	 486,556	 874,008	 5,421,922	 229,175

* The fixed asset balances, net of depreciation, include \$2,736,746 in transit funds and \$187,608 in the governmental-wide fund account of federalized obligations. Should the District choose to liquidate a federalized asset, permission from the governmental agency is required and their obligation takes priority.

**Tahoe Transportation District
Balance Sheet
As of April 30, 2017**

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**Tahoe Transportation District
Statement of Operations
July 1, 2016 through April 30, 2017**

	TOTAL	General	CIP	Transit	GFA
Revenues					
Federal Grants	3,189,309		689,877	2,499,432	
State Funding	1,293,046		266,955	1,026,091	
Contributions	982,594	70,318	34,756	877,519	
General Revenues	322,109	318,848		3,261	
Charges for Services	561,858	84,051		477,807	
Special Items	1,372	180	259	933	
TOTAL REVENUES	6,350,288	473,397	991,849	4,885,043	
Expenses					
Personnel	3,209,233	244,046	185,165	2,780,022	
Personnel - Compensated Absences	43,518			43,518	2,275
Contracts	636,305	26,641	591,446	18,218	
Fuel	287,138			287,138	
Depreciation	628,492			628,492	116,688
Other Operating	1,450,710	206,967	71,119	1,172,624	
ICAP - 10%	318,848		25,556	293,292	
Capital Outlay	79,823	2,546		77,277	
Interest					
Other Funding Sources	(11,302)		118,504	(129,806)	11,302
TOTAL EXPENSES	6,642,766	480,201	991,790	5,170,775	130,265
FY 17 Increase / (Decrease) to Net Position	(292,477)	(6,803)	59	(285,733)	(130,265)

**Tahoe Transportation District
General Fund
Statement of Operations
July 1, 2016 through April 30, 2017**

	General Fund Activity					Actual vs Budget			Program YTD		
	1st Qtr	2nd Qtr	3rd Qtr	Apr	4th Qtr	YEAR TO DATE	Board Approved Budget	Var %	District Ops	CNG	Program Totals
Revenues											
General Revenues											
Admin Support	103,220	84,968	109,345	21,315	21,315	318,848	515,118	61.90%	318,848		318,848
Miscellaneous							500	0.00%			
Contributions			35,159	35,159	35,159	70,318	20,000	351.59%	70,318		70,318
Total General Revenues	103,220	84,968	144,504	56,474	56,474	389,166	535,618	72.66%	389,166	0	389,166
Charges for Services											
Administrative Fees							80,000	0.00%			
Rental Car Mitigation Fees	42,323	18,321	20,697	2,712	2,712	84,051	85,000	98.88%	84,051		84,051
CNG Station Revenues								0.00%			
Total Charges for Services	42,323	18,321	20,697	2,712	2,712	84,051	165,000	50.94%	84,051	0	84,051
Special Items											
Sale of Fixed Assets											
Interest Revenue	2	67	87	25	25	180	240	75.05%	180		180
Total Special Revenues	2	67	87	25	25	180	240	75.05%	180	0	180
TOTAL REVENUES	145,544	103,356	165,287	59,210	59,210	473,397	700,858	67.55%	473,397	0	473,397
Expenses											
Operating											
Personnel	52,777	63,812	101,695	25,762	25,762	244,046	203,869	119.71%	244,046		244,046
Repairs & Maintenance							400	0.00%			
Insurance	7,773	7,397	7,085	2,279	2,279	24,535	36,525	67.17%	23,287	1,248	24,535
Facility Rent	8,350	8,350	8,602	2,783	2,783	28,084	22,932	122.47%	28,084		28,084
Facility Utilities	854	854	854	285	285	2,847	6,180	46.06%	2,847		2,847
Telephone		2,014	3,086	1,018	1,018	6,118	0	-100.00%	6,118		6,118
Supplies	3,452	4,716	3,757	1,142	1,142	13,067	17,640	74.08%	13,067		13,067
Advertising & Public Relations		15		15	15	30	2,400	1.25%	30		30
Reproduction & Printing	60	396		577	577	1,033	2,400	43.03%	1,033		1,033
Postage			298			298	300	99.33%	298		298
Dues, Subscriptions & Publications	1,139	703	5,672	576	576	8,090	20,000	40.45%	8,090		8,090
License & Permits							500	0.00%			
Professional Services	27,262	39,839	18,141	5,644	5,644	90,886	216,328	42.01%	90,886		90,886
Legal Services							5,000	0.00%			
Auditing Services	2,400	16,310		1,500	1,500	20,210	36,110	55.97%	20,210		20,210
Bank Fee / CC Fees			1,650			1,650	3,500	47.14%	1,650		1,650
Transit Management - No Shore		20,000				20,000	20,000	100.00%	20,000		20,000
Training	450	575	3,872			4,897	5,800	84.43%	4,897		4,897
Travel	450	384	2,034	1,325	1,325	4,192	16,500	25.41%	4,192		4,192
Taxes	2,769		3,308			6,077	8,000	75.97%	6,077		6,077
Miscellaneous Expenses	334	690	460	110	110	1,594	5,000	31.89%	1,594		1,594
Total Operating	108,070	166,054	160,514	43,016	43,016	477,654	629,384	75.89%	476,406	1,248	477,654
Capital Outlay											
Office & Equipment over \$5000											
Office & Equipment under \$5000	2,546					2,546	24,000	10.61%	2,546		2,546
CIP over \$5000											
Reimbursed Capital Expenses											
Total Capital Outlay	2,546	0	0	0	0	2,546	24,000	0.00%	2,546	0	2,546

**Tahoe Transportation District
General Fund
Statement of Operations
July 1, 2016 through April 30, 2017**

Interest											
Interest Expense							3,000	0.00%			
Total Interest Expense	0	0	0	0	0	0	3,000	0.00%	0	0	0
Other Financing Sources											
Preventive Maint (In)											
Capital Outlay (In) Out											
Transfer (In) Out											
Total Other Financing Sources	0	0	0	0	0	0	0	0.00%	0	0	0
TOTAL EXPENSES	110,616	166,054	160,514	43,016	43,016	480,201	656,384	73.16%	478,953	1,248	480,201
Increase/(Decrease) to Net Position	34,928	(62,699)	4,773	16,195	16,195	(6,803)	44,474	-15.30%	(5,555)	(1,248)	(6,803)

Tahoe Transportation District
CIP Fund
Statement of Operations
July 1, 2016 through April 30, 2017

