

**TAHOE TRANSPORTATION DISTRICT (TTD)
BUDGET FINANCE COMMITTEE
Meeting Agenda**

**Virtual Meeting
Via GoToWebinar**

**January 22, 2021
8:45 a.m.**

CORONAVIRUS (COVID-19) ADVISORY NOTICE

Consistent with Executive Orders No.-25-20 and No. N-29-20 from the Executive Department of the State of California and Declaration of Emergency Directive 006 from the Executive Department of the State of Nevada, the Tahoe Transportation District Budget Finance Committee meeting will not be physically open to the public and all Committee Members will be teleconferencing into the meeting via GoToWebinar. To maximize public safety while still maintaining transparency and public access, members of the public can join the meeting by registering via the link below.

Members of the public may provide public comment by sending comments to the Clerk to the Board by email at jallen@tahoetransportation.org. Please note which agenda item the comment pertains to. Comments will be distributed at the Board meeting and attached to the minutes of the meeting. All comments should be a maximum of 500 words, which corresponds to approximately three minutes of speaking time. Comments for each agenda item should be submitted prior to the close of that agenda item.

Any member of the public who needs accommodations should email or call Judi Allen who will use her best efforts to provide reasonable accommodations to provide as much accessibility as possible, while also maintaining public safety in accordance with TTD's procedure for resolving reasonable accommodation requests. All reasonable accommodations offered will be listed on the TTD website at tahoetransportation.org.

Please register for the TTD Finance Committee Meeting / TTD Board Meeting at:
<https://attendee.gotowebinar.com/register/8319891650103143950>

There is only one registration link for both meetings. After registering, you will receive a confirmation email containing information about joining the webinar.

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. NOMINATION AND ELECTION OF FINANCE COMMITTEE CHAIR AND VICE-CHAIR

III. RECOMMENDATION OF APPROVAL OF MINUTES OF DECEMBER 11, 2020

IV. DISCUSSION ITEMS

(All Items for Possible Recommendation)

- A. Review and Acceptance of the District's Financial Statement of Operations through October 31, 2020 (Item V.A.)

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- B. Review and Acceptance of TTD's Fiscal Year 2019-20 Single Audit Report (Item V.B.) **15**
- C. Adopt Resolution 2021-001 Removing Reliance Trust Company as the Trustee for the Employee Retirement 457(b) Plan with Mass Mutual Acknowledging the TTD District Manager as the Successor Trustee and Nationwide Financial as the Custodian Record Keeper Consistent with the Terms of the Contract Between Reliance and TTD (Item V.C.) **29**

V. PUBLIC INTEREST COMMENTS

VI. ADJOURNMENT

**TAHOE TRANSPORTATION DISTRICT (TTD)
TAHOE TRANSPORTATION COMMISSION (TTC)
Special Meeting – Notice of Agenda and Agenda**

**Virtual Meeting
Via GoToWebinar**

**January 22, 2021
9:30 a.m.**

This meeting is being called as a special meeting because it is not occurring on the regularly scheduled second Friday of the month at 9:30 a.m.

CORONAVIRUS (COVID-19) ADVISORY NOTICE

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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
- B. Approval of Agenda for January 22, 2021
- C. Approval of Minutes of December 11, 2020

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

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XI. BOARD, COMMISSION MEMBER AND STAFF COMMENTS

XII. PUBLIC INTEREST COMMENTS

XIII. 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
December 11, 2020**

Committee Members in Attendance:

Marsha Berkgigler, Washoe County, Chair
Cindy Gustafson, Placer County
Steve Teshara, SS-TMA

Others in Attendance:

Carl Hasty, Tahoe Transportation District
Joanie Schmitt, Tahoe Transportation District
Judi Allen, Tahoe Transportation District

I. PUBLIC INTEREST COMMENTS

No public interest comments were made.

II. RECOMMENDATION OF APPROVAL OF MINUTES OF NOVEMBER 13, 2020

Mr. Teshara made the motion to recommend approval of the minutes of November 13, 2020. Ms. Gustafson seconded the motion. The motion passed.

III. DISCUSSION ITEMS

(All Items for Possible Recommendation)

A. Review and Acceptance of the District's Financial Statement of Operations through September 2020

Ms. Schmitt reviewed this item. Ms. Gustafson suggested developing a workshop regarding the parking pilot system for other agencies in the Basin.

Ms. Berkgigler arrived at 9:21 a.m.

Mr. Teshara made the motion to recommend acceptance of the District's Financial Statement of Operations through September 30, 2020. Ms. Gustafson 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
December 11, 2020**

TTD Board Members in Attendance:

Cindy Gustafson, Placer County, Chair
Cody Bass, City of South Lake Tahoe
Marsha Berkbigler, Washoe County
Brian Bigley, Member at Large
Andy Chapman, TNT-TMA
Kyle Davis, Nevada Governor Appointee
Lucia Maloney, Carson City, Vice Chair
Sue Novasel, El Dorado County
Wesley Rice, Douglas County
Steve Teshara, SS-TMA
Bill Yeates, Tahoe Regional Planning Agency Appointee
Sondra Rosenberg, NDOT
Alex Padilla, Caltrans

TTD Board Members Absent:

California Governor Appointee – Vacant

Others in Attendance:

Carl Hasty, Tahoe Transportation District
Joanie Schmitt, Tahoe Transportation District
George Fink, Tahoe Transportation District
Danielle Hughes, Tahoe Transportation District
DeDe Aspero, Tahoe Transportation District
Nick Haven, Tahoe Regional Planning Agency
Judi Allen, Tahoe Transportation District
Nira Doherty, Legal Counsel

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 Chair Gustafson at 9:31 a.m., via GoToWebinar. Roll call was taken and it was determined a quorum was in attendance for the TTD.

B. Approval of TTD Agenda of December 11, 2020

Staff requested Item VII.G. be moved to follow Item VII.A. Motion/second by Mr. Yeates/Ms. Berkbigler to approve the revised TTD agenda for today's meeting. The motion passed unanimously.

C. Approval of TTD Meeting Minutes for November 13, 2020

Motion/Second by Ms. Berkbigler/Mr. Teshara to approve the TTD minutes. The motion passed, with Mr. Bass abstaining.

- D. Approval of TTD Meeting Minutes for November 20, 2020
Motion/Second by Mr. Teshara/Ms. Novasel to approve the TTD minutes.
The motion passed, with Mr. Bass abstaining.

II. EMPLOYEE INTRODUCTIONS / SERVICE AWARDS

Mr. Fink introduced Tony Columbo, dispatcher.

III. PUBLIC INTEREST COMMENTS

No public interest comments were made.

IV. BUDGET FINANCE COMMITTEE REPORT

Ms. Berkbigler reported the committee reviewed the item and recommended the requested action of the consent item.

V. TAHOE REGIONAL PLANNING AGENCY ADVISORY PLANNING COMMISSION APPOINTEE REPORT

Mr. Teshara reported the APC considered amendments to the City of South Lake Tahoe's Tahoe Valley Area Plan to help facilitate the Sugar Pine Village affordable housing project to be located west of the Y.

VI. TAHOE TRANSPORTATION DISTRICT (TTD) CONSENT ITEMS

- A. Review and Acceptance of the District's Financial Statement of Operations through September 2020

Ms. Berkbigler motioned to approve the consent calendar, Mr. Teshara seconded the motion. The motion passed unanimously.

VII. TAHOE TRANSPORTATION DISTRICT (TTD) BUSINESS ITEMS

- A. Review and Acceptance of TTD's Fiscal Year 2019-20 Financial Audit Report and Review of the Draft Fiscal Year 2019-20 Single Audit

Ms. Schmitt reviewed this item and introduced Mr. Erick Martin of Davis Farr. Mr. Martin reviewed the District's Financial Audit Report. Ms. Schmitt noted that the Single Audit cannot be completed for Board acceptance until the auditors have received final audit direction from the Federal Office of Management and Budget. Staff will bring it back to the Board once complete.

Ms. Novasel thanked staff for their work in receiving a clear audit.

Action Requested: For Possible Action

Ms. Novasel made the motion to accept the Financial Audit of the Tahoe Transportation District for fiscal year 2019-20. Ms. Berkbigler seconded the motion. The motion passed unanimously.

B. Formal Recognition of Washoe County Commissioner Marsha Berkgigler for her Service as Director on the Board of the Tahoe Transportation District

Mr. Hasty stated his appreciation of Ms. Berkgigler's service on the Board for the last eight years. Ms. Gustafson, the Board members and others thanked Ms. Berkgigler for her eight years of serving on the Board and expressed their pleasure of working with her.

Action Requested: For Possible Action

Ms. Novasel made the motion to adopt the plaque for Ms. Berkgigler. Mr. Teshara seconded the motion. The motion passed unanimously.

C. Appoint Replacement of Marsha Berkgigler to the District's Finance Committee

Mr. Hasty reviewed this item. Mr. Teshara nominated Ms. Maloney for the Finance Committee. There were no other nominations and Ms. Maloney accepted.

Action Requested: For Possible Action

Mr. Teshara made the motion to appoint Ms. Maloney to the Finance Committee. Mr. Davis seconded the motion. The motion passed with Ms. Maloney and Mr. Bass abstaining.

D. Acceptance of the Park Tahoe State Route 28 Value Pricing Pilot Program Monitoring Report for the Tahoe East Shore Trailhead Parking

Mr. Hasty introduced this item and Karen Mullen-Ehly. Ms. Mullen-Ehly reviewed the monitoring report and gave a presentation. Mr. Chapman suggested simplifying the rate structure. Ms. Gustafson asked if there have been any issues with visitors trying to avoid paying for parking by parking in the nearby neighborhoods. Ms. Mullen-Ehly responded the visitors would park farther north on the highway and walk back to the trailhead.

Public Comment:

Carole Black commented that along with continuing to gather data and measurements, it is important to think about the community impacts.

Action Requested: For Possible Action

Mr. Davis made the motion to accept the State Route 28 North Demonstration Value Pricing Pilot Program Monitoring Report for the Tahoe East Shore Trailhead parking. Mr. Chapman seconded the motion. The motion passed unanimously.

E. Approval of First Addendum to State Route 28 Corridor Operations and Maintenance Interlocal Agreement

Mr. Hasty and Ms. Mullen-Ehly reviewed this item. Mr. Chapman noted a need to look at non-summer operations with winter maintenance.

Action Requested: For Possible Action

Mr. Chapman made the motion to approve the first addendum to the State Route 28 Corridor Operations and Maintenance Interlocal Agreement. Mr. Davis seconded the motion. The motion passed unanimously.

F. Adoption of Ordinance No. 2020-01 for the State Route 28 North Demonstration Value Pricing Pilot Program Known as Park Tahoe Related to Paid Parking and Parking Management

Mr. Hasty, Ms. Doherty and Ms. Mullen-Ehly reviewed this item.

Action Requested: For Possible Action

No action was taken due to the Exhibit A was inadvertently not attached to the Ordinance No. 2020-01.

G. Update on the Public Process and Potential Project Concept for the Old Elementary School Site Located at 771 Southwood Blvd., Incline Village, for Transit Use and a Judicial Service Center Addressing Public Safety and Public Access in the Lake Tahoe Region

Mr. Hasty reviewed this item and apologized for the short notice of trying to schedule a public meeting and noted it will be rescheduled with plenty of notice. Ms. Gustafson asked for clarification of the timeline of such a project. Mr. Hasty responded that public meetings will be held in the first quarter of 2021 to develop some concepts for project planning, then launch the full environmental analysis, including looking at alternative locations.

Commissioner Berkbigler stated she is appreciative of Mr. Hasty working with the public. Mr. Chapman agreed the attempt to schedule the public meeting was in too short of a timeframe, but the intent was correct and he looks forward to engaging all folks to discuss solutions and being involved in the conversations. Mr. Davis stated he wants to ensure a mistake like this doesn't happen again. Ms. Berkbigler asked if the purchase of the property could be held off until the public meetings have been conducted. Mr. Hasty stated he will get in touch with the school district. Mr. Teshara suggested developing a graph and timeline of the project to give better clarifying information.

Ms. Rosenberg arrived at 10:35 a.m.

Public Comment:

Ronda Tycer commented she has sent a letter regarding the use of the parcel and stated there are problems with the continued use of the property as a mobility hub. She is not against a mobility hub in Incline Village, she is against building it at the school site.

Diane Becker stated the school parcel will require a special use permit, which she said will need to be brought to the Incline Village/Crystal Bay Citizens Advisory Board for approval along with plans, environmental reports and studies. She requested a description of the needs and the project to be developed for the public meetings.

Other public comments were received prior to the meeting, distributed to the Board and are attached to these minutes.

Action Requested: Informational Only

- H. Update, Discussion, and Possible Direction on Work Plan Development for Phase 2 of One Tahoe as Part of a **Framework to Collaboratively Develop a Transportation Sustainable Revenue Proposal**

Mr. Hasty reviewed this item.

Action Requested: For Discussion and Possible Direction

VIII. DISTRICT MANAGER REPORT

Mr. Hasty reported staff remains vigilant in following the CDC's COVID guidelines.

IX. BOARD, COMMISSION MEMBER AND STAFF COMMENTS

Mr. Yeates commented that it is his last Board meeting and has appreciated working with everyone and participating in the Governance Workshops.

Ms. Berkbigler stated how much she enjoyed working with everyone and left the meeting at 12:28 p.m.

Ms. Rosenberg noted NDOT just released an RFP for statewide transportation funding, but it will not replace the need for funding in the Tahoe Basin and also released the Statewide Climate Strategy last week.

X. PUBLIC INTEREST COMMENTS

Carole Black suggested adding a local resident to the Incline Village ad-hoc committee.

Nick Haven noted the 2021 Federal Transportation Improvement Program draft will be brought to the Board next month for a public hearing.

Mr. Bass left.

XI. FACILITATED WORK SESSION FOR BOARD GOVERNANCE POLICIES AND PROCEDURES UPDATE

Melissa Kuehne, Institute of Local Government, conducted the work session with a presentation and discussion. Work session notes are attached.

For Possible Action: Adopt Updated Policies and Procedure Manual and Mission Statement

Mr. Teshara made the motion to adopt Resolution 2020-009 approving revisions to the Policies and Procedures Handbook and approve the Mission Statement. Ms. Maloney seconded the motion. The motion passed unanimously.

XII. ADJOURNMENT

The meeting adjourned at 2:09 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.)

TTD Board Workshop Summary – Dec 2020

Attendees

- Cindy Gustafson, Board Chair, Placer County
- Lucia Maloney, Vice Chair, Carson City
- Brian Bigley, Heavenly Mountain Resort
- Andy Chapman, Truckee-North Tahoe Transportation Management Association
- Kyle Davis, Nevada Governor Appointee
- Sue Novasel, El Dorado County
- Wesley Rice, Douglas County
- Sondra Rosenberg, Nevada Department of Transportation
- Steve Teshara, South Shore Transportation Management Association
- Bill Yeates, Tahoe Regional Planning Agency Chair
- Carl Hasty, Staff
- Nira Doherty, Staff
- Melissa Kuehne, ILG

Review and Adopt Updated Policy Handbook

ILG and TTD staff shared the updates/changes that had been made to the handbook since the November meeting and asked for final questions and comments. No additional comments were shared.

Goal Setting

Review 2018 Goals

The Board reviewed the goals from the 2018 work session:

- Provide Education to Enable the Tahoe Regional Planning Agency (TRPA) and their Governing Board (GB) and Local Governments to Partner with TTD to Address Mutual Transportation Priorities
- Establish a Sustainable Regional Funding Source
- Pursue Baseline Operational Funding

They discussed progress that had been made, and what should remain a priority for the next five years.

2020 Goals/Initiatives

The Board shared additional goals/strategic initiatives for consideration responding to question “If TTD is successful, what does the Tahoe Basin look like in five years? What has been achieved?” and then engaged in a prioritization exercise. The top goals identified in the discussion were:

- Improve TTD's reputation and working relationship with partners region-wide, including addressing any ongoing issues and clarifying roles between TTD and TRPA.
- Establish a sustainable regional funding source in collaboration with state, local, and regional partners.
- Increase the connectivity and reliability of a regional multi-modal transit system around the basin which includes micro-transit and other support components.
- Secure funding to support TTD operations and the implementation of the Regional Transit Plan as part of a sustainable regional funding source.

Wrap-Up/Next Steps

Action Items

- Based on the Board's conversation, ILG and TTD staff will draft the four strategic initiatives and share them with the Board for review and refinement.

From: [William Holmes](#)
To: [Judi Allen](#)
Subject: Re: Proposed transportation hub in Incline Village
Date: Wednesday, December 2, 2020 1:01:03 PM

December 2, 2020

Judi Allen
Executive Assistant
Tahoe Transportation District

Dear Ms. Allen:

Many thanks for getting back to me and offering to serve as a conduit for my comments regarding the proposal to convert the old Incline Village elementary school into a transportation hub. I assume this means that you will forward this email to Director Hasty and the various TTD board members?.

As for my comments, I have to rely on the November 20 article in the *Tahoe Daily Tribune*, since that was the first I had heard of the proposal. To the extent that article might have contained errors, then my comments may be off the mark, and if so, I apologize in advance. That said, issues raised in the article and to which I would like to respond include the following.

First, one of the board members is quoted as arguing that since the school site was presumably safe for school busses, the same should be true for its use as a transportation hub. The question is not, however, whether busses can safely transport children to and from a school a couple of times a day. Rather, the question is whether it is safe and acceptable to have numerous cars and busses traveling throughout the day to a site zoned for residences, that is across the street from multiple family-occupied apartment buildings, and that is located on a steep hill next to one of only two stop lights in the village. Not only does this suggest safety issues; it suggests extensive traffic congestion and back-ups. A report from the school district on school bus safety is, thus, not really relevant

Second, the article refers to an "initial appraisal" that has been done of the site, a "Phase I environmental site assessment," and another appraisal "scheduled for November 16." Will these be made available to the public for review, and, if so, how can the public access them in the middle of a pandemic? Would it at least be possible to post summaries online? Also, are copies of the appraisals being made available to the IVGID Board members for their review? Since those of us who reside here in Incline are the ones who will be most directly impacted, we (or at least our IVGID Board representatives) should be given an opportunity to see what the appraisals have concluded and the scope of what they covered (traffic congestion, safety, neighborhood impacts, what?).

Third, while director Hasty is quoted as saying that he plans public comment periods and workshops before moving forward with the project, the article also states that the purchase is expected to be submitted to the board for "final approval" in January.2021. Obviously, these statements are inconsistent, and I agree wholeheartedly with the observations of board member Yeates that the district appears to be acting like this is "a done deal," and that the board "should get more public comment and have a more robust conversation before moving

forward."

In a related vein, the possibility of a rushed decision is particular problematic in light of another point mentioned in the article. Apparently, a possible alternative site is the WCSO substation near the intersection of the Mount Rose Highway and Highway 28, and discussions with the County are reportedly underway to explore that possibility. The WCSO site would offer obvious advantages over the school site, not the least of which is that it would not be in the heart of a residential area next to a busy traffic light, and common sense suggests that this alternative needs to be seriously considered and not simply shoved to the side.

Finally, I found it disingenuous for one of the board members to suggest that the fact that only some Incline residents have vocally opposed the project is somehow evidence that the rest of us would not be opposed. Silence based on public ignorance of a matter is not tantamount to public approval. It is more likely evidence that public officials have not done their job in keeping the public informed. Indeed, while I have had only limited opportunity to discuss the matter with others (that blasted pandemic again), some have requested that I let them know where to send their comments, since they, too, have no idea who to contact or how to go about submitting comments.

With repeated thanks for your assistance,

William Holmes
Incline Village, NV

On Mon, Nov 30, 2020 at 4:17 PM Judi Allen <jallen@tahoetransportation.org> wrote:

Hello Mr. Homes,

Please send your comments to me and I will make sure they are forwarded appropriately.

Best,

Judi Allen

Executive Assistant

Tahoe Transportation District

P.O. Box 499

Zephyr Cove, NV 89448

From: [Wayne Ford](#)
To: [Judi Allen](#)
Date: Wednesday, December 9, 2020 3:37:20 PM
Attachments: [Counter_004-010.pdf](#)

Public Comment for the TTD meeting

Resident with Standing: I live withing the notice distance for a Special Use Permit at the County and TRPA Level.

So that is why I am starting off with :Standing

The attached letter list some of my concerns about the proposed use of the Old Elementary School by Mr. Hasty and thus the TTD. I will be opposed to it no matter what Mr. Hasty tries to do to off set the negative impacts for such a use.

In addition his suggestion of once again using the site for a shuttle to Sand Harbor

without the proper permits next summer will also be met with opposition for he

has been operating that system when that use need the same Special Use Permit

his bus hub/ Parking lot needs. This time formal complaints with Code Compliance

at the County and TRPA will be filed.

So he needs and the TTD to direct their efforts a other better suited property in

Incline for the service he has indicated he wants to provide to this area.

**Wayne Ford
731 Lynda Court
Incline Village, NV.**

DATE: December 8, 2020

TO: Tahoe Transportation District Board Members via Judi Allen
jallen@tahoetransportation.org

FROM: Incline Village Resident Citizens

SUBJECT: We request that you do not approve the Tahoe Transportation District request to build a bus hub and parking lot at the Old Incline Elementary School site in Incline Village.

We are opposed for the following reasons:

We believe a bus hub/parking lot on that parcel would:

- not resolve the tourist parking problems caused by Sand Harbor and the multi-use trail along Highway 28; but simply relocate all the cars parked along Highway 28 to the middle of Incline Village
- cause safety problems because of the hundreds of apartment renters and their children living across from the site, as they cross Southwood Boulevard to get to the Village Market Center on the Southwood Blvd curve
- cause serious safety problems from increased traffic at one of the two busiest intersections in Incline Village
- cause Incline traffic congestion especially during peak periods as tourist cars on Highway 28 wait to turn right or left onto Southwood to go into the bus hub
- cause traffic congestion on Southwood as cars enter and exit the hub, which is on a steep curve and the main route to the post office and Village Market Center stores
- cause pollution as non-electric cars idle on Highway 28 while waiting in line to get into the hub
- cause additional parking problems throughout this central area of Incline (mixed use and commercial core) when the bus hub parking lot fills up (as in past summers) and cars park willy-nilly wherever they can find a space close by
- cause traffic tie-ups along Southwood during winter when cars parked on the side of Southwood get plowed in to the berm, leaving Southwood smaller than 2 lanes, forcing buses/shuttles to run in the middle of the road, so that as a bus travels Southwood all other cars must pull over and wait.

Please understand that because we residents have lived with TTD's use of the site as a small bus hub the past 8 years, we are already keenly aware of the problems it has already caused, which will only be exacerbated by building a larger hub and bigger parking lot bringing the hundreds of cars a day off of 28 into Incline.


We are also opposed because we believe a bus hub/parking lot in that area would:

- not contribute any benefit to the residents of Incline Village, and in fact be to our detriment
- be a gigantic eyesore right in the center of town and deface the beauty of our alpine village (We've seen Tahoe City)
- utilize the only remaining large un-built parcel in Incline for the benefit of non-residents. This hub will service tourists wanting to go to Sand Harbor, to the multi-use path, to the Flume Trail, and so on. Residents will not "ride the bus."
- fly in the face of the community goals set forth in the 2007 and 2012 Visioning Workshops in which that parcel was seen as integral to a future center for community events and activities (park, small amphitheater, playground, etc.)

We request that you:

- Require TTD to build a bus hub on a different site that does not so negatively impact traffic and parking in Incline, and that does not foreclose any future opportunity for a village center (as per TRPA's Tahoe Area Plans since 1996).
- Require TTD to collect and consider public input from Incline residents about any bus hub to be built in Incline before it purchases a site.

INCLINE VILLAGE RESIDENTS



From: [Diane Heirshberg](mailto:Diane.Heirshberg@tahoetransportation.org)
To: jallen@tahoetransportation.org
Cc: [Marsha Berkbigler](mailto:Marsha.Berkbigler@tahoetransportation.org)
Subject: Update on Mr Hasty's Actions on the Proposed Incline Elementary School Transportation Hub Since the November TTD Board Meeting. Request for TTD Board Assistance at its December 10, 2020 Board Meeting
Date: Tuesday, December 8, 2020 7:46:45 PM

Dear Ms. Allen,

Can you please forward this email to all Board members of the Tahoe Transportation District at your earliest convenience so that they have time to read this before Friday's Board meeting.

Dear Tahoe Transportation District Governing Board Members,

I am writing this email to update you on what I know of the follow-up by Mr. Hasty from the last TTD Board meeting on your directions to Mr Hasty on the Proposed Incline elementary school transportation hub, so that the facts are clear, and to ask you to provide more specific directions to Mr. Hasty, as discussed below.

Mr. Hasty was directed at the November 13 TTD Board meeting to set up public meetings and outreach in Incline Village promptly and this had not occurred as of Monday of this week. Mr. Hasty was directed to report to a committee of the TTD Board about his investigation of other potential project sites in Incline Village and his public outreach, and this has not occurred as of Monday of this week. However Mr. Hasty did request that the County of Ventura put on its agenda for the Board of Commissioners December 8, 2020 meeting earlier this week, a request for the County to give the Tahoe Transportation District the approximate sum of \$300k for use in the purchasing, planning and designing of the old Incline Village elementary school site for use as a transportation hub for all of Lake Tahoe, without telling Washoe County anything about the TTD Board's direction at the November 13, 2020 Board meeting or complying with the TTD Board's directions to him in its November 13, 2020 meeting. On Monday December 7, Washoe County took the matter off of the December 8 BOC calendar when it learned of these actions. On Tuesday of this week Mr Hasty then had a TTD media person notice a public outreach meeting in Incline Village on the proposed Incline elementary school project for 7 pm Wednesday of this week, on the same evening that our Commissioner who is on the TTD Board had a prior commitment and on the same evening as the regularly scheduled Incline Village General Improvements District Board ("IVGID") meeting which regularly last from 6 pm to 8:30 or 9:30 pm or later, without the courtesy of checking schedules and availability. Fortunately, after receiving a strong email from an IVGID Trustee, that meeting that would have given 1 or possibly 2 days prior notice to the press, (not to the public as I received no notice) was cancelled, but we have not been told of the rescheduled date.

At the November 13 TTD Board meeting, members of the Incline Village community sincerely appreciated that Mr. Yates, and several other TTD Board members directed Mr Hasty to take some actions to gather community input and to provide the community with information. I respectfully request that Mr. Hasty be given further directions on scheduling this meeting and providing public information. I would request that Mr. Hasty be directed to provide a written summary of his reviews of the other sites together with an analysis of why each site is unacceptable and most importantly that he explain what he is planning for the project and what area is needed for the planned activities, as he has said other sites were too small for his needs. Also please direct him as to appropriate notice (1 or 2 days prior notice during the holiday season is not intended to give real notice to the public. Further please ask Mr. Hasty to share the results of the environmental review of the project, and explain why our expressed concerns about the safety and traffic and traffic congestion on Southwood Blvd issues, snow issues and the inappropriateness of the use at the specific site, are not correct or are not relevant or are just not important because of other interests.

For the benefit of all of the Board members, I would like to repeat one portion of the information I previously provided concerning the prior directions to Mr. Hasty starting in April, 2020 to have public meetings in Incline Village, which he has utterly failed to do, contrary to the usual procedures required for getting Federal Transportation Grants, and contrary to the TTD Board's express recent directions.

1. There has been no attempt to inform the local IVCB community of what is happening on the project, and no public outreach or solicitation of input.

a. Commissioner Berkbigler expressed opposition to Mr. Hasty's proposed project as described by Mr. Hasty back in April, 2020 and stated in her April 24, 2020 email to Messrs. Hasty and Solaro that: **“The residents of IV/CB should have some say in how this area is used since they will be impacted by the negative impacts of the Project. Additionally, at least one and possibly two public forum must be done in IV/CB before a final plan is put together.” No public meeting has been scheduled or noticed since this April 24, 2020.** Additionally, Ms. Berkbigler expressed “HOWEVER, it is simply not acceptable for the old school yard to be used as a staging area. This is in the middle of what is considered the “town center” in Incline, and the traffic in this area is very heavy. Additional construction traffic for a staging site there would be seriously detrimental to the community and create serious traffic and parking problems...it is necessary to go back to the drawing board to relocate the staging center to some place outside of IV/CB....I will oppose any County funds going to this project and to the purchase of the school property if this plan is not changed.”

b. **It is a standard requirement for a grant from the Federal Transportation Administration that there to be public outreach meetings before the funds are committed.** I spoke with Guinevere Hodby of Multi-modal at NDOT (775-227-6025) on October 19, 2020 to object that the Title 6 process, namely that the Policy of Public Notification which required public meetings, outreach and education, had not been complied with, because no public meetings or outreach with Incline Village residents had been held in connection with this proposed acquisition of the former school site. Ms. Hodby said that NDOT supports local agencies who apply for Federal Transportation Administration funds by checking compliance with all guidelines, and in this case, **Mr. Hasty had applied to the Federal Transportation Administration for a “categorical exclusion”** from the standard procedures to be allowed to do things out of order, so that the **TTD be allowed to purchase the property first, before any public input**, because Mr. Hasty represented that the purchase was urgently and immediately required to occur because **“Washoe County said that they were getting rid of the property and it would go to another purchaser if he did not purchase it immediately, with no time for public outreach”**. Under ordinary circumstances Mr. Hasty would have been required to have public outreach and education in IVCB in advance of the grant approval and purchase. I was told by Ms. Hodby that although the request to purchase the property out of order, without prior public hearings was granted, there will have to be public outreach at a later time. Ms. Hodby said that she could not help us because her group just checks that each “box” required by the federal agency has occurred and in this case, the federal agency had waived its rules requiring public meetings before purchase, under the belief that there was an urgent time table. What good will the public hearings be later after the former school property has already been purchased? Why didn't Mr. Hasty follow the November 13, 2020 directions of the TTD Board and immediately hold public meetings. Why did Mr. Hasty instead come to the Washoe County Board of Commissioners asking for the \$300,000 now, without disclosing the TTD Board's directions, and without even attempting to fulfill your directions?

c. Mr. Hasty contacted Pete Todoroff, the leader of the Incline Village Crystal Bay Community Forum on September 3, 2020 stating that he wanted to join the Community Forum zoom call on September 4 (the next day) and tell the people who attended about the proposed elementary school site project stating “as I know it is of great interest to them.”. The Community Forum meeting occurs every other Friday, and the meeting had “shoulder season” attendance which is under 20 people. Mr. Hasty told the small group in attendance about the project in less than a 5-minute presentation, and attendees expressed their many concerns about the project to Mr. Hasty, including asking him to look at several other proposed sites which had previously been identified to him, and he said he would look into them. Mr. Hasty said that he would be setting up public meetings in Incline to discuss local concerns and have open communication and that there would be plenty of time for the meetings and for discussing environmental concerns and transportation studies. Mr. Hasty never mentioned that the very next Monday he was proposing to the TTD Board to authorize him to purchase the former school site! **Mr. Hasty has never set up a public meeting or provided any information about the proposed project.**

d. Mr. Hasty stated in his April 30, 2020 email in describing a mobility hub: “So, what is meant by the mobility hub? It means a user has pedestrian access, bike access, transit access and auto access to commercial, residential and recreations uses within the neighborhood and to the trail system. Beyond that a mobility hub can be designed to fit into the community or neighborhood that it is located. Acquisition of a property is one process, **developing a project concept with the community is another, and such a process will follow a successful property acquisition.**” But still no meeting has been set up.

e. On August 11, 2020, local resident, Ronda Tycer wrote a lengthy email to Sara Schmitz, IVGID Trustee and Commissioner Berkbigler detailing the problems with and questions about the proposed site use and recommending several alternative sites. None of these alternative sites have been seriously looked at by Mr. Hasty, who merely stated on one occasion to Commissioner Berkbigler that they were “not as good a deal as the school site”. I had a brief conversation with Ms. Mullen, TTD’s consultant on this project, about why alternative sites recommended were not being pursued and she responded that 3 or 4 years ago those sites had been looked at and they were rejected. So the sites have not been fully examined currently. In response to Commissioner Berkbigler’s sending Ms. Tycer’s email to Mr. Hasty, telling him that Ms. Tycer’s opinion is shared by Pete Toderoff and others in his group, Mr. Hasty replied “**I do not expect a public process to be easy, but there are potential ideas that can come together for the site given some wherewithal and concerted effort.**” Still Mr. Hasty did not set up public meetings or workshops since this August comment.

f. **Commissioner Berkbigler has asked Mr. Hasty to hold public meetings in IVCB** and tell us what he is proposing to do and why he wants to use the former school site, on several occasions and he has utterly failed to do so.