	CIP Fund					Actual vs Budget			Program YTD									
	1st Qtr	2nd Qtr	3rd Qtr	Apr	4th Qtr	YEAR TO DATE	Board		Placer Cty /									
							Approved Budget	Var %	PLHD / STP	FTA	ATP	Prop 1B	Bikeway	VPPP	Program Total			
Revenues																		
Capital Grant & Contributions																		
FTA 5303	45,522	185,068	5,748			236,338	324,713	72.78%		236,338								236,338
FTA 5310		53,536				53,536	31,653	169.13%		53,536								53,536
FTA 5311							114,573	0.00%										
Public Lands Highways Discretionary (PLHD)	87,800	20,082				107,882	194,323	55.52%	107,882									107,882
Scenic Byways							1,706,350	0.00%										
Transportation Alternatives Pgm (TAP)							546,212	0.00%										
Surface Transportation Pgm (STP)		77,012	172,374	41,306	41,306	290,691	1,658,250	0.00%	290,691									290,691
Active Transportation Pgm (ATP)							1,341,456	0.00%										
Federal Highways - Rec Trails		1,430				1,430							1,430					1,430
Prop 1B	25,889	23,161	30,302	44,137	44,137	123,488	503,747	24.51%				123,488						123,488
Question 1	27,851	68,368	18,294	25,421	25,421	139,934	1,646,500	8.50%					139,934					139,934
Value Pricing Pilot Program	934	1,238	866	496	496	3,534	150,120	0.00%									3,534	3,534
Contributions	17,460	11,896	5,277	124	124	34,756	1,938,484	1.79%			25,953			7,920		883		34,756
Total Capital Grants & Contributions	205,456	441,790	232,860	111,483	111,483	991,589	10,156,381	9.76%	398,573	289,874	25,953	123,488	149,284	4,417				991,589
Special Items																		
Interest Revenue	82	60	45	72	72	259		-100.00%			7		159		93			259
Total Special Items	82	60	45	72	72	259	0	-100.00%	0	0	7	0	159	93	259			259
TOTAL REVENUES	205,538	441,850	232,905	111,555	111,555	991,849	10,156,381	9.77%	398,573	289,874	25,960	123,488	149,443	4,510				991,849
Expenses																		
Personnel	59,618	63,258	45,429	16,860	16,860	185,165	665,055	27.84%	93,348	30,865	10,798		46,537	3,617				185,165
Contract Services	108,095	284,163	155,349	43,840	43,840	591,446	8,661,972	6.83%	278,318	200,932	14,767		96,629	800				591,446
Reproduction & Printing				2,186	2,186	2,186	3,600	60.72%	2,186									2,186
Rent Meeting Room		135		500	500	635	5,250	12.10%	500	135								635
Supplies							1,075	0.00%										
Advertising / Outreach	670	5,808	730	330	330	7,538	12,000	62.81%	6,868	670								7,538
Postage				1,200	1,200	1,200	2,575	0.00%	1,200									1,200
Professional Services	21,398	6,484	18,354	12,285	12,285	58,521	35,000	167.20%				58,521						58,521
Training							6,100	0.00%										
Travel - Per Diem	230		405			635	10,025	6.34%	405		115		115					635
Travel - Commercial Air			255			255	4,000	6.37%	255									255
Travel - Auto	79			71	71	150	12,810	1.17%	71		26		53					150
ICAP - 10%	10,875	11,931	391	2,360	2,360	25,556	114,446	22.33%	15,423	3,736	448		5,949					25,556
Total Operating	200,965	371,778	220,912	79,632	79,632	873,286	9,533,908	9.16%	398,573	236,338	26,154	58,521	149,284	4,417				873,286
Capital Outlay																		
Equipment over \$5000		66,920				66,920	564,973	11.84%		53,536		13,384						66,920
Equipment under \$5000	4,491	3,293	11,948	31,852	31,852	51,583	57,500	89.71%				51,583						51,583
Reimb Capital Expenses	(4,491)	(70,213)	(11,948)	(31,852)	(31,852)	(118,504)	(614,973)	19.27%		(53,536)		(64,967)						(118,504)
Total Capital Outlay	0	0	0	0	0	0	7,500	0.00%	0	0	0	0	0	0	0	0	0	0
Other Financing Sources																		
Preventive Maint (In)								0.00%										
Capital Outlay (In) Out	4,491	70,213	11,948	31,852	31,852	118,504	614,973	19.27%		53,536		64,967						118,504
Transfer (In) Out								0.00%										
Total Other Financing Sources	4,491	70,213	11,948	31,852	31,852	118,504	614,973	19.27%	0	53,536	0	64,967	0	0	0	0	0	118,504
TOTAL EXPENSES	205,456	441,991	232,860	111,483	111,483	991,790	10,156,381	9.77%	398,573	289,874	26,154	123,488	149,284	4,417				991,790
Increase/(Decrease) to Net Position	82	(141)	45	72	72	59	0	-100.00%	0	0	(193)	0	159	93	59			59

Tahoe Transportation District
 Transit Fund
 Statement of Operations
 July 1, 2016 through April 30, 2017

	TO Fund Activity					Actual vs Budget			Program YTD				
	1st Qtr	2nd Qtr	3rd Qtr	Apr	4th Qtr	YEAR TO DATE	Board	Var %	S. Shore Ops	ESE	Mobility Mgmt	CMAQ	Program Total
							Approved Budget						
Revenues													
Grants & Contributions													
FTA 5311 - NDOT	516,651	378,982	479,078	142,250	142,250	1,516,960	1,757,463	86.32%	1,438,223	52,226	26,511		1,516,960
FTA 5307		261,063	433,144	109,213	109,213	803,420	1,228,636	65.39%	803,025	395			803,420
FTA 5310 - Caltrans	18,925	23,896	35,432	10,515	10,515	88,769	98,652	89.98%			88,769		88,769
Older Americans Act - Area 4	11,153	9,510	7,742	4,053	4,053	32,458	50,000	64.92%			32,458		32,458
CMAQ - Cal Trans	47,806	10,019				57,825	98,000	59.01%				57,825	57,825
CMAA-Cty Based Medi Cal							1,200	0.00%					
RTAP - Cal Trans/NDOT								0.00%					
TDA - LTF	216,148	216,148	216,147	72,049	72,049	720,492	864,591	83.33%	720,492				720,492
TDA - STA	78,831	67,007	61,094	20,364	20,364	227,296	315,322	72.08%	227,296				227,296
Nv State Parks	21,211	395	3,883	2,310	2,310	27,798	73,726	37.70%		27,798			27,798
Ca Low Carbon Transit Ops	50,504					50,504	74,269	68.00%	50,504				50,504
Contributions	262,025	313,113	225,860	76,521	76,521	877,519	1,103,192	79.54%	858,229		19,290		877,519
Total Grants & Contributions	1,223,255	1,280,133	1,462,379	437,275	437,275	4,403,042	5,665,051	77.72%	4,097,771	80,419	167,027	57,825	4,403,042
Charges for Services													
FareBox Revenue	159,119	112,284	98,278	29,950	29,950	399,631	527,150	75.81%	363,075	23,630	12,925		399,631
Pass Sales	24,532	26,063	20,081	7,500	7,500	78,176	117,500	66.53%	78,176				78,176
Advertising Revenue							1,500	0.00%					
Total Charges for Services	183,651	138,347	118,359	37,450	37,450	477,807	646,150	73.95%	441,251	23,630	12,925	0	477,807
Special Items													
Sale of Fixed Assets	650					650		-100.00%	650				650
Miscellaneous	72,799	9	(72,673)	8	8	143		-100.00%	142	1			143
Insurance Claim Revenue	500	1,000	1,618			3,118		-100.00%	3,118				3,118
Interest Revenue	149	67	53	14	14	283	480	58.90%	283				283
Total Special Items	74,097	1,076	(71,001)	22	22	4,194	480	15661.13%	4,193	1	0	0	4,194
TOTAL REVENUES	1,481,003	1,419,557	1,509,736	474,747	474,747	4,885,043	6,311,681	77.40%	4,543,215	104,050	179,953	57,825	4,885,043
Expenses													
Operating													
Personnel	773,722	733,460	1,042,580	273,778	273,778	2,823,540	4,058,958	69.56%	2,645,666	58,023	119,850		2,823,540
Contract Services	5,747	5,493	4,730	2,249	2,249	18,218	33,414	54.52%			18,218		18,218
Vehicle Fuel	77,922	74,572	106,821	27,822	27,822	287,138	492,691	58.28%	273,941	5,875	7,321		287,138
Sales Tax on Fuel	311	286	362			959	4,000	23.98%	959				959
Repair and Maintenance	106,662	92,151	145,751	47,035	47,035	391,599	365,580	107.12%	387,370		4,229		391,599
Insurance	81,157	80,821	81,209	26,940	26,940	270,127	295,480	91.42%	256,658	6,276	7,193		270,127
Reproduction & Printing	4,819	4,222		186	186	9,227	17,066	54.07%	9,227				9,227
Facility Rent	38,037	33,506	35,942	11,880	11,880	119,365	147,514	80.92%	108,419	8,240	2,706		119,365
Facility Utilities	13,428	15,170	28,341	3,721	3,721	60,659	70,696	85.80%	57,119	2,380	1,160		60,659
Telephone	6,850	10,251	8,837	2,651	2,651	28,589	27,200	105.11%	27,837		752		28,589

Tahoe Transportation District
 Transit Fund
 Statement of Operations
 July 1, 2016 through April 30, 2017

	TO Fund Activity					Actual vs Budget			Program YTD				
	1st Qtr	2nd Qtr	3rd Qtr	Apr	4th Qtr	YEAR TO	Board	Var %	S. Shore Ops	ESE	Mobility Mgmt	CMAQ	Program Total
						DATE	Approved Budget						
Expenses Continued													
Supplies	28,263	17,778	11,495	4,420	4,420	61,956	8,221	753.63%	61,882	12	62		61,956
Advertising & Public Relations	6,195	3,053	289	224	224	9,761	59,057	16.53%	2,242	1,650	794	5,075	9,761
License & Permits		40	3,242	57	57	3,339	2,643	126.34%	3,339				3,339
Dues, Subscriptions and Publications			2,506			2,506	3,600	69.61%	2,506				2,506
Professional Services	42,104	32,476	42,966	14,735	14,735	132,280	187,033	70.73%	113,272	13,160	5,849		132,280
Bank Fees	1,077	1,075	1,098	418	418	3,668	3,900	94.04%	3,668				3,668
Training	675	6,130	2,175			8,980	15,325	58.60%	8,555		425		8,980
Travel	8,116	3,894	4,499	852	852	17,362	17,094	101.57%	16,463		899		17,362
Reimbursed Travel		806	(806)					-100.00%					
Miscellaneous Expenses	(17)	(40)	(448)			(505)	5,000	-10.10%	(505)				(505)
FareBox Replacement	44,036	8,714				52,750	85,000	62.06%				52,750	52,750
ICAP - 10%	92,345	73,038	108,954	18,955	18,955	293,292	400,675	73.20%	274,365	8,433	10,494		293,292
Depreciation Expense	188,020	189,440	188,804	62,229	62,229	628,492	805,804	78.00%	628,492				628,492
Total Operating	1,519,467	1,386,336	1,819,347	498,153	498,153	5,223,304	7,105,951	73.51%	4,881,476	104,049	179,954	57,825	5,223,304
Capital Outlay													
Equipment under \$5000	4,491	3,369	11,948	31,852	31,852	51,659	55,000	93.93%	51,659				51,659
Disposal of Fixed Assets	25,618					25,618		-100.00%	25,618				25,618
Reimbursed Capital Expenses								0.00%					
Total Capital Outlay	30,108	3,369	11,948	31,852	31,852	77,277	55,000	140.50%	77,277	0	0	0	77,277
Other Financing Sources													
Preventive Maint (In)													
Capital Outlay (In) Out	(15,792)	(70,213)	(11,948)	(31,852)	(31,852)	(129,806)	(614,973)	21.11%	(129,806)				(129,806)
Transfer (In) Out								0.00%					
Total Other Financing Sources	(15,792)	(70,213)	(11,948)	(31,852)	(31,852)	(129,806)	(614,973)	21.11%	(129,806)	0	0	0	(129,806)
TOTAL EXPENSES	1,533,783	1,319,492	1,819,347	498,153	498,153	5,170,775	6,545,978	78.99%	4,828,947	104,049	179,954	57,825	5,170,775
Increase/(Decrease) to Net Position	(52,780)	100,065	(309,612)	(23,406)	(23,406)	(285,733)	(234,297)	121.95%	(285,733)	1	(1)	0	(285,733)