Our Commissioner and your fellow TTD Board member, Marsha Berkbigler, who knows the specific site has agreed with us that this project site needs further public vetting and outreach, and she has stated that this specific site has many problems. Hopefully Mr. Hasty would be willing to provide significant written information to the public, in advance of the public meeting, similar to the information that TRPA publishes in advance of meetings, so that the TTD can get full public input and review it with an open mind.

Thank you for your kind consideration of these thoughts and for any assistance you can give to the residents and businesses in Incline Village.

Very truly yours,
Diane Becker Heirsbberg
local Incline Village resident
805-290-2779

Public Comment re TTD 12.11.2020 Board Agenda Item VII G re TTD's proposed purchase of the WC OES site for a Transportation Hub in Incline. Submitted by Carole Black, Incline Village resident.

RESPECTFULLY, I OPPOSE THE CURRENT PLAN & AM DISAPPOINTED BY RECENT EVENTS: Last month's discussion recommended community input. Thus I was surprised by only 1 day's notice for a "town hall" after months to engage community, many requests seemingly ignored. We will live for years with outcomes of this ill-planned effort as we have with the failure to plan for predictable adverse ELTT impacts.

This is a seriously flawed proposal, not in community's best interests. It risks worsening, not improving already worrisome and at times dangerous traffic, parking and evacuation situation in Incline. Like the ELTT's parking/traffic disaster which has persisted even this year, this proposed project lacks comprehensive planning. Please do not repeat the serious mistakes of the past which have adversely and dangerously impacted our community with another poorly thought out effort, extremely intrusive to and opposed by the community which risks wasting, or worse creating harm with, local public funds at this time of public sector economic challenge. Examples of assertions - last month's meeting and today's report - which I believe should be seriously questioned, researched and creatively addressed:

1) This is our only site option: Comprehensive planning re interacting issues including safe area occupancy, parking, traffic, and evacuation capacity is needed to develop an optimal plan. Because site search has focused on this single site option in Incline, better, more effective and sustainable multi-site approaches have not been considered.

There is not enough space or road capacity in the small central IV area to accommodate traffic/congestion/parking associated with Rte 28 Corridor overflow traffic in addition to the increased demands by ever-growing numbers of IV resident/overnight visitor vehicles from rampant STR growth and new residents fleeing cities. Remote intercepts (outside of Incline) are required to manage the Rte 28 Corridor volume and may also need to be supplemented by pre-booking/caps.

2) Why worry? OES was ok with shuttle/school buses years ago: Per residents buses were barely manageable. **This TTD plan includes parking for 350 vehicles at the IV site – approximately 5 times current ESE capacity plus added buses/** bus turn-arounds. Access street/intersection is not "perfect" but in fact is already jammed/clogged. How can this added volume possibly work safely on IV's small roads? Ridership on the ESE was already rising dramatically - 2018, more in 2019; & the 2nd stop along Rte 28 resulted in Raley's lot also being over-run with zero available grocery parking!

3) Plan TBD - Maybe direct access from Rte 28 is possible? My construction saavy friend says this is not an option because of topography with height drop from Rte 28. And, wisdom of a multi-million \$ purchase without a viable plan with public funds?

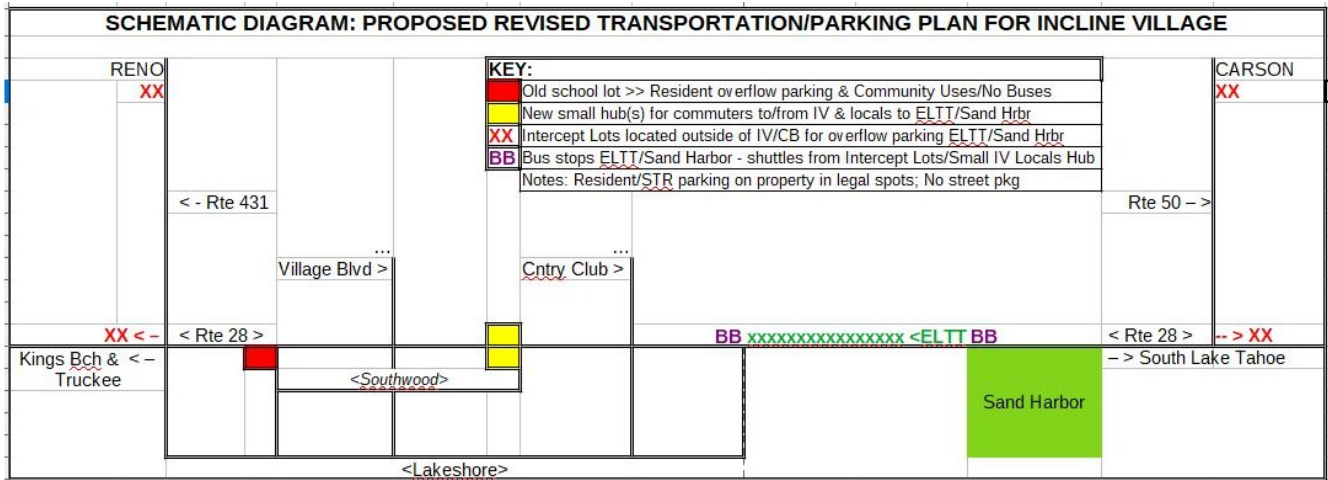
4) If we don't use this site, the East Shore Express (ESE) will close & Rte. 28 situation worsen: Parking did worsen when the shuttle closed last summer re COVID. However, a limited shuttle to/from Incline Village for residents/overnight visitors to Sand Harbor, ELTT could easily operate from alternative "mini-hub(s)" on Rte 28. Commuters or folks arriving for IV via bus could use such "mini-hubs." Buses from Reno/north intercept lots would bypass Incline going directly to Rte 28 corridor sites while those from Carson/south intercept lots would stop before entering Incline.

5) Community wants added services/amenities & TTD recently considered co-locating some services: Yes, but there may be other more pressing community needs. There are many ideas. I think an alternative priority could be fee-based overflow parking for residents and overnight visitors. Growth in area occupancy - people, vehicles & "toys" (boats/trailers, RVs) - has dangerously increased IV traffic, parking, pedestrian, evacuation challenges and requires urgent attention. Vehicle in/out traffic would be much fewer than with the current proposed use with van support rather than larger buses.

6) If we don't move, we'll lose property: Property is vacant for many years!?!? Navigating this sort of situation is why contingency options exist. Identified requirements for safe operation at this site, apparently not addressed by TTD during prior, much less intense, unpermitted, prior temporary use, will need review.

Bottom line – more thorough study: multiple intercept lots outside of Incline Village and an alternative plan for small hub/hubs in village for residents, overnight visitors & commuters/visitors to Incline arriving via bus. Please look at the example I provided last month from a similar residential/tourist village in Austria! I have also included below a rough schematic for a possible alternative, multi-site approach which I believe would be more successful and sustainable. Thank you.

Attachment: Possible alternative approach (rough schematic):



From: [Darlene Velicki](#)
To: jallen@tahoetransportation.org
Subject: To be read at the TTD Board Meeting 12-11-20
Date: Thursday, December 10, 2020 9:44:14 PM

Dear TTD Board:

I am a thirty year veteran of public transit use—Amtrak, charter-bus connector, city buses, and yes—TART.

Many times I have sat in the filthy TART shack by the Biltmore very early in the morning en route to the Amtrak in Truckee. I have done the reverse with the boisterous Northstar shift-change kids back to IV after my all day train ride. My conclusion is the middle- class will never use the bus unless the roads are closed permanently or vehicle parking is severely limited.

A bus terminal on Southwood will always be an extension of the workforce housing across the street. It will always be dirty and dangerous. All agencies will point the finger at someone else's responsibility for maintenance and sanitation. The only hope is that a Sheriff's station might move there.

The transit hub allows seasonal workers that live in Incline free transportation so that corporate owners of ski areas don't have to provide on site housing. Incline residents pay the price so that out-of-state companies can make big profits.

Local small IV businesses do not benefit from day walkers and sand kickers. Tourism is only good to suck in more short term renters who use the recreational facilities courtesy of the commercial use of residential properties. The only business that benefits from tourism is Raley's for both food and drugs. Put the transit hub in their parking lot.

Link TART bus schedules to Amtrak departures in Truckee, Reno, and Sparks. Then lobby common interest community boards to limit parking spots to owners only. Guests use the train.

Darlene Velicki
Incline Resident

From: rondatycer@aol.com
To: jallen@tahoetransportation.org
Subject: Fwd: Joe & Margaret Bellah
Date: Thursday, December 10, 2020 8:07:22 PM

They keep rolling in...

#s 168 and 169...

-----Original Message-----

From: Joe Bellah <bellahjoe@icloud.com>
To: rondatycer@aol.com
Sent: Thu, Dec 10, 2020 7:19 pm
Subject: Joe & Margaret Bellah

We are against the conversion of the old elementary school to a parking area.

Sent from my iPad

From: [Ina Haupt](#)
To: jallen@tahoetransportation.org
Subject: FW: Our Incline Village
Date: Thursday, December 10, 2020 7:14:05 PM

Please read this as public comments in your AM meeting.

Re. The Bus Station

1. In the best interest of our community this Bus Station should not be located within Incline Village itself. It does not serve our Residents, it serves others. Perhaps the Sheriff's Station, which is close to HI way 28 and on HI way 431 is a prime location for that Bus Station.
2. As a community we already lack infrastructure to support the growing needs of the Village with an influx of people here this last summer and fall. It is hard to know at this time exactly what the resident count is.

We have not enough Restaurants who can serve outdoors, we have no shops, not enough hotels to service the area and the vacation by owner rentals are spilling into every neighborhood because of the lack of other places to stay.

Tourists will continue to come and where are they supposed to go, have a picnic, have a short stay? You suggest.... at the Bus Station!!!!

3. We need another small Hotel, with Restaurants and a small park close to HI way 28 where people driving here can stop after their drive.

We also need shops and an area for locals to go to and walk and enjoy their Village. Close to the Village Shopping Center this would make the ideal site for such a gathering place and would help the shops and restaurants in the Village Shopping Center. Our infrastructure is important. I would suggest to look at Truckee for success in that area.

What we do NOT NEED is a Bus Station on one of the most desirable locations in this Village. There are many good developers who would love to do something beautiful in that prime location, and we do not need to fall victim once again to authoritarian rule that doesn't care about this community because most that make those rules do not live here. Therefore they do not care about the community as we do. As an example, have you ever noticed that right in the middle of a beautiful subdivision there is a huge ugly water tank? Now we should accept and then live with a Bus Station? I know we can do better now!!! Or at least we would hope so.

I will talk more about this with my clients and friends and submit additional comments. But.... In general I know that our residents do not want to see a Bus Station in this location.

Ina Haupt

Real Estate Broker

Premier Properties of Lake Tahoe, Inc.

Incline Village, NV and Reno, NV

Tel. 775 833 0444

Cell 775 742 9255

From: rondatycer@aol.com
To: jallen@tahoetransportation.org
Subject: Fwd: Please read this version as public comment at TTD Bd Mtg Dec 11 - Thank you.
Date: Thursday, December 10, 2020 6:42:35 PM

Please read this version. I forgot to change the Commissioners to TTD Board Members... It's late, too many requests....Thanks, Ronda

From: Teri Thuma <terithuma@gmail.com>
Date: December 9, 2020 at 8:26:02 AM PST

Subject: My comments (TTD Transit hub in Incline Village)

Dear TTD Board Members,

I am a mother of 3 school aged children and full time resident of Incline Village and I do not support this proposal because the additional traffic this WILL create adding to the existing public safety and emergency evacuation concerns I have already posed to Marsha Berkbigler in an earlier email on 10/21/20. In consideration for public safety and the already crowded streets in Incline from additional housing development and tourism Summer, Fall and Winter, I have not seen any kind of thorough traffic and public safety studies completed to determine impact on our community regarding traffic safety and emergency evacuation scenarios from forest fires which should be a priority for all of you.

What financial and resident value benefit is being proposed for Incline Village considering taking on this burden and potentially housing such a commercial transportation hub in IV that doesn't actually benefit anyone who lives in Incline from what I have read thus far. Are there any Incline Board of Trustees in favor of this detrimental proposal?

What other impacts have been studied including environmental/pollution to our community? What other locations were considered and why ultimately is this location being targeted? I sent Marsha Berkbigler in October photos of traffic impacting Incline Village residents from September to illustrate the immense change that has occurred due to the new East Bay path and have not heard back on planned improvements for public safety specifically around emergency evacuations. I'd like to understand how much more impact this proposal adds to the already thin evacuation possibilities for all Incline residents in an emergency and then shouldering tourists as well for evacuation.

Thank you for reading and hearing my concerns. I speak for many in my neighborhood that don't feel any government leaders truly understand what is happening here in Incline without experiencing it consistently for themselves. I am truly worried about getting my family getting out in an emergency during peak tourism times (which now is Summer, Fall and Winter) and the traffic is out of control bumper to bumper and many times at a standstill. Bringing more buses is not going to help unless you are going to prohibit all parking along the 28 and on all Incline Village streets to non-residents which visitors think they can just park anywhere and over lines making it very unsafe. I never saw

enough police officers ticketing or towing vehicles that were hanging in the street.

When is any official going to really consider the welfare of Incline Village residents, instead of just considering it another avenue to make another buck in tourism?

I would truly appreciate your thoughtful consideration for families that love, live, support the local businesses all year long and go to school here in Incline Village.

-Teri Thuma

DATE: December 10, 2020

TO: Tahoe Transportation District Board Members via Judi Allen
jallen@tahoetransportation.org

FROM: Incline Village Resident Citizens

SUBJECT: We request you deny Carl Hasty's request to build a bus hub and parking lot at the Old Incline Elementary School site in Incline Village.