Tahoe Transportation District

ATTACHMENT A

Transit Fund

Operations Schedule

July 1, 2016 through April 30, 2017

	TO Fund Activity					Actual vs Budget	
	1st Qtr	2nd Qtr	3rd Qtr	Apr	4th Qtr	YEAR TO DATE	Board Approved Budget
Revenues							
Grants & Contributions							
FTA 5311 - NDOT	516,651	378,982	479,078	142,250	142,250	1,516,960	1,757,463
FTA 5307		261,063	433,144	109,213	109,213	803,420	1,228,636
FTA 5310 - Caltrans	18,925	23,896	35,432	10,515	10,515	88,769	98,652
Older Americans Act - Area 4	11,153	9,510	7,742	4,053	4,053	32,458	50,000
CMAQ - Cal Trans	47,806	10,019				57,825	98,000
CMAA-Cty Based Medi Cal							1,200
RTAP - Cal Trans/NDOT							
TDA - LTF	216,148	216,148	216,147	72,049	72,049	720,492	864,591
TDA - STA	78,831	67,007	61,094	20,364	20,364	227,296	315,322
Nv State Parks	21,211	395	3,883	2,310	2,310	27,798	73,726
Ca Low Carbon Transit Ops	50,504					50,504	74,269
Contributions	262,025	313,113	225,860	76,521	76,521	877,519	1,103,192
Total Grants & Contributions	1,223,255	1,280,133	1,462,379	437,275	437,275	4,403,042	5,665,051
Charges for Services							
FareBox Revenue	159,119	112,284	98,278	29,950	29,950	399,631	527,150
Pass Sales	24,532	26,063	20,081	7,500	7,500	78,176	117,500
Advertising Revenue							1,500
Total Charges for Services	183,651	138,347	118,359	37,450	37,450	477,807	646,150
Total Operating Revenues	1,406,906	1,418,480	1,580,737	474,725	474,725	4,880,849	6,311,201
Expenses							
Operating							
Personnel	773,722	733,460	1,042,580	273,778	273,778	2,823,540	4,058,958
Contract Services	5,747	5,493	4,730	2,249	2,249	18,218	33,414
Vehicle Fuel	77,922	74,572	106,821	27,822	27,822	287,138	492,691
Sales Tax on Fuel	311	286	362			959	4,000
Repair and Maintenance	106,662	92,151	145,751	47,035	47,035	391,599	365,580
Insurance	81,157	80,821	81,209	26,940	26,940	270,127	295,480
Reproduction & Printing	4,819	4,222		186	186	9,227	17,066
Facility Rent	38,037	33,506	35,942	11,880	11,880	119,365	147,514
Facility Utilities	13,428	15,170	28,341	3,721	3,721	60,659	70,696
Telephone	6,850	10,251	8,837	2,651	2,651	28,589	27,200
Supplies	28,263	17,778	11,495	4,420	4,420	61,956	8,221
Advertising & Public Relations	6,195	3,053	289	224	224	9,761	59,057
License & Permits		40	3,242	57	57	3,339	2,643
Dues, Subscriptions and Publications			2,506			2,506	3,600
Professional Services	42,104	32,476	42,966	14,735	14,735	132,280	187,033
Bank Fees	1,077	1,075	1,098	418	418	3,668	3,900
Training	675	6,130	2,175			8,980	15,325
Travel	8,116	3,894	4,499	852	852	17,362	17,094
Reimbursed Travel		806	(806)				
Miscellaneous Expenses	(17)	(40)	(448)			(505)	5,000
FareBox Replacement	44,036	8,714				52,750	85,000
ICAP - 10%	92,345	73,038	108,954	18,955	18,955	293,292	400,675
Total Operating Expenses	1,331,447	1,196,896	1,630,543	435,924	435,924	4,594,811	6,300,147
Increase/(Decrease) to Cash Position	75,459	221,584	-49,806	38,801	38,801	286,038	11,054



MEMORANDUM

Date: July 10, 2017

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Authorize Contract Extensions and Task Orders for Professional Public Outreach Consulting Services for the US 50 South Shore Community Revitalization Project and the SR89/Fanny Bridge Community Revitalization Project (Inclusive of the Meeks Bike Trail Project)

Actions Requested:

Staff requests the Board authorize contract extensions and the execution of two task orders for professional public outreach consulting services related to TTD's capital projects as described below.

Fiscal Analysis:

The Smith and Jones task order is for \$75,000 and the task order for ESI is for \$150,000. All expenditures associated with this item for the fiscal year are in the approved fiscal year 2018 budget. Expenditures associated with the consulting services will be funded through Surface Transportation Block Grant (STBG) funds and Alternative Transportation Program (ATP) grant funds.

Work Program Impact:

All work associated with this effort is captured under respective elements of the approved FY 2018 Work Program and corresponding allotted staff time.

Background:

Over the past seven years, TTD has used a carefully crafted, extensive public outreach effort to systematically gather information, help guide program and project decisions, inform the public of progress, and maintain TTD's positive perception in the Basin. These efforts have been an important part of the success that TTD has had in accomplishing its program and projects, and Staff feels similar efforts will be an important part of future TTD success and should be continued.

Four major projects have been a part of TTD's approved Capital Improvement Program (CIP). Those four projects are the SR89/Fanny Bridge Community Revitalization Project (SR89 Fanny Project), which includes the Meeks Bay Bike Path project (Meeks Project), the US 50/South Shore Community Revitalization Project (US50 Project), the Nevada Stateline to Stateline Bikeway Project (NV Bikeway Project), and the Crosslake Ferry Project (Ferry Project).

The SR89 Fanny Project is in the construction phase. Central Federal Lands Highway Division-Federal Highway Administration (CFLHD-FHWA) has awarded the construction contract to

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AGENDA ITEM: VII.B.

Martin Brothers, Inc. with construction expected to start summer 2017. The Meeks Project is expected to go to bid this year. TTD was allocated ATP Grant funds at the March 2017 California Transportation Committee meeting. A portion of the ATP funds are planned to be used to fund the construction outreach efforts for the SR89 Fanny Project.

The public comment period for the US 50 Project Public Draft Environmental document has closed. In June 2016, TTD was awarded CA and NV STBG Program funds for the US 50 Project. The STBG funds are formula funds that have become available for the Tahoe Basin with the new urban designation in the federal Fixing America's Surface Transportation Act. For Tahoe, the funds come through the two states dependent on the project location after the Tahoe Metropolitan Planning Organization determines what is to be programmed. The first of these funds were released for use on the project in September 2016. This new multi-year funding stream will allow TTD to complete the PAED, continue the Public Outreach efforts, complete the project design, and start the right-of-way process.

The NV Bikeway Project is in various phases along the east shore of the Lake. The South Demonstration Project has been completed, the North Demonstration Project is in construction, and the Central Corridor Project is in the environmental and preliminary engineering phase. The Q1 Bond is one of the funding sources being used for the North Demonstration Project. In June 2016, TTD was awarded NV STBG Program funds for the Central Corridor Project.