We are opposed for the following reasons:

We believe a bus hub/parking lot on that parcel would:

- not resolve the tourist parking problems caused by Sand Harbor and the multi-use trail; but simply relocate the cars parked along Highway 28 to the middle of Incline Village
- cause safety problems for hundreds of apartment renters and their children living across from the site who cross Southwood Boulevard to get to the Village Market Center
- cause serious safety problems from increased traffic at one of the two busiest intersections in Incline Village [The current TART bus stop less than 200 feet from this intersection already provides service to the area.]
- cause Incline traffic congestion especially during peak periods as tourist cars on Highway 28 wait to turn right or left onto Southwood to go into the bus hub
- cause traffic congestion on Southwood as cars enter and exit the hub, which is on an uphill curve and the main route to the post office and Village Market Center stores
- cause pollution as non-electric cars idle on Highway 28 while waiting in line to get into the hub
- cause additional parking problems throughout this central area of Incline (mixed use and commercial core) when the bus hub parking lot fills up (as in past summers) and cars park wherever they can find a space close by
- cause traffic tie-ups along Southwood during winter when cars parked on the side of Southwood get plowed in to the berm, leaving Southwood smaller than 2 lanes, forcing buses/shuttles to run in the middle of the road, so that as a bus travels Southwood all other cars must pull over and wait.

Please understand that because we residents have lived with TTD's use of the site as a bus hub the past 8 years, we are already keenly aware of the problems it has caused, which will only be exacerbated by building a larger hub and bigger parking lot bringing hundreds of cars a day into Incline.

We are also opposed because we believe a bus hub/parking lot in that area would:

- not contribute any benefit to the residents of Incline Village, and in fact be to our detriment
- be a gigantic eyesore right in the center of town and deface the beauty of our alpine village (We've seen the bus hub in Tahoe City)
- utilize the only remaining large un-built parcel in Incline for the benefit of non-residents. This hub will service tourists going to Sand Harbor, to the multi-use path, to the Flume Trail, and so on. Residents who live mostly up-slope in "Incline" will not ride the bus.
- fly in the face of community goals set forth in the 2007 and 2012 Visioning Workshops in which that parcel was seen as integral to a future center for community events and activities (park, small amphitheater, playground, dog walk, etc.)

We request that you:

- Require that a bus hub be built on a different site that does not so negatively impact traffic and parking in Incline, and that does not foreclose any future opportunity for a true village center (as per TRPA Tahoe Area Plans since 1996).
- Require TTD to collect and consider public input from Incline residents about any bus hub to be built in Incline before it purchases a site. Alternative bus hub sites in Incline are suggested in the attached document by Diane Becker.

167 INCLINE VILLAGE RESIDENTS

Aaron Vanderpool
Adam Hirsh
Alec Thomas Flores
Alessandra Weiss
Alex Tsigndinos
Allan O'Connor
Alyce Cady
Annette Van Dyck
Annie Turner
Antara Hirsh
Barbara Glavish
Barbara Perlman Whyman
Beth Minick
Bill Daily
Bill Simmons
Bob Hall
Bob Preger
Brennan Hughes
Brian Johnson
Carol Buck
Carole Black
Carole K Anderson
Carolyn Reynolds
Cheri Kratka
Cherry Barney
Christina Fritsch
Christine Johnson
Chrystie Q Lowden
Coral Asmende
DA Griscom
Dana Harrison
Darlene Velicki
David Noble
David Simon
Deb Lopez
Debbie Delfer
Decker Cady
Dee Dee Kincade
Denise Miller
Diane Becker
Diane Danvers Simmons
Diane Finegan
Diane Schmenk
Dolores Holets
Doug Baker
Doug Flaherty
Durian Pingree
Ed Leutheuser
Frank Delfer
Gary Finch
Gary Stewart

Gene Sluss
Geoff Schladow
Grace P Lee
Heather Williams
Helen Abel
Helene Larson
Ina Haupt
J. Gumz
Jack Dalton
Jack Finegan
Jack Fleig
Jamie Sidells
Janet Lowe
Janet Pahl
Jarryd Commerford
Jay L Danzig
Jean Zambik
Jeff Eget
Jeff Green
Jenna Difeo
Jennifer Valliere Noble
Jerry Rutenbur
Jill Brandin
Jim Beres
Jim Smith
Joseph Shaefer
Joyce Bock
Judith Miller
Judith Simon
Judy Echols
Julia Amaral
Julie Weiss
June Baker
Karen Johnson
Kat Grabenstein
Katherine Pearce
Kathie Julian
Kathryn Halloran
Kathy Martineau
Katrina Van Gerpen
Keli Maiocco
Kern Schumacher
Leslie Wittmann
Linda Rutten burg
Linda Wilson
Lindann Fleig
Lynette Cardinale
Madylon Meiling
Margaret Martini
Maria Watson
Mark Skidmore
Marna Broida
Mary Ann Linderman

Mary Bishop
Mary Lou Kennedy
Maureen Dudley
Max Weiss
Michael Abel
Michael Blaszyk
Michele Koch
Mike Grabenstein
Mike Lacey
Mike Schwieterman
Myra Hanish
Myra Hanish
Nancy Schynoll
Neil Commerford
Nick Miocco
Nicole Gullixson
Oliver Lasagna
Pamela Jo Hormiotis
Pamela Straley
Pamela Tsigdinos
Patricia Owens
Paul Lai
Perri Finch
Peter Todoroff
Priscella Oleahy
Priscille Legend
Ray Appel
Reinhild Moeller
Renee Bouck
Richard Miner
Robert Maddox III
Robert Pollack
Robin Beres
Ron Stanger
Rond Randolph Wall
Ronda Tycer
Russ Bishop
Sara LaFrance
Sara Schmitz
Sarah Miller
Scott Daulton
Scott Minick
Shannon Hess
Sharon Schladow
Shirley Appel
Shirley Roxburgh
Sidney Shinn
Stan Heirshberg
Stephen Barney
Stephen Pearce
Steve Johnson
Steve Sidells
Svata Trossen

Teresa Payne
Teri Thuma
Tess Peterson
Todd Lowe
Wayne Ford
William Black
William Dudley
William Echols
Wolf Schnoll
Yvette Oliver

From: rondatycer@aol.com
To: jallen@tahoetransportation.org
Subject: Re: Please read this public input at the TTD Meeting Dec 11- Thank you.
Date: Thursday, December 10, 2020 6:27:51 PM
Attachments: [ProtestLetterwithNames12-10-20.docx](#)

Dear Judi,

We've received an additional 16 names. I've changed nothing else in the email, but added them. It is important to the residents that they be included in the official letter. So I'm reattaching the email with their names to replace the email sent yesterday. Thank you for understanding.

Best regards,
Ronda

-----Original Message-----

From: Judi Allen <jallen@tahoetransportation.org>
To: rondatycer@aol.com
Sent: Thu, Dec 10, 2020 2:46 pm
Subject: RE: Please read this public input at the TTD Meeting Dec 11- Thank you.

Thank you Ms. Tycer

From: rondatycer@aol.com <rondatycer@aol.com>
Sent: Thursday, December 10, 2020 1:55 PM
To: jallen@tahoetransportation.org
Cc: jwytrpa@gmail.com; novasel@aol.com; mberkbigler@washoecounty.us; cindygustafson@placer.ca.gov; Ben.kieckhefer@sen.state.nv.us
Subject: Please read this public input at the TTD Meeting Dec 11- Thank you.

DATE: December 10, 2020

TO: Tahoe Transportation District Board Members via Judi Allen
jallen@tahoetransportation.org

FROM: 150 Incline Village Residents

SUBJECT: We request you deny Carl Hasty's request to build a bus hub and parking lot at the Old Incline Elementary School site in Incline Village.

We are opposed for the following reasons:

We believe a bus hub/parking lot on that parcel would:

- not resolve the tourist parking problems caused by Sand Harbor and the multi-use trail; but simply relocate the cars parked along Highway 28 to the middle of Incline Village
- cause safety problems for hundreds of apartment renters and their children living across from the site who cross Southwood Boulevard to get to the Village Market Center
- cause serious safety problems from increased traffic at one of the two busiest intersections in Incline Village

[The current TART bus stop less than 200 feet from this intersection already provides service to the area.]

- cause Incline traffic congestion especially during peak periods as tourist cars on Highway 28 wait to turn right or left onto Southwood to go into the bus hub
- cause traffic congestion on Southwood as cars enter and exit the hub, which is on an uphill curve and the main route to the post office and Village Market Center stores
- cause pollution as non-electric cars idle on Highway 28 while waiting in line to get into the hub
- cause additional parking problems throughout this central area of Incline (mixed use and commercial core) when the bus hub parking lot fills up (as in past summers) and cars park wherever they can find a space close by
- cause traffic tie-ups along Southwood during winter when cars parked on the side of Southwood get plowed in to the berm, leaving Southwood smaller than 2 lanes, forcing buses/shuttles to run in the middle of the road, so that as a bus travels Southwood all other cars must pull over and wait.

Please understand that because we residents have lived with TTD's use of the site as a bus hub the past 8 years, we are already keenly aware of the problems it has caused, which will only be exacerbated by building a larger hub and bigger parking lot bringing hundreds of cars a day into Incline.

We are also opposed because we believe a bus hub/parking lot in that area would:

- not contribute any benefit to the residents of Incline Village, and in fact be to our detriment
- be a gigantic eyesore right in the center of town and deface the beauty of our alpine village (We've seen the bus hub in Tahoe City)
- utilize the only remaining large un-built parcel in Incline for the benefit of non-residents. This hub will service tourists going to Sand Harbor, to the multi-use path, to the Flume Trail, and so on. Residents who live mostly up-slope in "Incline" will not ride the bus.
- fly in the face of community goals set forth in the 2007 and 2012 Visioning Workshops in which that parcel was seen as integral to a future center for community events and activities (park, small amphitheater, playground, dog walk, etc.)

We request that you:

- Require that a bus hub be built on a different site that does not so negatively impact traffic and parking in Incline, and that does not foreclose any future opportunity for a true village center (as per TRPA Tahoe Area Plans since 1996).
- Require TTD to collect and consider public input from Incline residents about any bus hub to be built in Incline before it purchases a site. Alternative bus hub sites in Incline are suggested in the attached document by Diane Becker.

INCLINE VILLAGE RESIDENTS:

Aaron Vanderpool
 Adam Hirsh
 Alec Thomas Flores
 Alessandra Weiss
 Allan O'Connor
 Alyce Cady

Annette Van Dyck
Annie Turner
Barbara Glavish
Barbara Perlman Whyman
Beth Minick
Bill Daily
Bill Simmons
Bob Preger
Brennan Hughes
Carol Buck
Carole Black
Carole K Anderson
Carolyn Reynolds
Cheri Kratka
Christina Fritsch
Christine Johnson
Chrystie Q Lowden
Coral Asmende
DA Griscom
Dana Harrison
Darlene Velicki
David Simon
Deb Lopez
Debbie Delfer
Dee Dee Kincade
Denise Miller
Diane Becker
Diane Danvers Simmons
Diane Finegan
Dolores Holets
Doug Baker
Doug Flaherty
Durian Pingree
Frank Delfer
Gary Finch
Gary Stewart
Gene Sluss
Geoff Schladow
Grace P Lee
Heather Williams
Helen Abel
Helene Larson
Ina Haupt
Jack Dalton
Jack Finegan
Jack Fleig
Jamie Sidells
Janet Lowe
Janet Pahl
Jarryd Commerford

Jay L Danzig
Jeff Eget
Jeff Green
Jenna Difeo
Jennifer Valliere Noble
Jerry Rutenbur
Jill Brandin
Jim Beres
Jim Smith
Joseph Shaefer
Joy Gumz
Joyce Bock
Judith Miller
Judith Simon
Judy Echols
Julia Amaral
Julie Weiss
June Baker
Karen Johnson
Kathie Julian
Kathryn Halloran
Kathy Martineau
Katrina Van Gerpen
Keli Maiocco
Kern Schumacher
Leslie Wittmann
Linda Wilson
Lindann Fleig
Lynette Cardinale
Madylon Meiling
Margaret Martini
Maria Watson
Mark Skidmore
Marna Broida
Mary Ann Linderman
Mary Bishop
Mary Bishop
Mary Lou Kennedy
Maureen Dudley
Max Weiss
Michael Abel
Michael Blaszyk
Mike Grabenstein
Mike Lacey
Mike Schwieterman
Miren Hower Merrill
Myra Hanish
Nancy Schynoll
Neil Commerford
Nick Miocco

Pamela Jo Hormiotis
Pamela Straley
Pamela Tsigdinos
Pamelajowolf lady
Patricia Owens
Paul Lai
Perri Finch
Peter Todoroff
Priscella Oleahy
Ray Appel
Reinhild Moeller
Renee Bouck
Richard Miner
Robert Maddox III
Robert Pollack
Robin Beres
Ron Stanger
Rond Randolph Wall
Ronda Tycer
Russ Bishop
Sara LaFrance
Sara Schmitz
Sarah Miller
Scott Daulton
Scott Minick
Shannon Hess
Sharon Schladow
Shirley Apel
Shirley Roxburgh
Sidney Shinn
Stan Heirshberg
Stephen Pearce
Steve Johnson
Steve Sidells
Svata Trossen
Teresa Payne
Teri Thuma
Tess Peterson
Wayne Conrad
Wayne Ford
William Dudley
William Echols
Wolf Schynoll
Yvette Oliver

From: rondatycer@aol.com
To: jallen@tahoetransportation.org
Subject: Please read as public comment at the TTD Bd Mtg Dec 11
Date: Thursday, December 10, 2020 5:33:53 PM

-----Original Message-----

From: Sarah Miller <tryanything3@icloud.com>
To: RondaTycer@aol.com
Sent: Wed, Dec 9, 2020 8:17 am
Subject: transit hub

I sent objections long ago and I still feel the same. the location is such a congested one and not an easily modified one that is the case with the one in Tahoe City.

I do not see the buses to the east shore trail loaded with people, and don't believe that they ever will be. residents are not going to take buses to our stores either. This is a small town and mass transit is not the solution to the traffic.

I suggest that large parking lots or a parking deck close to the trail are.

They would not attempt to change this village into a metropolis. Preserve our village by not turning our old elementary school into a bus station!

Sarah Miller

Sent from my iPhone

From: rondatycer@aol.com
To: jallen@tahoetransportation.org
Subject: Please read as public input at the TTD Bd Mtg - Dec 11
Date: Thursday, December 10, 2020 5:32:09 PM

-----Original Message-----

From: mrsradar@aol.com
To: RondaTycer@aol.com
Sent: Wed, Dec 9, 2020 11:01 am
Subject: Bus Terminal

My name is Shirley Appel. My husband and I live directly across the street from the "old elementary school" here in Incline Village.

We have had to endure the buses there for the past years other than this past summer due to the virus. It has been a real mess. With the constant noise and distraction of the buses it causes great anger to those of us who live so close to the facility. The buses come down the hill at Southwood Blvd. and the drivers have their foot on the brakes all the way down screeching their brakes. We have complained to the drivers about this and they just say that there is nothing they can do about it. The fumes and smell and dust is awful. I am surprised that one of them has not had the brakes go out and not able to stop before entering the circular drive.

I add to this that the buses ran every 20 minutes from 8:30 in the morning until 7:00 at night and most of the time there were as few as 4 or 5 people on the bus when it left the terminal.

The constant noise of the many cars coming up and down Southwood is unbelievable. Southwood Blvd. is a very busy street at the best of times all year long..

Many of the cars that park in the two parking lots have car alarms going off all the time. Once the parking lots are full, they park anywhere they want or can including private parking lots close to the bus area. We have had to chase cars out of our Private Parking lots to our Condominiums across the street. They park in areas that have No Parking signs and nothing is done about it.

There is a large Apartment complex that is also across the street with a large population of children living there. It is surprising that there has not been any of them hit.

There is long empty area at the side of the Apartment complex on Oreo Street and people park there and have tailgate parties leaving trash, cans and bottles.

Cars coming up the hill many times do not see people crossing the street at the poorly placed cross walk. I myself have almost been hit trying to cross the street. It is hard to see cars coming up the hill and they are coming at a fast speed and can not always stop and the person in the crosswalk needs to either run across to keep from being hit.

Having this bus terminal where they want it in a residential neighborhood is a terrible idea. What are the Zoning laws regarding having a bus terminal in this area.

The excuse that it was used as a school in the past does not work as the buses were only there in the morning and again when school was let out and there were crossing guards and law enforcement during those times..

Why should we be forced to endure this when there are other places that do not impact life in a residential area. This is an anti local endeavor in a community that is already over run with tourism. This is only a tourist convenience to get to Sand Harbor. This was suppose to help the parking on Highway 28 and it has not done so. Thank you for your attention to this important issue.

Judi Allen

From: Steve Sidells <sasidells@yahoo.com> on behalf of Steve Sidells
Sent: Wednesday, December 9, 2020 9:01 PM
To: rondatycer@aol.com
Cc: Judi Allen
Subject: TTC parking proposals - Old Elementary School property

Dear Ronda:

Although I do not know you, I have come to understand your central position in Incline's view of parking added to the TTC proposal to acquire the former IV Elementary School property for added transportation purposes related to East Trail parking.

Please enter Jamie Sidells and Steve Sidells, permanent and 20-yr residents of IV residing at 900 Driver Way, as OPPOSED to the above stated plan to provide new and additional automotive parking at the former IV Elementary location.

We do know people whose livelihood does depend upon being to gain public access to IV through the bus system, as well as persons in IV who depend upon such services. Therefore IV should support bus service in and out of IV.

To elaborate from what we currently understand, we feel the Elementary School site might be used, without undue traffic and environmental stress, as a site where TTC could exchange bus drivers, provide a turn around rest stop, provide fuel, provide for minor vehicle servicing like oil changes, and store a very limited number of buses held in reserve while minor vehicle servicing occurred. This should be conditional that all of the mentioned activities be held within a closed structure.

We therefore feel major vehicle maintenance (scheduled maintenance) should be conducted at a site in Reno, or other, but NOT in IV.

We strongly feel that adding East Trail parking to the above mentioned area is definitely NOT in the best interest of the IV community, particularly as described in the first 4 points of your letter describing opposition to that parking plan.

Although Jamie and I know that David Duffield has objected to increasing parking space into property he now owns at the former Ponderosa Ranch, we feel some variation of that proposal remains as the best solution to increased Trail parking. Alternatively that means IV would maintain the status quo that no additional parking will be provided and so thereby enforced in IV.

Having both met Mr. Duffield and having been aware of his strong philanthropic support of our community, I feel his good heart will eventually lead him to this IV-beneficial outcome.

We are available for additional discussion.

Best regards,

Steve and Jamie Sidells
900 Driver Way, IV



MEMORANDUM

Date: January 18, 2021
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Review and Acceptance of the District's Financial Statement of Operations through October 31, 2020

Action Requested:

It is requested the Board accept the Financial Statement of Operations for the first four months of fiscal year 2021 (FY21) ending October 31, 2020.

Fiscal Analysis:

TTD is in good financial standing with two areas remaining a concern, one being the continued use of General Funds for non-reimbursable, non-transit operation expenses, since the agency does not have a dedicated general fund source. Staff continues its efforts to minimize General Fund costs where possible and find other funding sources that can be used for such expenses.

The second concern is regarding the Transit Fund. The adopted urbanized farebox recovery ratio of 15% for fixed route and 10% for demand-response services, which is targeted to be met by September 2022, and the move towards a zero-fare system could put TTD at risk of losing Transportation Development Act funding. TTD is looking towards locally/regionally generated revenues to sustain the system and meet the farebox recovery requirements.

Background:

Staff has completed analyzing financial information for the first four months of FY21, ending October 31, 2020. The presentation of the financial information will highlight FY21 October activity and continues to detail the District's funds: General, Capital Improvement Program (CIP), Transit Operations, and Parking Systems (See Attachment A).

Discussion:

General Fund –

Overall, the District ended with a decrease of \$17,150 for October activity. The decrease can be summarized as follows:

<u>District Operations Revenues</u>		<u>District Operations Expenses</u>	
Rental Car Mitigation Fees (RCMF)	\$1,958	Salaries & Benefits	\$20,186
Administrative Support	\$32,010	Insurance	\$1,874
Contributions	\$4,167	Rent/Utilities	\$3,660
Miscellaneous	\$0	Telephone	\$1,824
Administrative Fee	\$3,404	Professional Services	\$6,231
Interest	<u>\$5</u>	Supplies	\$1,195
		Audit	\$17,000
		Legal	\$3,693
		Transfer – Grant Match	\$1,938
		Other	<u>\$1,093</u>
Total Revenue	\$41,544	Total Expenses	\$58,694

Year over year, RCMF decreased \$10,126 or 20% from \$50,529 to \$40,403.

The net result decreased the General Fund's overall fund balance to \$820,224, which is \$86,435 more than at the start of the fiscal year.

CIP Fund –

October activity ended in an increase of \$7, resulting from interest earned on project advances. Below is a brief recap of October activity for the CIP Fund.

<u>Funding Source</u>	<u>Expenditures</u>	<u>Grant Balance</u>
Caltrans		
Active Transportation Program	\$264,684	\$368,909
Congestion Mitigation Air Quality (CMAQ)	\$3,110	\$753,606
Federal Transit Administration		
NDOT Value Pricing Pilot Program (VPPP)	\$0	\$10,543
FTA 5310 (ADA)	\$9,703	\$45,545
Surface Transportation Block Grant (STBG)		
Caltrans – US 50	\$19,669	\$2,862,103
NDOT – Rec Travel	\$36,818	\$65,921
General Fund Transfer (Match)	\$1,938	\$3,470
Caltrans – Rec Travel	\$4,259	\$6,733
Highway Infrastructure Program (HIP)		
Caltrans – US 50	\$0	\$561,961
Contributions		
Mariner AQMF (VPPP Match)	\$6,823	\$62,507
LCTOP		
FY16-17 (Bijou Shelter/LTCC Mobility Hub)	\$0	\$6,873
Prop 1B		
PTMISEA – Engine Replacements	\$0	\$81,421
PTMISEA – Modernization	\$0	\$402
Washoe County		
Bond Sale	<u>\$0</u>	\$355,990
Total Expenditures	\$347,004	

The CIP fund purchased a wheelchair ramp for \$9,703 using FTA 5310 funds and transferred to the Transit Ops fixed assets.

JS/ja

AGENDA ITEM: V.A.

The net result increased CIP's overall fund balance to \$2,237, which is \$36 more than at the start of the fiscal year.

Transit Fund -

Overall, the District ended with a decrease of \$53,890 for October activity. The decrease can be summarized as follows:

<u>Revenue Detail</u>	<u>Operations</u>
FTA 5307 (CARES)	\$198,126
NDOT	
FTA 5311	\$199,407
NV State Parks	\$0
Contributions	
STPUD	\$0
Transportation Development Act (TDA)	
Local Transportation Fund (LTF)	\$0
State Transit Assistance (STA)	\$0
State Transit Assistance (SGR)	\$0
Farebox Revenue (LCTOP)	\$27,410
Miscellaneous	\$6
Insurance Claim Revenue	\$0
Interest	<u>\$39</u>
Total Revenues	\$424,988
<u>Expense Detail</u>	
Personnel	\$263,376
Fuel/Fuel Tax	\$15,145
Insurance	\$24,097
Repairs/Maintenance	\$49,891
Professional Services/Contracts	\$22,463
Facility Rent/Utilities/Phone	\$19,497
Supplies	\$3,186
ICAP	\$29,667
Depreciation	\$57,726
Advertising / Outreach	\$298
Capital Outlay	(\$9,703)
Other Expenses	<u>\$3,235</u>
Total Expenses	\$478,878
Increase/(Decrease)	(\$53,890)

As mentioned earlier, the CIP fund transferred \$9,703 for a wheelchair ramp to the TO fund Fixed Assets.

The net result decreased Transit's overall fund balance for the year to \$4,637,217, which is \$272,109 less than at the start of the fiscal year.

Parking System (PS) Fund-

The Parking System Fund experienced an increase of \$27,688 for October. The recap is as follows: Parking revenues totaled \$34,038, admin fees \$3,404, bank/credit card fees \$1,612, and depreciation of \$1,335 and interest revenue of \$1.

The net result increased Parking System's overall fund balance for the year to \$177,785, which is \$137,578 more than at the start of the fiscal year.

Balance Sheet-

The detailed balance sheet as of October 31, 2020 is attached (Attachment A).

The fixed asset balances, net of depreciation, include \$2,200,063 in Transit funds, \$0 in the Government-wide funds, and \$20,113 in the Parking System funds of federalized/state obligations. Should the District choose to liquidate a federalized/state 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. October Financial Statement

**Tahoe Transportation District
Balance Sheet
As of October 31, 2020**

	TOTAL	General	CIP	Transit	PS	GFA
ASSETS						
Cash & Equivalents	1,850,998	745,751	(394,712)	1,349,261	150,697	
Accounts Receivable	1,794,788	33,327	865,645	895,816		
Prepays	158,483	99,148		59,335		
Inventory	295,833			286,534	9,299	
*Capital Assets, Net Depreciation	2,361,130			2,335,989	25,142	596
TOTAL ASSETS	6,461,233	878,227	470,933	4,926,935	185,138	596
LIABILITIES						
Accounts Payable	422,701	49,670	321,618	51,414		
Deferred Revenues	280,650	8,333	147,078	117,886	7,353	
Nevada State Bank - LOC						
Insurance Payable						
EE Compensated Absences	120,418			120,418		49,547
TOTAL LIABILITIES	823,770	58,003	468,696	289,718	7,353	49,547
NET POSITION						
Invested in Capital Assets	2,537,810			2,507,459	30,351	1,398
Unrestricted	147,438			147,438		
Restricted	2,953,074	688,789		2,254,429	9,856	(49,965)
Assigned	47,202	45,000	2,202			
SUB TOTAL NET POSITION BALANCES	5,685,524	733,789	2,202	4,909,326	40,207	(48,567)
FY 21 Increase/(Decrease) to Fund Balance	(48,061)	86,435	36	(272,109)	137,578	(384)
TOTAL NET POSITION	5,637,463	820,224	2,237	4,637,217	177,785	(48,951)
TOTAL LIABILITIES & NET POSITION	6,461,233	878,227	470,933	4,926,935	185,138	596

* The fixed asset balances, net of depreciation, include \$2,200,063 in transit funds, \$0 in the governmental-wide fund account and \$20,113 in parking system funds 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.

**Tahoe Transportation District
Statement of Operations
July 1, 2020 through October 31, 2020**

	TOTAL	General	CIP	Transit	PS	GFA
Revenues						
Federal Grants	2,469,338		947,944	1,521,394		
State Funding	110,127		93,757	16,370		
Contributions	39,625	16,667	22,178	780		
General Revenues	176,775	120,104		56,671		
Charges for Services	354,050	106,756		83,766	163,528	
Special Items	1,893	19	36	1,836	2	
TOTAL REVENUES	3,151,809	243,546	1,063,915	1,680,817	163,530	0
Expenses						
Personnel	1,213,019	71,381	120,920	1,020,718		
Personnel - Compensated Absences	14,967			14,967		(418)
Contracts	815,545		815,545			
Fuel	61,886			61,886		
Depreciation	233,034			227,825	5,209	802
Other Operating	742,466	81,148	72,743	567,832	20,743	
ICAP - 10%	118,953		8,800	110,152		
Capital Outlay						
Interest						
Other Funding Sources		4,583	45,872	(50,455)		
TOTAL EXPENSES	3,199,869	157,111	1,063,879	1,952,926	25,953	384
FY 21 Increase / (Decrease) to Net Position	(48,061)	86,435	36	(272,109)	137,578	(384)

**Tahoe Transportation District
General Fund
Statement of Operations
July 1, 2020 through October 31, 2020**

	General Fund Activity			Actual vs Budget			Program YTD
	1st Qtr	Oct	2nd Qtr	YEAR TO DATE	Board Approved Budget	Var %	
Revenues							
General Revenues							
Admin Support	86,942	32,010	32,010	118,953	435,166	27.34%	118,953
Miscellaneous	1,152			1,152		-100.00%	1,152
Contributions	12,500	4,167	4,167	16,667	100,000	16.67%	16,667
Total General Revenues	100,594	36,177	36,177	136,771	535,166	25.56%	136,771
Charges for Services							
Administrative Fees	62,949	3,404	3,404	66,353	71,000	93.45%	66,353
Rental Car Mitigation Fees	38,445	1,958	1,958	40,403	60,000	67.34%	40,403
Total Charges for Services	101,394	5,362	5,362	106,756	131,000	81.49%	106,756
Special Items							
Sale of Fixed Assets							
Interest Revenue	14	5	5	19	120	15.93%	19
Total Special Revenues	14	5	5	19	120	15.93%	19
TOTAL REVENUES	202,002	41,544	41,544	243,546	666,286	36.55%	243,546
Expenses							
Operating							
Personnel	51,194	20,186	20,186	71,381	335,676	21.26%	71,381
Repairs & Maintenance					500	0.00%	
Insurance	5,621	1,874	1,874	7,495	22,434	33.41%	7,495
Facility Rent	11,379	3,660	3,660	15,038	46,445	32.38%	15,038
Telephone	3,143	1,824	1,824	4,966	13,560	36.62%	4,966
Supplies	4,795	1,195	1,195	5,990	25,652	23.35%	5,990
Advertising & Public Relations					2,100	0.00%	
Reproduction & Printing	202			202	1,184	17.02%	202
Postage					375	0.00%	
Dues, Subscriptions & Publications	4,737	236	236	4,973	26,865	18.51%	4,973
License & Permits					0	100.00%	
Professional Services	6,353	6,231	6,231	12,583	96,590	13.03%	12,583
Legal Services	4,695	3,693	3,693	8,388	45,000	18.64%	8,388
Auditing Services		17,000	17,000	17,000	35,000	48.57%	17,000
Bank Fee / CC Fees	400			400	1,000	40.00%	400
Transit Management - No Shore					12,000	0.00%	
Training		505	505	505	10,800	4.68%	505
Travel		20	20	20	12,960	0.15%	20
Events	130	173	173	303	3,575	8.48%	303
Taxes	2,698			2,698	12,000	22.48%	2,698
Miscellaneous Expenses	425	160	160	585	7,083	8.26%	585
Total Operating	95,772	56,756	56,756	152,528	710,799	21.46%	152,528

**Tahoe Transportation District
General Fund
Statement of Operations
July 1, 2020 through October 31, 2020**

	General Fund Activity			Actual vs Budget			Program YTD
	1st Qtr	Oct	2nd Qtr	YEAR TO DATE	Board Approved Budget	Var %	District Ops
Capital Outlay							
Office & Equipment over \$5000							
Office & Equipment under \$5000							
CIP over \$5000							
Reimbursed Capital Expenses							
Total Capital Outlay	0	0	0	0	0	100.00%	0
Interest							
Interest Expense					2,450	0.00%	
Total Interest Expense	0	0	0	0	2,450	0.00%	0
Other Financing Sources							
Preventive Maint (In)							
Capital Outlay (In) Out							
Transfer (In) Out	2,645	1,938	1,938	4,583	2,486	184.35%	4,583
Total Other Financing Sources	2,645	1,938	1,938	4,583	2,486	184.35%	4,583
TOTAL EXPENSES	98,417	58,694	58,694	157,111	715,735	21.95%	157,111
Increase/(Decrease) to Net Position	103,585	(17,150)	(17,150)	86,435	(49,449)	-174.80%	86,435