The Ferry Project has previously started the environmental review process. Studies have been complete for the vessel and the shoreline improvements needed. The environmental documentation stalled due to funding restrictions. However, TTD was awarded CMAQ grant funds to re-start the environmental document.

In addition to CIP project support, the public outreach efforts have also supported certain TTD transit services. These efforts include support and roll-out of the Transit Master Plans, East Shore Express marketing, and service outreach, to name a few.

Discussion:

In May of this year, the Board approved a Staff request to authorize a request for proposal for a multi-year contract for professional public outreach consulting services for TTD's capital improvement program and projects for a multi-year period. With further evaluation on procurement process and timing, Staff has determined that extending the existing contracts for a year with ESI and Smith and Jones will be the most effective and timely way to proceed. This approach will maintain continuity and eliminate gaps in the calendar that would be required to complete a formal RFP and award process. It will also allow TTD staff the opportunity to further evaluate and strategize on the next RFP process.

Current public outreach consulting services were procured in 2014. The contract was structured as an indefinite delivery indefinite quantity (IDIQ) contract and Task Orders have been issued as needed.

At this time, Staff is requesting approval of two task orders for the current fiscal year to ESI and Smith and Jones for professional public outreach work related to two primary projects: the US 50 Project and the SR89 Project. Each task order meets or exceeds the threshold of \$75,000 requiring Board approval. Additional task orders related to other project needs may be authorized later in the fiscal year that fall within the District Manager's authority (below \$75,000).

ESI's work includes on-the-ground community relations personnel for the two projects, communication plan management and coordination, press and social media, and consultation to TTD staff on outreach strategy and direction. Smith and Jones work relates to web site management, communications plan management and coordination, graphic design and publications, and consultation on outreach strategy and direction.

Both task orders are for work on two of the four primary TTD projects as described in the background section namely the US50 and the SR89/Fanny Bridge Community Revitalization Project (includes the Meeks Bike Trail as a bundled project).

Staff recommends approval.

Additional Information:

If you have any questions or comments regarding this item, please contact Carl Hasty at (775) 589-5501 or chasty@tahoetransportation.org.



MEMORANDUM

Date: July 10, 2017

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Discussion and Direction on Strategy for Regional Revenue Development Related to Regional Transportation Plan Implementation Through the Tahoe Transportation District's (TTD) Compact Authority, Transit Master Plan, Short Range Transit Plan, and Corridor Connection Plan

Action Requested:

It is requested the Board discuss the strategy presented by TTD staff and provide direction on moving forward with implementation of it.

Background:

TTD and the Tahoe Regional Planning Agency (TRPA) were given similar, but distinct responsibilities to address the transportation system needs for the Tahoe region in the Tahoe Regional Planning Compact of 1980. The two bi-state compact agencies are the stewards of the whole system charged with, in the case of TRPA to ensure that transportation is integrated with land use and threshold achievement, and in the case of TTD that public transit and desired capital improvements are implemented that others are not fulfilling. The authors of the 1980 compact recognized that the two would be needed to address the full scope of a regional system, which is otherwise administered in piecemeal fashion via political jurisdictions by eleven other entities at the state and local level.

For many years, the fulfillment of what the compact authors envisioned did not happen due to funding constraints that severely limited the TTD role. That changed in fiscal year 2009 with a series of federal appropriations, over a five year period, to TRPA who, in turn, allocated considerable sums to TTD to launch a capital improvement program of major system improvements that had not been addressed for some decades. Thanks to TTD and with the support of TRPA, a technical correction to a long-standing designation interpretation for the Tahoe Metropolitan Planning Organization was made in the federal transportation law, and now the basin is considered a major urban area, eligible for transit and capital formula funds. This important change enables Tahoe's transportation program through TRPA to have sustained federal formula funds to program for transit and capital projects. And as important as that change has been, it is not enough to fulfill the funding need for Tahoe's transportation system over the next twenty to thirty years.

Discussion:

TTD has done or is in the process of completing, the development of three program actions to implement the newly updated and adopted TRPA Regional Transportation Plan (RTP). Last month, the TTD Board adopted the Linking Tahoe: Transit Master Plan (TMP); has heard and

given direction on the development of the Short Range Transit Plan (SRTP); and has heard and discussed the Linking Tahoe: Corridor Connection Plan (CCP), which will come forward soon for adoption. TTD has developed these concepts and strategies to accelerate the implementation of RTP goals and policies, and to provide direction on TTD's role and work program over years to come.

Among the objectives the Board adopted for the TMP was a goal of establishing sixty million dollars a year in regional revenue to leverage federal, state, local, and private dollars to implement transit and multi-modal infrastructure to support transit services in the region and to the greater Tahoe region drive-up market. The development and adoption of these implementation plans and goals by TTD further fulfills what the authors of the 1980 compact envisioned. The accomplishments of the last nine years have demonstrated what TTD, TRPA, local, state, federal, and private sector partners in transportation can accomplish. The time has now arrived to memorialize partnerships and advance on a strategy to secure the sector funding needed to accomplish RTP implementation. For TTD, that proposed strategy comes in three parts which Staff would like to discuss with the Board for further refinement.

The three strategic elements Staff proposes to organize respective actions relate to:

- 1) a MOU with TRPA defining the compact relationship between them;
- 2) the development of a menu of revenue sources for transportation with an emphasis on regional and local; and
- 3) proposed Article IX (TTD's authorizing language) amendment to authorize regional revenue establishment.

TTD staff has prepared an outline for an MOU with TRPA for Board consideration and discussion. Staff feel it is time to revise the current MOU which is outdated and representative of a different time and circumstance to articulate for themselves and partners the working relationship with TRPA as intended by the compact and which has evolved with practice (Attachment A).

When the call for projects for Surface Transportation Block Grants (STBG) went out over a year ago, TTD staff had submitted a project on Recreation Travel Demand to TRPA. While TRPA did not program all the funds requested, it did program eight hundred and sixty thousand dollars for the project. Staff submitted this proposal anticipating the need to continue public outreach and education for Tahoe's transportation program, and to procure consultant services to evaluate and recommend regional revenue sources for program implementation. Access to the funding is pending amendment to the federal transportation improvement program list and the state's transportation improvement program list. Staff expects the funds to be available by late fall to begin work.