**Tahoe Transportation District
CIP Fund
Statement of Operations
July 1, 2020 through October 31, 2020**

	CIP Fund		Actual vs Budget			Program YTD								
	1st Qtr	Oct	2nd Qtr	YEAR TO DATE	Board	Var %	US 50	Rec Travel	Bikeway /	Meeks / SR	Corridor	Other CIP	Transit Ops	Program
					Approved Budget				Parking / VPPP					
Revenues														
Capital Grant & Contributions														
Surface Transportation Program (STP)	145,901	60,746	60,746	206,647	4,164,880	4.96%	117,883	88,764						206,647
Active Transportation Program (ATP)	373,215	264,684	264,684	637,899	913,900	69.80%				637,899				637,899
Congestive Mitigation & Air Quality (CMAQ)	49,323	3,110	3,110	52,433	771,000	6.80%	52,433							52,433
Highway Infrastructure Pgm (HIP)					561,961	0.00%								
STS Funding Alternatives (STSFA)					999,936	0.00%								
Federal Transportation Administration	9,702	9,703	9,703	19,405	6,585,438	0.29%							19,405	19,405
Office of Emergency Services (CalOES)						100.00%								
Transportation Alternative Programs (TAP)					239,212	0.00%								
Value Pricing Pilot Program (VVVP)	30,019			30,019	15,715	191.02%			30,019					30,019
State Planning						100.00%								
Prop 1B	13,785			13,785	61,632	22.37%							13,785	13,785
Low Carbon Transit Operations	17,265			17,265		-100.00%							17,265	17,265
Washoe County	53,321			53,321	388,400	13.73%			53,321					53,321
Douglas County					176,026	0.00%								
Conservancy	9,385			9,385		-100.00%						9,385		9,385
TMPO	1,542			1,542	4,031	38.26%					1,542			1,542
Contributions	15,355	6,823	6,823	22,178	751,055	2.95%			22,178				0	22,178
Total Capital Grants & Contributions	718,813	345,066	345,066	1,063,879	15,633,186	6.81%	170,316	88,764	105,519	637,899	1,542	9,385	50,455	1,063,879
Special Items														
Interest Revenue	28	7	7	36	0	-100.00%			32				3	36
Total Special Items	28	7	7	36	0	-100.00%			32				3	36
TOTAL REVENUES	718,842	345,073	345,073	1,063,915	15,633,186	6.81%	170,316	88,764	105,551	637,899	1,542	9,385	50,458	1,063,915
Expenses														
Personnel	91,488	29,431	29,431	120,920	330,440	36.59%	59,536	25,057	28,500	3,275	2,513	2,038		120,920
Contract Services	511,484	304,060	304,060	815,545	7,585,912	10.75%	95,458	63,710	14,881	634,148		7,347		815,545
Reproduction & Printing	281			281	500	56.20%			281					281
Rent Meeting Room					4,300	0.00%								
Supplies	920			920	1,550	59.34%			920					920
License & Permits	34			34		-100.00%			34					34
Advertising / Outreach					5,650	0.00%								

**Tahoe Transportation District
CIP Fund
Statement of Operations
July 1, 2020 through October 31, 2020**

	CIP Fund		Actual vs Budget			Program YTD									
	1st Qtr	Oct	2nd Qtr	YEAR TO DATE	Board Approved Budget	Var %	Bikeway / Parking / Meeks / SR Corridor Other CIP Transit Ops Program								
							US 50	Rec Travel	VPPP	89 (Fanny(Mgmt	Projects	Projects	Total	
Expenses Continued															
Postage						100.00%									
Professional Services	19,917	1,421	1,421	21,339	141,320	15.10%	9,368	1,102	10,869						21,339
Administrative Fees	50,000			50,000	50,000	100.00%			50,000						50,000
Training					1,500	0.00%									
Travel - Per Diem					6,100	0.00%									
Travel - Commercial Air					2,000	0.00%									
Travel - Auto	34			34	2,100	1.62%			34						34
Dues & Subscriptions	90	45	45	135	500	27.00%				135					135
ICAP - 10%	6,457	2,343	2,343	8,800	35,166	25.03%	5,954	2,506		341					8,800
Total Operating	680,706	337,301	337,301	1,018,007	8,167,038	12.46%	170,316	92,375	105,519	637,899	2,513	9,385			1,018,007
Capital Outlay															
Equipment / CIP over \$5000	40,752	9,703	9,703	50,455	4,989,634	1.01%								50,455	50,455
Equipment / CIP under \$5000					129,000	0.00%									
Property Acquisition					2,350,000	0.00%									
Reimb Capital Expenses	(40,752)	(9,703)	(9,703)	(50,455)	(7,468,634)	0.68%								(50,455)	(50,455)
Total Capital Outlay	0	0	0	0	0	100.00%	0	0	0	0	0	0	0	0	0
Other Financing Sources															
Preventive Maint (In)															
Capital Outlay (In) Out	40,752	9,703	9,703	50,455	7,468,634	0.68%								50,455	50,455
Transfer (In) Out	(2,645)	(1,938)	(1,938)	(4,583)	(2,486)	184.35%		(3,612)			(971)				(4,583)
Total Other Financing Sources	38,107	7,765	7,765	45,872	7,466,148	0.61%	0	(3,612)	0	0	(971)	0	50,455	45,872	
TOTAL EXPENSES	718,813	345,066	345,066	1,063,879	15,633,186	6.81%	170,316	88,764	105,519	637,899	1,542	9,385	50,455	1,063,879	
Increase / (Decrease) to Fund Balance	28	7	7	36	0	-100.00%	0	0	32	0	0	0	3	36	

Tahoe Transportation District
Transit Fund
Statement of Operations
July 1, 2020 through October 31, 2020

	TO Fund Activity			Actual vs Budget			Program YTD		
	1st Qtr	Oct	2nd Qtr	YEAR TO DATE	Board Approved Budget	Var %	S. Shore Ops	SR28 Incline	Program Total
Revenues									
Grants & Contributions									
FTA 5311	620,891	199,407	199,407	820,298	3,088,411	26.56%	820,298		820,298
FTA 5307	502,970	198,126	198,126	701,096	1,628,851	43.04%	701,096		701,096
CMAQ - 5307					450,000	0.00%			
TDA - LTF					1,157,358	0.00%			
TDA - STA					572,403	0.00%			
TDA - SGR	16,370			16,370	91,572	17.88%	16,370		16,370
NV State Parks					0	100.00%			
Sac Emergency Clean Air					400,000	0.00%			
Hybrid Voucher Incentive Pgm					43,114	0.00%			
Contributions	780			780	43,674	1.79%	780		780
Total Grants & Contributions	1,141,011	397,533	397,533	1,538,544	7,475,383	20.58%	1,538,544	0	1,538,544
Charges for Services									
FareBox Revenue	56,357	27,410	27,410	83,766	201,652	41.54%	83,766		83,766
Pass Sales					0	100.00%			
Advertising Revenue					0	100.00%			
Total Charges for Services	56,357	27,410	27,410	83,766	201,652	41.54%	83,766	0	83,766
Special Items									
Sale of Fixed Assets	1,676			1,676	2,500	67.03%	1,676		1,676
Miscellaneous	21	6	6	27		-100.00%	27		27
Insurance Claim Revenues	56,644			56,644		-100.00%	56,644		56,644
Interest Revenue	121	39	39	161	1,790	8.97%	161		161
Total Special Items	58,462	45	45	58,507	4,290	1363.80%	58,507	0	58,507
TOTAL REVENUES	1,255,829	424,988	424,988	1,680,817	7,681,325	21.88%	1,680,817	0	1,680,817
Expenses									
Operating									
Personnel	772,310	263,376	263,376	1,035,685	4,118,156	25.15%	1,035,685		1,035,685
Vehicle Fuel	46,741	15,145	15,145	61,886	315,720	19.60%	61,886		61,886
Sales Tax on Fuel	182			182	735	24.76%	182		182
Repair and Maintenance	225,714	49,891	49,891	275,605	879,655	31.33%	275,605		275,605
Insurance	60,417	24,097	24,097	84,513	311,427	27.14%	84,513		84,513
Reproduction & Printing	1,496	315	315	1,811	22,105	8.19%	1,811		1,811
Facility Rent	36,290	12,109	12,109	48,399	145,758	33.20%	48,399		48,399
Facility Utilities	12,807	4,208	4,208	17,016	72,746	23.39%	17,016		17,016
Telephone	6,673	3,180	3,180	9,853	28,968	34.02%	9,853		9,853

Tahoe Transportation District
Transit Fund
Statement of Operations
July 1, 2020 through October 31, 2020

	TO Fund Activity			Actual vs Budget			Program YTD		
	1st Qtr	Oct	2nd Qtr	YEAR TO DATE	Board Approved Budget	Var %	S. Shore Ops	SR28 Incline	Program Total
Expenses Continued									
Supplies	20,407	3,186	3,186	23,593	93,665	25.19%	23,593		23,593
Advertising & Public Relations	6,107	298	298	6,405	85,000	7.54%	6,405		6,405
License & Permits					953	0.00%			
Dues, Subscriptions and Publications	2,145	69	69	2,214	6,557	33.76%	2,214		2,214
Professional Services	70,044	22,463	22,463	92,507	395,608	23.38%	92,507		92,507
Bank Fees	1,179	363	363	1,542	5,481	28.14%	1,542		1,542
Training		1,484	1,484	1,484	25,500	5.82%	1,484		1,484
Travel	177	62	62	239	33,088	0.72%	239		239
Reimbursed Travel						100.00%			
Miscellaneous Expenses	1,527	942	942	2,468	48,000	5.14%	2,468		2,468
Grant Match	1	(1)	(1)	0	631,114	0.00%	0		0
ICAP - 10%	80,485	29,667	29,667	110,152	400,000	27.54%	110,152		110,152
Depreciation Expense	170,099	57,726	57,726	227,825	853,580	26.69%	227,825		227,825
Total Operating	1,514,800	488,581	488,581	2,003,381	8,473,816	23.64%	2,003,381	0	2,003,381
Capital Outlay									
Equipment under \$5000					139,308	0.00%			
Disposal of Fixed Assets					20,000	0.00%			
Reimbursed Capital Expenses					0	100.00%			
Total Capital Outlay	0	0	0	0	159,308	0.00%	0	0	0
Other Financing Sources									
Capital Outlay (In) Out	(40,752)	(9,703)	(9,703)	(50,455)	(7,468,634)	0.68%	(50,455)		(50,455)
Transfer (In) Out						100.00%			
Total Other Financing Sources	(40,752)	(9,703)	(9,703)	(50,455)	(7,468,634)	0.68%	(50,455)	0	(50,455)
TOTAL EXPENSES	1,474,048	478,878	478,878	1,952,926	1,164,490	167.71%	1,952,926	0	1,952,926
Increase / Decrease) to Fund Balance	(218,219)	(53,890)	(53,890)	(272,109)	6,516,835	-4.18%	(272,109)	0	(272,109)

Tahoe Transportation District
 Parking Systems Fund
 Statement of Operations
 July 1, 2020 through October 31, 2020

	Parking System Activity			Actual vs Budget			Program YTD
	1st Qtr	Oct	2nd Qtr	YEAR TO DATE	Board Approved Budget	Var %	Parking System
Revenues							
General Revenues							
Contributions					7,000	0.00%	
Total General Revenues	0	0	0	0	7,000	0.00%	0
Charges for Services							
Parking Revenue	129,490	34,038	34,038	163,528	210,000	77.87%	163,528
Total Charges for Services	129,490	34,038	34,038	163,528	210,000	77.87%	163,528
Special Items							
Interest Revenue	1	1	1	2	0	100.00%	2
Total Special Revenues	1	1	1	2	0	100.00%	2
TOTAL REVENUES	129,491	34,039	34,039	163,530	217,000	75.36%	163,530
Expenses							
Personnel					17,955	0.00%	
Contracts					89,430	0.00%	
Professional Services					2,800	0.00%	
Rent / Lease					12,000	0.00%	
Advertising / Outreach					0	100.00%	
Supplies					1,500	0.00%	
Repairs & Maintenance					3,000	0.00%	
Admin Fees	12,949	3,404	3,404	16,353	21,000	77.87%	16,353
Travel - Auto					500	0.00%	
Bank / CC Fees	2,778	1,612	1,612	4,391	4,194	104.69%	4,391
Misc Fees					7,920	0.00%	
Depreciation	3,875	1,335	1,335	5,209	41,430	12.57%	5,209
TOTAL OPERATING EXPENSES	19,602	6,351	6,351	25,953	201,729	12.87%	25,953
Capital Outlay							
Equipment over \$5000						100.00%	
Equipment under \$5000						100.00%	
Total Capital Outlay	0	0	0	0	0	100.00%	0
Other Funding Sources - Revenues							
Revenues							
Capital (In) Out						100.00%	
Transfers (In) Out						100.00%	
Total Other Financing Sources	0	0	0	0	0	100.00%	0
Total Expenses and Other Funding Sources	19,602	6,351	6,351	25,953	201,729	13%	25,953
Increase /(Decrease) to Fund Balance	109,889	27,688	27,688	137,578	15,271	900.91%	137,578

MEMORANDUM

Date: January 18, 2021
To: Tahoe Transportation District (TTD) Board of Directors
From: TTD Staff
Subject: Review and Acceptance of TTD's Fiscal Year 2019-20 Single Audit Report

Requested Action:

Staff requests the Board accept the Single Audit of TTD for Fiscal Year 2019-20 (FY20).

Background:

Every fiscal year, an independent auditor is commissioned to audit the prior year's financial activity to ensure TTD is financially healthy and its practices are within accounting requirements. Two audits were required for TTD, the standard financial audit found in the Comprehensive Annual Financial Report (CAFR) that was accepted at the December Board meeting and the Single Audit, pursuant to Office of Management and Budget (OMB) A-133 (Attachment A).

The Single Audit is required because the District had in excess of \$750,000 of federally funded expenditures as part of its operations. The Single Audit's objective is to provide assurance to the US Federal government as to the management and use of such funds by recipients.

In FY20, TTD received Coronavirus Aid, Relief and Economic Security (CARES) Act funds through NDOT for the match portion of the FTA 5311 grant. The OMB released a supplement to the 2020 OMB Compliance Supplement, which auditors are required to use for guidance to perform the Single Audit. The supplement did not require any additional reporting for the FTA 5311 program and therefore no changes were necessary to the draft copy of the Single Audit that was presented in December for review.

Davis Farr LLP conducted the audit. TTD is in the first year of a three-year contract with Davis Farr.

Discussion:

The summary of the auditor's results can be found on page 8 in the Schedule of Findings and Questioned Costs section of the Single Audit. Staff is pleased to report the auditors issued an unmodified opinion that the financial statements were prepared in accordance with GAAP, there were no material weaknesses or significant deficiencies in internal control over both financial reporting and compliance with the major programs. The audit disclosed no findings required to be reported and TTD is considered low risk as defined by OMB Circular A-133.

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. FY20 Single Audit

TAHOE TRANSPORTATION DISTRICT
Single Audit Report on Federal Awards
Year ended June 30, 2020

TAHOE TRANSPORTATION DISTRICT
Single Audit Report on Federal Awards
Year ended June 30, 2020

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Davis Farr LLP
 2301 Dupont Drive | Suite 200 | Irvine, CA 92612
 Main: 949.474.2020 | Fax: 949.263.5520

**REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING
 AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN
 AUDIT OF FINANCIAL STATEMENTS PERFORMED IN
 ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS***

Independent Auditor's Report

Board of Directors
 Tahoe Transportation District
 Stateline, Nevada

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities and each major fund of the Tahoe Transportation District (District), as of and for the year ended June 30, 2020, and the related notes to the financial statements, which collectively comprise the District's basic financial statements, and have issued our report thereon dated December 2, 2020.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the District's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control. Accordingly, we do not express an opinion on the effectiveness of the District's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. *A material weakness* is a deficiency, or combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. *A significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of the internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Board of Directors
Tahoe Transportation District
Stateline, Nevada

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the District's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the District's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the District's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.