The MOU and recreation travel demand project work are key to the political opportunities that exist over the course of the current fiscal year and into the next to position proposed legislative changes and support. TRPA has been working to establish a bi-state consultation on the subject of transportation implementation with the two state gubernatorial administrations which is scheduled to begin August 8. TTD staff has been in consultation with the TRPA staff and Board on this matter and will participate on the 8th. The next opportunity will be at the annual federal event at Tahoe to be sponsored by Senator Feinstein on August 22 at Valhalla. After that, the next opportunity is with the Nevada legislative oversight committee for Lake Tahoe and Marlette Lake.

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AGENDA ITEM: VIII.A.

Typically, the committee schedule includes the kick-off meeting to be held in the fall and the balance of the meetings scheduled through spring of the following year, with the final work session to be concluded by August in order to advance any bill drafts from the committee and meet the Nevada legislative schedule for 2019. It is this committee opportunity that Staff believes offers the greatest investment in work to arrive at proposed changes to Article IX or other legislative authorities for TTD. Staff proposes to develop the consultant product from the recreation travel project for use with the committee work sessions in 2018.

And key to the success of these three approaches is the amalgamation of a critical mass of in basin supporters representing a cross section of sectors. The TTD Board and staff have important work to do to help amass the collective support for what TTD, TRPA, and other sectors need to do to advance the implementation of the Tahoe basin's transportation program over the long term.

Additional Information:

If you have any questions or comments regarding this item, please contact Carl Hasty at chasty@tahoetransportation.org or (775) 589-5501.

Attachment:

- A. Draft Outline dated July 10, 2017 – Memorandum of Understanding Transportation Roles and Responsibilities

DRAFT OUTLINE 7/10/17

MEMORANDUM OF UNDERSTANDING

TRANSPORTATION ROLES AND RESPONSIBILITIES

A Symbiotic Relationship

The drafters of the 1980 amendments to the Tahoe Regional Planning Compact (P.L. 96-551) were visionaries in terms of the importance of transportation in solving the Tahoe Basin's environmental challenges. In order to address the Tahoe Basin's unique transportation needs, the drafters created TTD and amended TRPA's planning authorities in order to structure a symbiotic relationship that would be capable of planning and developing the Tahoe Basin's transportation system.

There are multiple state, local and federal jurisdictions in the Tahoe Basin that have a role in planning and developing the Tahoe Basin's transportation system. However, only TRPA and TTD have a collective responsibility to create and implement a vision for the Tahoe Basin as a whole.

Planning, Regulation and Implementation**TRPA**

TRPA was created to establish environmental threshold carrying capacities and adopt regional plans and regulations to achieve and maintain those capacities. P.L. 96-551, Art. I(b). As a transportation planning agency, TRPA serves as the Tahoe Metropolitan Planning Organization and prepares periodic transportation plans outlining the vision for developing, operating and maintaining the Tahoe Basin's transportation system. The projects that are currently planned for that transportation system include bridges, intersections, roads, highways, complete streets, water quality improvements, trails, bike paths, shared use paths, parking facilities, safety features, technology, and transit services and facilities. See Linking Tahoe: Regional Transportation Plan 2017, Appendix B. As a regulatory agency, TRPA establishes land use regulations that shape transportation needs and drive transportation conscious development.

TTD

TTD was created to administer TRPA's transportation plans and develop the Tahoe Basin's transportation system. TTD has power to own and operate that public transportation system to the exclusion of all other publicly owned transportation systems in the Tahoe Basin. P.L. 96-

551, Art. IX(d)(1). TTD's planning efforts are focused on implementation and include the Long and Short Range Transit Plans, the Corridor Management Plan, and others.

Regional Revenues

TRPA

TRPA does not have authority to generate "self-help" regional revenues for the transportation system. Since TRPA is a planning and regulatory agency, its authority to generate revenues is limited to fees it can collect for the planning and regulatory services that it provides to the public. TRPA may fix and collect reasonable fees for any services rendered by it. P.L. 96-551, Art. VIII(b). TRPA may charge and collect a reasonable fee from any person proposing a project in order to receive the estimated costs incurred by TRPA in preparing an environmental impact statement. P.L. 96-551, Art. VII(e). Although it cannot generate revenues, TRPA can request state funds in the itemized budget it submits to the states annually. P.L. 96-551, Art. VIII(a) and (b).

TTD

TTD has authority to generate regional revenues to develop, own and operate the Tahoe Basin's transportation system. TTD has authority to fix the rates and charges for the transportation services it provides to the public. P.L. 96-551 (Art. IX(d)(4)), *as amended by* CA S.B. 815 (Art. IX(h)(5)) and NV S.B. 24 (Art. IX(g)(7)). TTD has authority to issue revenue bonds and other evidence of indebtedness and make other financial arrangements appropriate for developing and operating the transportation system. P.L. 96-551 (Art. IX(d)(5)), *as amended by* CA S.B. 1308 (Art. IX(e)(6)) and NV S.B. 441 (Art. IX(e)(6)). TTD has authority to propose taxes to support the transportation system, but is prohibited from imposing ad valorem property taxes, a tax measured by gross or net receipts on business, a tax or charge that is assessed against persons or vehicles as they enter or leave the Tahoe Basin, or any tax, direct or indirect, on gaming tables and devices. Any such proposed tax must be approved by voters pursuant to the requirements of the state in which they reside, and the tax can only be used for the services for which it was imposed. P.L. 96-551 (Art. IX(d)(6)), *as amended by* CA S.B. 815 (Art. IX(h)(9)) and NV S.B. 24 (Art. IX(g)(9)).

TTD's authority to generate regional revenues was intentionally limited when it was created because the drafters of the 1980 amendments wanted to be sure that TRPA and TTD would be responsible in planning and developing the Tahoe Basin's transportation system. However, the drafters knew that there would be a need for regional revenues in the future and they agreed that TTD's authority (unlike TRPA's authority) could be amended in the future through substantively identical state enactments without Congressional involvement. P.L. 96-551 (Art.

IX(e)). Therefore, TTD is the only jurisdiction in the Tahoe Basin with the ability to expand its ability to generate “self-help” regional revenues with consent from the states.

The Future of Transportation in the Tahoe Basin

TRPA planning efforts have identified enormous and daunting unmet transportation needs in the Tahoe Basin. TRPA’s current Regional Transportation Plan identifies total capital, operations and maintenance costs of \$3,805,532,084 for projects on its unconstrained list, and \$2,049,661,873 for projects on its constrained list. See Linking Tahoe: Regional Transportation Plan 2017, Appendix B. Additionally, current planning does not identify funding for the cost of necessary transit facilities, mobility hubs, or parking facilities that are generally recognized as vital to developing the Tahoe Basin’s transportation system. Those projects will cost (conservatively) hundreds of millions of more dollars. Therefore, even if identified constrained revenues are realized, current planning shows that the costs of developing, operating and maintaining the Tahoe Basin’s transportation system will be over \$2,000,000,000 in excess of constrained revenues.

TRPA and TTD need to work together in cooperation with other local, state and federal jurisdictions to develop the “self-help” revenues that are needed to meet these transportation needs. Because of TRPA’s authority to request state funds in its itemized budgets, TRPA can receive additional state funds for implementation planning for projects. Because of TTD’s unique authority to generate “self-help” regional revenues, TTD can act as the lead in that regard. However, TTD, TRPA, other jurisdictions, and the private sector in the Tahoe Basin must work together to pursue state consent for the additional authorities that is needed. Due to the limitations in the current version of Article IX, TTD currently generates \$0 in “self-help” revenues. Due to its lack of a dedicated revenue source, TTD cannot issue bonds or other evidence of indebtedness to finance capital projects. Therefore, TTD and TRPA will need to work together to pursue state consent to an amendment to Article IX so that TTD can generate the “self-help” regional revenues that were originally envisioned by the drafters of the 1980 Compact amendments.

TTD will continue to assist and support TRPA and other jurisdictions in pursuit or maintenance of new and existing funding sources. It is through the leveraging of sector resources in the environmental improvement program tradition that the transportation program can be financed and implemented.

Memorandum of Understanding

TRPA and TTD were created to address and solve the Tahoe Basin’s unique transportation challenges. Now is the time for TRPA and TTD to memorialize the details of their symbiotic relationship and address those challenges as a united team with clearly defined roles and

responsibilities. With direction from this Board, TTD staff will prepare the draft of a Memorandum of Understanding between TRPA and TTD to be adopted by both parties' boards and serve as a framework for efficient and effective cooperation going forward.

DRAFT



MEMORANDUM

Date: July 10, 2017

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Project Status Update and Discussion of the District's Program of Projects: US 50 South Shore Community Revitalization Project, SR89 Fanny Bridge Community Revitalization Project, and Sugar Pine Point to Meeks Bay Bike Trail Project

Action Requested:

It is requested the Board hear an informational update presentation by Staff and discuss the US 50/South Shore Community Revitalization Project (US50), the SR89 Fanny Bridge Community Revitalization Project (Fanny Bridge), and the Sugar Pine Point to Meeks Bay Bike Trail Project (Meeks).

Fiscal Analysis:

All project activity is accounted for in the District's budget.

Work Program Analysis:

These projects are included in the work program and the TTD's Capital Improvement Program. All work associated with this effort will be captured under respective elements of the existing Work Program and corresponding allotted staff time.

Background:

The projects to be discussed are part of the program of projects that has been underway since 2009, with the exception of the Meeks, which was added in 2011. The Fanny Bridge project is funded and under construction. Meeks is funded and headed to construction. The US50 project recently completed the public comment period for the environmental analysis report and is expected to go to decision this year.

Discussion:

Staff will present a detailed summary report and update of the status of each project and its design elements to bring the Board up to speed and answer any questions.

Additional Information:

If you have any questions or comments regarding this item, please contact Russ Nygaard at RNygaard@tahoetransportation.org or (775) 589-5503.



MEMORANDUM

Date: July 10, 2017
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Approve the Proposed Triennial Disadvantaged Business Enterprise Program Goal for Federal Transportation Administration Funding

Action Requested:

It is requested the Board approve the proposed triennial (fiscal years 2018 – 2020) overall Disadvantaged Business Enterprise (DBE) goal for Federal Transportation Administration (FTA) funding.

Fiscal Impact:

All expenditures associated with this item for the fiscal year are in the approved fiscal year 2018 budget.

Work Program Impact:

All work associated with this effort is captured under respective elements of the existing Work Program and corresponding allotted staff time necessary for administration of the budget and operations.

Background:

At the February 2012 Board meeting, the Board adopted TTD's DBE Program. In October 2016, the TTD became a grantee under FTA's Urbanized Area Formula Funding Program (49 U.S.C. 5307). FTA requires grantees whom receive FTA funding of \$250,000 or more and use those funds on expenses other than labor costs or transit vehicle purchases to establish a triennial DBE participation goal.

Discussion:

The DBE goal is the percentage of federal funds the TTD believes will be spent contracting with certified disadvantaged business enterprises. The FTA has developed a methodology to help entities establish that goal and consists of four procedures and follows FTA's 2-step process:

- A. Determine the weight of each type of work by NAICS (North American Industry Classification System) Code for the types of expenses receiving FTA funding.
- B. Define the market area and the availability of ready, willing, and able DBE's within the market area.
- C. Calculation of the Base Figure Goal (**Step 1**).

D. Adjustment of the Base Figure based on DBE attainment in the past three years (**Step 2**).

This methodology, along with assumptions, must be included in the submission of the DBE goal to the FTA. Upon completion of the required methodology (Attachment A), the TTD is proposing a goal of 2.1% for DBE participation in its FTA's assisted transit operations. A public notice has been published announcing the overall goal and the methodology is available for inspection and comment. The proposed goal and methodology is due to the FTA by August 1, 2017.

Additional Information:

If you have any questions or comments regarding this item, please contact Judi Allen at (775) 589-5502 or jallen@tahoetransportation.org.

Attachment:

- A. Draft Disadvantaged Business Enterprise Goal Setting Methodology

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**TAHOE TRANSPORTATION DISTRICT
DISADVANTAGED BUSINESS ENTERPRISE (DBE) GOAL**

SETTING METHODOLOGY

FY 2018 – FY 2020

Summary

The Tahoe Transportation District (TTD) receives funding from the Federal Transit Administration (FTA) of the U.S. Department of Transportation. In accordance with the requirements of the U.S. Department of Transportation's Disadvantaged Business Enterprise: Program Implementation (49 C.F.R. Part 26), the TTD has developed a 2.1% overall Disadvantaged Business Enterprise (DBE) race neutral goal for fiscal years 2018 through 2020.

This goal is based on evidence of ready, willing, and able DBEs relative to all businesses ready, willing and able to participate on federal-aid transit projects.

Overall DBE Goal Methodology

The FTA funds the TTD expects to receive for the next three years will be budgeted mainly for transit operating expenses and personnel costs. The personnel costs are not included in the goal setting process.

The TTD used FTA's two-step process as detailed in 49 C.F.R. Part 26.45.