Irvine, California
December 2, 2020



Davis Farr LLP
 2301 Dupont Drive | Suite 200 | Irvine, CA 92612
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REPORT ON COMPLIANCE FOR EACH MAJOR FEDERAL PROGRAM; REPORT ON INTERNAL CONTROL OVER COMPLIANCE; AND REPORT ON THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS REQUIRED BY THE UNIFORM GUIDANCE

Independent Auditor's Report

Board of Directors
 Tahoe Transportation District
 Stateline, Nevada

Report on Compliance for Each Major Federal Program

We have audited the Tahoe Transportation District's (District's) compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of the District's major federal programs for the year ended June 30, 2020. The District's major federal programs are identified in the Summary of Auditor's Results section of the accompanying Schedule of Findings and Questioned Costs.

Management's Responsibility

Management is responsible for compliance with federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of the District's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*; issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the District's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for the major federal programs. However, our audit does not provide a legal determination of the District's compliance.

Board of Directors
Tahoe Transportation District
Stateline, Nevada

Opinion on Major Federal Programs

In our opinion, the District complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on its major federal programs for the year ended June 30, 2020.

Report on Internal Control Over Compliance

Management of the District is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the District's internal control over compliance with the types of requirements that could have a direct and material effect on the major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing our opinion on compliance for the major federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the District's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance

We have audited the financial statements of the District as of and for the year ended June 30, 2020, and have issued our report thereon dated December 2, 2020, which contained an unmodified opinion on those financial statements. Our audit was conducted for the purpose of forming an opinion on the financial statements as a whole. The accompanying Schedule of

Board of Directors
Tahoe Transportation District
Stateline, Nevada

Expenditures of Federal Awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the financial statements. Such information is the responsibility of management and was derived from, and relates directly to, the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Schedule of Expenditure of Federal Awards is fairly stated in all material respects in relation to the financial statements as a whole.



Irvine, California
December 29, 2020, except for the Schedule of Expenditures of Federal Awards dated
December 2, 2020

TAHOE TRANSPORTATION DISTRICT
Schedule of Expenditures of Federal Awards
Year ended June 30, 2020

Federal Grantor/Pass-through Grantor/ Program or Cluster Title	Catalog of Federal Domestic Assistance Number	Program Identification Number	Federal Financial Assistance Expenditures
United States Department of Transportation			
Highway Planning and Construction Cluster:			
Highway Planning and Construction Program:			
Passed through the California Department of Transportation (Caltrans):			
Federal Transit Administration Surface Transportation	20.205	STPLN-6478(005) Z230	\$ 742,501
Federal Transit Administration Surface Transportation	20.205	STPLNI-6478(007)	199,560
Federal Transit Administration Active Transportation Program	20.205	ATPL-6478(003)	255,793
Federal Highway Administration Congestive Mitigation Air Quality	20.205	STPLN-6478(005) Z400	234,961
Passed through the Nevada Department of Transportation (NDOT):			
Federal Transit Administration Surface Transportation Program	20.205	PR130-18-063	453,838
Federal Transit Administration	20.205	P533-15-063	32,784
Passed through the Nevada Division of State Parks:			
Federal Highway Administration	20.219	Proj 2017-20	8,016
Federal Highway Administration	20.219	Proj 2019-23	<u>16,285</u>
Total Highway Planning and Construction Cluster			<u>1,943,738</u>
Transit Services Programs Cluster:			
Federal Transit Administration Section 5310 Program	20.513	NV-2019-015-00	<u>57,606</u>
Total Transit Services Program Cluster			<u>57,606</u>
Other Programs:			
Direct Program:			
Federal Transit Administration Section 5307 Program	20.507	NV-2019-013-00	606,143
Federal Transit Administration Section 5307 Program	20.507	NV-2018-006-00	666,649
Federal Transit Administration Section 5307 Program	20.507	NV-2018-004-00	200,000
Passed through the Nevada Department of Transportation (NDOT):			
Federal Transit Administration Section 5311 Program	20.509	PR412-18-802	322,547
Federal Transit Administration Section 5311 Program	20.509	PR517-19-802	678,937
COVID-19 - Federal Transit Administration Section 5311 Program	20.509	PR517-19-802	<u>897,372</u>
Total Other Programs			<u>3,371,648</u>
Total United States Department of Transportation			<u>5,372,992</u>
Total Expenditures of Federal Awards			<u>\$ 5,372,992</u>

See accompanying Notes to Schedule of Expenditures of Federal Awards

TAHOE TRANSPORTATION DISTRICT**Notes to Schedule of Expenditures of Federal Awards****Year ended June 30, 2020****(1) Summary of Significant Accounting Policies Applicable to the Schedule of Expenditures of Federal Awards**Scope of Presentation

The accompanying Schedule of Expenditures of Federal Awards (Schedule) presents only the expenditures incurred by the Tahoe Transportation District (District) that are reimbursable under programs of federal agencies providing financial awards. For the purposes of this Schedule, financial awards include federal awards received directly from a federal agency, as well as federal funds received indirectly by the District from a non-federal agency or other organization. Only the portions of program expenditures reimbursable with such federal funds are reported in the accompanying schedule. Program expenditures in excess of the maximum reimbursement authorized or the portion of the program expenditures that were funded with other state, local, or other non-federal funds are excluded from the accompanying schedule.

Basis of Accounting

The expenditures included in the accompanying Schedule were reported on the accrual basis of accounting. Under the accrual basis of accounting, expenditures are recognized when incurred. Expenditures reported include any property or equipment acquisitions incurred under the federal program. The District elected to use the 10% de minimis cost rate during the year ended June 30, 2020.

Subrecipients

The District did not pass through any federal funds to subrecipients during the year ended June 30, 2020.

TAHOE TRANSPORTATION DISTRICT
Schedule of Findings and Questioned Costs
Year ended June 30, 2020

Section I - Summary of Auditor's Results

Financial Statements

- | | |
|---|---------------|
| 1. Type of auditors' report issued on whether the financial statements audited were prepared in accordance with GAAP: | Unmodified |
| 2. Internal control over financial reporting: | |
| a. Material weakness(es) identified? | No |
| b. Significant deficiency(ies) identified? | None Reported |
| 3. Noncompliance material to the financial statements noted? | No |

Federal Awards

- | | |
|--|---|
| 1. Internal control over major programs: | |
| a. Material weakness(es) identified? | No |
| b. Significant deficiency(ies) identified? | None Reported |
| 2. Type of auditors' report issued on compliance for major programs: | Unmodified |
| 3. Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200.516 (a)? | No |
| 4. Identification of major programs: | |
| <u>CFDA Number</u>
20.509 | <u>Name of Federal Program or Cluster</u>
Formula Grants for Rural Areas |
| 5. Dollar threshold used to distinguish between Type A and Type B programs: | \$750,000 |
| 6. Auditee qualified as a low-risk auditee? | Yes |

TAHOE TRANSPORTATION DISTRICT
Schedule of Findings and Questioned Costs
Year ended June 30, 2020

Section II - Findings Related to the Financial Statements which are Required to be Reported in Accordance with Generally Accepted Government Auditing Standards (GAGAS)

There were no findings required to be reported in accordance with GAGAS.

Section III - Findings and Questioned Costs Related to Federal Awards

There were no findings required to be reported under 2 CFR 200, paragraph .516 of the Uniform Guidance.

TAHOE TRANSPORTATION DISTRICT
Summary Schedule of Prior Year Findings
Year ended June 30, 2020

Status of Prior Year Audit Findings:

There were no prior audit findings requiring follow-up from the year ended June 30, 2019.

MEMORANDUM

Date: January 18, 2021

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Adopt Resolution 2021-001 Removing Reliance Trust Company as the Trustee for the Employee Retirement 457(b) Plan with Mass Mutual Acknowledging the TTD District Manager as the Successor Trustee and Nationwide Financial as the Custodian Record Keeper Consistent with the Terms of the Contract Between Reliance and TTD

Action Requested:

Staff requests the Board adopt Resolution 2021-001 removing Reliance Trust Company as the Trustee for the Employee Retirement Plan 457(b) and acknowledging the TTD District Manager as the successor trustee and Nationwide Financial as the Custodian Record Keeper as one of the transition steps to Nationwide as TTD's retirement plan provider.

Fiscal Analysis:

There are no negative fiscal impacts to TTD. Employer contributions to the retirement plans have been approved by previous Board actions. The proposed fund menu with Nationwide Financial is very cost competitive, will lower the internal fund costs, and offers more fund choices.

Background:

The TTD Board approved establishing the current retirement plan for TTD employees with Mass Mutual in August 2014. The plan is a qualified government social security replacement plan using sections 401(a) and 457(b) under Title 26 of the US Code for the Internal Revenue Service (IRS). The 2015 action approved Mass Mutual as the investment plan provider. Mass Mutual used Reliance Trust Company as its trustee for the 457(b) plan component and the Board authorized Reliance Trust in May of 2015 through Resolution 2015-007. The Board delegated administrative responsibility for the entire retirement plan in Resolution 2015-008 (Attachment B) to the District Manager and TTD entered into a contract with Reliance in June 2015. TTD also has a third-party administrator, or TPA, Benefit Advantage, to stay compliant with Internal Revenue Service rules and regulations, and an investment advisor for employees through Raymond James to round out plan compliance and financial advisement.

In October of 2020, the TTD Board approved changing the investment plan provider from Mass Mutual to Nationwide Financial for the Employee Retirement Plan. Staff has been working with both Mass Mutual and Nationwide to transition the current plan. The blackout period will begin on January 20, with the liquidation of funds on January 22 and the actual wire of assets to Nationwide on January 25, 2021.

Discussion:

As part of the transition steps, Staff notified Mass Mutual and Reliance of termination after the Board approved the change in October 2020. Consistent with the terms of the contract with Reliance and TTD's Resolution 2015-008, a formal resolution designating a change in plan trustee from Reliance Trust to TTD as successor trustee and Nationwide Financial as custodian record keeper is necessary. The transition in Trustee will be effective January 25, 2021 with the transfer of assets to Nationwide.

Staff recommends adoption of Resolution 2021-001.

Additional Information:

If you have any questions or comments regarding this item, please contact DeDe Aspero at daspero@tahoetransportation.org or (775) 589-5326.

Attachments:

- A. Resolution 2021-001
- B. Resolution 2015-008

TAHOE TRANSPORTATION DISTRICT
RESOLUTION NO. 2021-001

**A RESOLUTION REMOVING RELIANCE TRUST COMPANY AS THE TRUSTEE
OF THE TAHOE TRANSPORTATION DISTRICT EMPLOYEE RETIREMENT PLAN
AND AUTHORIZE NATIONWIDE FINANCIAL AS THE PLAN RECORD-KEEPER**

WHEREAS, the Tahoe Transportation District (TTD) is a governmental employer under Code section 414(d) and not subject to the provisions of the Employee Retirement Income Security Act of 1974 (ERISA); and

WHEREAS, TTD has established a new standalone employee retirement plan consisting of a deferred compensation plan, a defined contribution plan, and a social security replacement plan (the "Retirement Plan"); and

WHEREAS, Resolution 2015-007 adopted Reliance Trust Company to serve as trustee of the plan and authorized Mass Mutual Life Insurance Company to serve as plan record-keeper; and

WHEREAS, the TTD Board of Directors delegated all day-to-day administration of the Retirement Plan to the District Manager or his designee except for decisions regarding the creation or dissolution of the Retirement Plan, amendments to the Retirement Plan documents, eligibility for participation and contribution amounts in Resolution 2015-008; and

WHEREAS, the TTD Board of Directors approved changing the investment plan provider from Mass Mutual to Nationwide Financial in October of 2020.

NOW, THEREFORE, BE IT RESOLVED, as follows:

1. The TTD Board of Directors removes Reliance Trust Company as Trustee of the Tahoe Transportation District Retirement Plan and appoints the TTD District Manager as trustee of said plan effective January 25, 2021.
2. The TTD Board of Directors removes Mass Mutual Life Insurance Company as the authorized plan record-keeper of the Tahoe Transportation District Retirement Plan and authorizes Nationwide Financial to serve as plan record-keeper effective January 25, 2021.

PASSED AND ADOPTED by the TTD Board of Directors at its special meeting held on January 22, 2021 by the following vote:

Ayes:

Nays:

Abstain:

Absent:

Cindy Gustafson, Chair
Tahoe Transportation District

TAHOE TRANSPORTATION DISTRICT
RESOLUTION NO. 2015-008

**A RESOLUTION DELEGATING ADMINISTRATION OF THE TAHOE
TRANSPORTATION DISTRICT EMPLOYEE RETIREMENT PLAN TO
THE DISTRICT MANAGER**

WHEREAS, the Tahoe Transportation District (TTD) is a governmental employer under Code section 414(d) and not subject to the provisions of the Employee Retirement Income Security Act of 1974 (ERISA); and

WHEREAS, TTD does not participate in the Social Security system; and

WHEREAS, TTD has established a new standalone employee retirement plan consisting of a deferred compensation plan, a defined contribution plan, and a social security replacement plan (the "Retirement Plan"); and

WHEREAS, delegating administrative responsibilities to staff in connection with the Retirement Plan will improve administrative efficiency and reduce the amount of administrative work required of the Board of Directors.

NOW, THEREFORE, BE IT RESOLVED, that the TTD Board of Directors delegates all day-to-day administration of the Retirement Plan to the District Manager or his designee except for decisions regarding the creation or dissolution of the Retirement Plan, amendments to the Retirement Plan documents, eligibility for participation and contribution amounts.

The District Manager is hereby authorized and directed to take any and all further actions deemed necessary or desirable in carrying out the foregoing intentions of the Board as set forth in this resolution.


PASSED AND ADOPTED by the TTD Board of Directors at its regular meeting held on June 12, 2015 by the following vote:

Ayes: Ms. Berkbigler, Mr. Kimbrough, Ms. McDermid, Ms. Novasel, Ms. Conner,
Mr. Strain, Mr. Teshara, Mr. Treabess

Nays:

Abstain:

Absent: Mr. Garner


Steve Teshara, Chair
Tahoe Transportation District

MEMORANDUM

Date: January 18, 2021

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Review and Acceptance of the Quarterly Transit Report for the First Quarter of Fiscal Year 2021

Action Requested:

It is requested the Board review and accept the quarterly transit report for the first quarter of fiscal year 2021 (FY21).

Background:

This report summarizes the quarterly status and efforts of TTD's transit program from July 1 through September 30, 2020.

Highlights:

- ✓ East Shore Express Service suspended for summer 2020
- ✓ Ridership stabilizes by quarter's end
- ✓ Liberty Utilities obtains permit for the next phase of the LTCC Mobility Hub project
- ✓ Recruitment becomes increasingly difficult
- ✓ Website redesign launches
- ✓ Enhanced Operator trainings continue

Transit Operations Report:

East Shore Express (ESE) service was suspended for the summer at the request of Nevada State Parks in an effort to curb visitation to Sand Harbor. Summer 2020 becomes the first summer in over eight years that the area was not served by ESE. The impacts were visible along the State Route 28 corridor where illegal parking abounds.

Month-over-month ridership gains continued through the summer and into the fall. As the summer season passed and ESE ridership was no longer part of the year-over-year comparison, overall system ridership started to stabilize. By the end of September, overall system ridership was down by just six percent—a remarkable recovery from the five months prior when ridership had declined by over 66 percent.

Ridership on local Community Connections, consisting of Routes 50 and 55, recovered from a 46 percent decline by the close of the last quarter of FY 20 to an impressive three percent decrease by the end of the first quarter of FY 21. Regional Connections, which includes commuter service on

Routes 19x and 22, improved from a 52 percent decline in the previous quarter to a 22 percent decrease in ridership.