Step 1: Determine a base figure for the relative availability of DBEs

TTD is located at South Lake Tahoe, which is located in both states of California and Nevada. As TTD uses vendors from both California and Nevada, the DBE directories of both California (Caltrans) and Nevada (NDOT) Departments of Transportation were used to determine the number of ready, willing and able DBEs. The TTD determined which North American Industry Classification System (NAICS) codes it expects to use in the next three fiscal years. Using the 2015 Countywide Business Patterns from the U.S. Census Bureau for the counties of El Dorado, Washoe, Douglas and Carson City, the number of ready, willing and able businesses were identified. Of the 1,607 ready, willing and able businesses, there are 70 ready, willing and able DBEs.

NAICS Code	Number of Establishments	Number of Available DBEs	Percentage of DBEs
44421 Outdoor Power Equipment Stores	8	0	-
8111 Automotive Repair & Maint.	425	1	-
44131 Automotive Parts & Accessories Stores	84	0	-
44132 Tire Dealers	58	0	-

44411 Home Centers	17	0	-
45321 Office Supplies & Stationery Stores	14	0	-
45431 Fuel Dealers	29	0	-
48531 Taxi Service	6	0	-
5414 Graphic Design Services	41	9	22%
541511 Custom Computer Programming Services	231	5	2%
541611 Administrative Mgt & General Mgt	279	5	2%
541613 Marketing Consulting Services	127	13	10%
54181 Advertising Agencies	40	9	23%
54182 Public Relations Agencies	33	19	58%
54192 Photographic Services	35	5	14%
54192 Translation & Interpretation Services	3	4	133%
561612 Security Guards & Patrol Services	26	0	-
561613 Armored Car Services	2	0	-
56162 Security Systems Services	36	0	-
56171 Exterminating and Pest Control Services	39	0	-
811212 Computer & Office Machine Repair & Maint.	21	0	-
811213 Communication Equipment Repair & Maint.	4	0	-
81232 Drycleaning & Laundry Services	49	0	-
Total	1,607	70	4%

To ensure the base figure is as accurate as possible, the numbers were then weighted by each NAICS code used, giving TTD a 2.1% goal.

NAICS Code	Projected FTA Funds Expenditure	Percent of Total FTA Funds (weight)
44421 Outdoor Power Equipment Stores	\$1,300	
8111 Automotive Repair & Maint.	\$97,500	.31
44131 Automotive Parts & Accessories Stores		
44132 Tire Dealers		
44411 Home Centers		
45321 Office Supplies & Stationery Stores		
45431 Fuel Dealers		
48531 Taxi Service	\$7,800	.02
5414 Graphic Design Services	\$6,630	.02
541511 Custom Computer Programming Services	\$58,500	.18
541611 Administrative Mgt & General Mgt	\$32,760	.10
541613 Marketing Consulting Services		
54181 Advertising Agencies	\$13,260	.04
54182 Public Relations Agencies		
54192 Photographic Services		
54192 Translation & Interpretation Services		
561612 Security Guards & Patrol Services	\$15,600	.05
561613 Armored Car Services	\$7,358	.02
56162 Security Systems Services	\$39,000	.12
56171 Exterminating and Pest Control Services		
811212 Computer & Office Machine Repair & Maint.	\$17,160	.05
811213 Communication Equipment Repair & Maint.	\$8,892	.03
81232 Drycleaning & Laundry Services	\$10,920	.03
Total	\$316,680	

NAICS Code	Weight	Percentage of DBEs	Weighted Base Figure
44421 Outdoor Power Equipment Stores		-	
8111 Automotive Repair & Maint.	.31	-	.0007
44131 Automotive Parts & Accessories Stores		-	
44132 Tire Dealers		-	
44411 Home Centers		-	
45321 Office Supplies & Stationery Stores		-	
45431 Fuel Dealers		-	
48531 Taxi Service	.02	-	-
5414 Graphic Design Services	.02	22%	.0046
541511 Custom Computer Programming Services	.18	2%	.0040
541611 Administrative Mgt & General Mgt	.10	2%	.0018
541613 Marketing Consulting Services		10%	-
54181 Advertising Agencies	.04	23%	.0094
54182 Public Relations Agencies		58%	-
54192 Photographic Services		14%	-
54192 Translation & Interpretation Services		133%	-
561612 Security Guards & Patrol Services	.05	-	-
561613 Armored Car Services	.02	-	-
56162 Security Systems Services	.12	-	-
56171 Exterminating and Pest Control Services		-	-
811212 Computer & Office Machine Repair & Maint.	.05	-	-
811213 Communication Equipment Repair & Maint.	.03	-	-
81232 Drycleaning & Laundry Services	.03	-	-
Total		70	.0205
			2.1%

Step 2: Adjust Base Figure

As TTD has not been required to submit a DBE goal in the past, past DBE participation was not a factor in adjusting the base figure.

The TTD considered the evidence from disparity studies conducted by Caltrans (2012) and NDOT (2013). However, the findings in those studies related more to construction contracting opportunities, which TTD does not currently anticipate during these three fiscal years.

Therefore, the overall DBE goal for FTA-assisted contracts for fiscal years 2018 through 2020 is 2.1%, with DBE participation sought on a race-neutral basis.

Public Participation

TTD will consult with organizations which are expected to have information concerning the availability of disadvantaged and non-disadvantaged business, the effect of discrimination on opportunities for DBEs, and efforts to be made to establish a level playing field for the participation of DBEs.

The following public notice was published in the Tahoe Daily Tribune on July 1, 2017, posted on TTD's website – tahoetransportation.org and mailed to local chambers, Small Business Administrations and Small Business Development Centers.

**PUBLIC NOTICE
TAHOE TRANSPORTATION DISTRICT**

**DISADVANTAGED BUSINESS ENTERPRISE (DBE) GOAL
FOR FISCAL YEARS 2018-2020**

In accordance with the requirements of the U.S. Department of Transportation (set forth in 49 CFR Part 26), the Tahoe Transportation District is proposing a goal of 2.1% for DBE participation in its Federal Transit Admin. assisted transit operations.

The proposed goal and its rationale are available for public review at tahoetransportation.org and 128 Market St., Ste 3-F, Stateline, NV 89449 for 30 calendar days following the date of publication of this notice. Interested parties are encouraged to submit comments within 45 days of this notice to Judi Allen, DBE Liaison Officer, TTD, PO Box 499, Zephyr Cove, NV 89448. Comments may also be submitted to the Regional Civil Rights Officer, Federal Transit Administration, Region IX, 201 Mission St., Ste 1650, S.F., CA 94150.

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