Paratransit ridership continued to be the most heavily impacted service as a result of the COVID-19 pandemic. This was not entirely unexpected as paratransit serves a largely vulnerable population of the community and many paratransit riders continued to shelter in place. Paratransit ridership remained on a slow-but-steady recovery and was down by 64 percent for the quarter. Still, a notable improvement from 81 percent in the last quarter of FY 20.

System Ridership Q1 FY 2021										
Route		JULY		AUGUST		SEPTEMBER		Q1 TOTALS		% +/- vs. Q1 2021
		2020	2019	2020	2019	2020	2019	FY 2021	FY 2020	
SLT Mainline	50	10,894	11,844	11,623	11,332	11,408	9,667	33,925	32,843	3%
SLT	55	5,716	6,156	6,551	6,087	6,210	5,737	18,477	17,980	3%
Community Connections		16,610	18,000	18,174	17,419	17,618	15,404	52,402	50,823	3%
Minden/Carson	19X	756	1,006	816	1,003	802	995	2,374	3,004	-21%
SLT/Kingsbury/Minden (Hybrid)	22	1,899	2,461	1,798	2,321	1,555	1,929	5,252	6,711	-22%
Regional Connections		2,655	3,467	2,614	3,324	2,357	2,924	7,626	9,715	-22%
East Shore*	28	-	19,996	-	14,683	-	2,136	-	36,815	-100%
Paratransit		415	1,282	479	1,280	481	1,242	1,375	3,804	-64%
System Total		19,680	42,745	21,267	36,706	20,456	21,706	61,403	101,157	-39%
Average Daily Trips by Month		635	1,379	709	1,224	660	700	667	1,100	
Farebox**		\$ -	\$71,547	\$ -	\$63,549	\$ -	\$42,299	\$ -	\$177,395	-100%

*East Shore Express service is suspended for the Summer 2020 season in coordination with Nevada State Parks.

**On April 12, 2020, zero-fare service commenced on all transit routes to make travel safer in response to COVID-19.

Face coverings continued to be mandatory for all passengers on transit buses and in transit facilities. The requirement remained consistent with the Centers for Disease Control (CDC) recommendations to wear face coverings in public settings where other physical distancing measures are difficult to maintain. The mask requirement was soon mandated in both California and Nevada during the same quarter as well.

TTD continued to monitor and implement current recommendations from local, state, and federal health officials including:

- Physical distancing (asking the community to continue maintaining a minimum of 6-feet between transit operators and passengers and to also observe the buffer zone of empty seats around transit operators)
- Back-door entry/exiting, when possible
- Enhanced cleaning and disinfection
- Use of alcohol-based sanitizer, available on all buses and in transit centers

TF/ja

AGENDA ITEM: V.D.

TTD also continued policies to combat COVID-19, including daily and nightly sanitizing of bus contact surfaces; use of gloves and face coverings; contingency planning for transit services and operations; daily communications with local health and emergency services officials; virtual meetings; and remote work for employees who could do so.

Fleet & Facilities:

Maintenance Technicians completed 545 work orders this quarter and responded to 142 road calls for service. The steady improvement of fleet reliability was maintained. However, challenges to fleet maintenance are expected to persist until a new Maintenance and Administration Facility is constructed. Such improvements would enable TTD to utilize staff more effectively and improve repair times, and ultimately, lead to a more reliable experience for passengers which could have a direct correlation to transit ridership. TTD’s capacity for funding capital assets remains limited without the availability of competitive local match sources.

Staff continued coordination with Liberty Utilities (Liberty) and Lake Tahoe Community College (LTCC) staff to establish an electrical feed bringing power to the LTCC Mobility Hub from Al Tahoe Boulevard. Standing weekly project meetings continued as the new phase of work was developed in preparation for the installation of charging equipment and in anticipation of deployment of electric buses in 2021. The team worked to complete project permitting and design. Liberty hired an electrical contractor. Permitting was approved in late September and the construction schedule was adjusted to complete the project in the first weeks of October, weather permitting.

Recruitment and Retention:

General conditions surrounding COVID-19 exacerbated overall recruitment and retention challenges. Some operators became increasingly uncomfortable driving in the current operating environment, even with new, stricter safety protocols put into place. Meanwhile, the closure of both California’s and Nevada’s Department of Motor Vehicles (DMV) during the spring of 2020 created a backlog of individuals waiting on commercial driver license (CDL) testing. The Nevada DMV relocated to a new facility and are currently training new examiners, which further delayed CDL testing dates.

In an effort to amplify recruitment efforts, TTD posted an 11 x 7 foot “Hiring Now” banner at the South Y Transit Center, visible to motorists passing through the intersection. An electronic banner was posted and remains displayed on the new TTD website homepage. Additionally, paid advertisements were posted and/or announced on the following outlets: Mass Transit, AARP, Hire Me Nevada, Reno Help Wanted, Facebook, and Indeed.



Website Redesign:

TTD's redesigned website was launched in July 2020 after the completion of its final stage of testing. The website proved instrumental in disseminating information on various topics, such as the rollout of fare-free transit service; the Park Tahoe paid parking program; and new mask requirements for all passengers and other pertinent rider alerts. The new website was received well both internally and externally, and staff continued to receive positive feedback on the redesign.

Training:

Monthly safety trainings continued. Safety meetings were offered online throughout July and August on the topics of "Workplace Stress & Diversity," along with basic COVID-19 education, which built upon the previous basic Coronavirus trainings provided throughout April and May. September safety meetings covered an Injury and Illness Prevention Program (IIPP), COVID-19 supplemental training and were offered in an in-person format with numerous time and date options, due to social distancing protocol and group size limitations. For anyone unable to make it to any of the various time and dates provided, alternatives were available.

Additional Information:

If you have any questions or comments regarding this item, please contact Tara Frank at (775) 589-5508 or tfrank@tahoetransportation.org.

MEMORANDUM

Date: January 18, 2021

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Approval of Public Process and Schedule for Acquisition and Site Alternatives Analyses for the Old Elementary School Site Located at 771 Southwood Boulevard, and a Potential Project for a Transit Mobility Center

Action Requested:

It is requested the Board approve the public process and schedule related to acquisition of the old elementary school site located at 771 Southwood Boulevard as a placeholder property, subject to a formal site alternatives analysis and project concept development post acquisition.

Fiscal Analysis:

The East Shore Trail is an approved Washoe County-1 (WC-1) project as part of the larger Nevada Stateline to Stateline Bikeway Project. Washoe County has indicated there are sufficient WC-1 funds remaining to support an amendment (amendment #4) to their agreement with TTD for the planning and development of a potential mobility center in Incline Village. TTD has requested authorization to the use remaining WC-1 funds in the amount of \$285,000. This request is pending before the Washoe County Board of Commissioners.

TTD has been awarded \$1.956 million from Title 49 of the US Code Section 5339 Bus and Bus Facilities fund program through the Nevada Department of Transportation (NDOT) and with the concurrence of the Federal Transit Administration (FTA) for acquisition, with another \$1.2 million for demolition and asbestos abatement awaiting the formal award letter. Additional funds will be needed for redevelopment of the property. A variety of nonfederal source funds are available through various programs for match for the purchase and demolition, including but not limited to Transportation Development Act, State Question 1, and Washoe County 1 funds. The purchase and demolition costs are based on an April 2019 appraisal prepared for WCSD in anticipation of sale.

Work Program Analysis:

The site is currently used seasonally as part of transit service operations so any associated staff time is included in the work program. Acquisition and redevelopment of the property as a project will affect future work programs.

Background:

Role of Transit System as Part of Many Mode Transportation Solutions for Tahoe

For decades, jurisdictions have collaborated with Lake Tahoe communities on regional public surveys, detailed planning processes, and adopted programs to improve the traveler experience. In general, the Tahoe basin has agreed, through law, plans, and funding that:

- The current roadways should not be expanded.
- There is a collective desire to maintain and improve the clarity of the lake through environmentally-sound and sustainable, measured growth initiatives.
- Reducing vehicle miles traveled (VMTs) is a necessary tactic to achieve the region's goals.
- Congestion is a major issue facing residents and visitors alike, causing friction across communities. This issue is one that will continue to get worse and compound with current and future increases in resident and visitor populations. Reducing cars on the road is critical to the safety and well-being of our communities.

A current top priority is the safety and circulation of travelers on SR28. Incline Village and the recreating public continue to be very vocal about this problem. Over the years, these concerns have resulted in identified system improvements and services in the Regional Transportation Plan (TRPA), the State Route 28 Corridor Management Plan (TTD), Coordinated Human Services Transportation Plan, Short Range Transit Plans (TTD and TART), the Transit Master Plan (TTD), annual unmet transit needs hearings (TRPA), and the Washoe County Tahoe Area Plan. System improvements and services take years and revenue to implement, and some have been developed. Successfully completed projects with these broader goals in mind include Incline Village's roundabout at the base of SR 431, Tahoe City's Transit Center, the Fanny Bridge project, major segments of the West Shore Trail, the award-winning Mobility Hub at Lake Tahoe Community College, and the beautiful East Shore Trail.

However, more projects are needed to continue to address Lake Tahoe's challenges. Congestion is, and will continue to be, a major issue facing Incline Village. Parking is limited to businesses, unimproved shoulders, residential streets, and beaches. Safety is a concern. TTD and regional partners, including TRPA as well as Washoe County, are exploring possible solutions to transportation and traffic issues facing Incline Village. Local problems are often symptomatic of Tahoe's larger regional challenges. These challenges require strategic solutions that address the visitation growth, while offering residents better ways to move around Tahoe. TTD and its partners continue to pursue options to solve some of the community's concerns and identify possible solutions, including locations for enhanced parking solutions and a mobility center wherein multiple community needs could be met.

Mobility Centers or Hubs and Community Connection

Incline Village is only one of many planned mobility centers identified in planning efforts within the Tahoe basin. Other communities are Meyers and South Lake Tahoe. Inter-regionally, there are park and rides or mobility centers identified for the Truckee area, Reno, Carson, and Douglas County. Along SR 28 in Nevada, TTD is addressing additional off-highway parking areas with transit and trail connectivity by expanding the existing US Forest Service lots, adding another small parking area at Skunk Harbor, and building a new trailhead lot and permanent boat inspection center near the junction of SR 28 and US 50.

The focus on Incline Village is a direct result of the Washoe County School District (WCSD) moving to dispose of the old Incline Elementary School located at 771 Southwood Blvd. For the

last nine years, TTD has operated the East Shore Express providing public transit to Sand Harbor, and now the East Shore Trail, from this site. The East Shore Express carries about 40,000 passengers per season and helps reduce the need for parking in the corridor. In August of 2019, the WCSD board took action to open a bid process for sale of the site after the Incline Village General Improvement District (IVGID) formally declined purchasing the site and ended discussions with WCSD.

Staff had reported to the Board on several occasions in 2019 on the potential loss of the school site and how that would leave the seasonal service without an alternative. The loss of the site would likely mean a cessation of the seasonal service provided by TTD, unless another suitable site could be found. At the September 2019 meeting of TTD, the Board authorized the District Manager and Legal Counsel to develop cooperative agreements on funding, pursue due diligence, and develop an acquisition funding package and timeline for the site. The purchase of the site is a placeholder and does not commit any agency to pursue a project. However, a decision not to purchase the site could result in the WCSD selling it to another party before a formal alternatives analysis is complete.

TTD has performed a preliminary review of available sites within the SR 28 Corridor and determined that the old Incline Village Elementary School site should be preserved for further study. The site is properly zoned, has performed the use for the past nine years, possesses adequate coverage for mobility needs, is adjacent to high density residential and community commercial, as well as having signalized access to SR 28. Other potential sites listed below will also be studied, including a detailed alternatives analysis, before any project planning can begin in earnest.

- Former Incline Elementary School, 771 Southwood Blvd., Incline Village, NV
- “Tahoe Inn” - 9937 N Lake Blvd, Kings Beach, CA
- “Nine 41” – 941 and 947 Tahoe Blvd., Incline Village, NV
- Former gas station, 560 Lakeshore Blvd., Incline Village, NV
- Mount Rose Ski Tahoe parking lot, 22222 Mt Rose Hwy, Reno, NV
- Diamond Peak Ski Resort parking lot, 1210 Ski Way, Incline Village, NV
- Former Spitsen Lumber site, 1054 Tahoe Blvd, Incline Village, NV
- Washoe County Sheriff Sub-Station, 625 Mt. Rose Hwy, Incline Village, NV

Discussion:

Over the past few weeks, Staff have met twice with the Board-established ad hoc committee for Incline Village. The committee was informed of the status of the project including funding, federal requirements, and proposed schedule.

FTA Categorical Exclusion Process and Property Acquisition Requirements

Of particular interest was the Categorical Exclusion (CE) received for the “protective acquisition” of the property at 771 Southwood Boulevard and the requirements of the acquisition pursuant to the CE.

FTA allows for a CE to be applied under the National Environmental Policy Act (NEPA) for the acquisition and transfer of real property interest. This CE covers cases where the property is acquired and remains essentially unchanged from its previous use until the NEPA is completed for the future FTA-assisted project that may make use of the property. Note that acquiring property pursuant to this CE must not limit the evaluation of alternatives when the future FTA-assisted project is evaluated in the FTA environmental review process, which must allow for the possibility that the property will not be used for the project. While TTD has performed a

preliminary review of available sites, in no way is the preliminary review considered to be a satisfaction of the FTA requirement. A final alternatives analysis will be prepared prior to project concept development and complete environmental analysis.

Process for Project Concept Development After Alternatives Analysis and Site Selection

At this time, there is no developed project concept for the school site or any other site. The unique CE provision allows for “protective acquisition” of a property to preserve its option as a placeholder property for a project when the property is at risk of being sold and therefore unavailable to a transit agency. Alternative site analysis and project development process funds are available through Federal Highway Administration (FHWA) Surface Transportation Block Grant (STBG), and dollars are in the programming document to be considered for recommendation by the TTD Board sitting as the advisory Commission to the TRPA in its role as the Metropolitan Planning Organization (Tahoe MPO or TMPO). Without these funds, TTD will not be able to conduct the site alternatives analysis and project concept development.

Proposed Calendar for Public Engagement and Consideration of Purchase Agreement

Staff and the committee have discussed having two to three virtual town halls in the month of February with at least one being held during the day and one during the evening. The intent is to be educational and informative for all parties, and to seek input on alternative sites for analysis. The purchase agreement with WCSD will be proposed for consideration by the TTD Board at its March 12 meeting. Pending approval of the purchase agreement and funding agreements, including the programming of funds through the Transportation Improvement Program (TIP) process by TRPA and NDOT, a consultant will be hired to complete a planning process for addressing community concerns around transportation challenges in and around Incline Village/Crystal Bay. This planning effort will continue with community engagement and public outreach processes to further develop community-based solutions into an actionable project. The overall effort will be complemented by a Project Development Team (PDT) structure comprised of several representative groups, such as stakeholders, businesses, and agencies involved in the project, as well as District support.

As noted in the prior discussion, acquisition of the school site is a placeholder opportunity to prevent its loss as a site option. Staff also discussed with the ad hoc committee that timing is of the essence as several factors compel action sooner rather than later. First, WCSD is eager to sell the property and has been generous in the time that has been given to TTD to procure funds and the opportunity to purchase the site. The dialog with WCSD has been underway since August of 2019. WCSD Board approved the sale to TTD in September of 2020, and recently agreed to TTD postponing the purchase agreement consideration from TTD’s January meeting to its March meeting. Equally, if not more importantly, the federal funds from FTA are at risk of loss if they are not obligated this federal fiscal year. With the bureaucratic procedural steps and the timing that is necessary to encumber the funds, it means that everything must be completed and lined up no later than the end of June.

Recommendation

Based on the discussions with the ad hoc committee, TRPA, NDOT, WCSD, Washoe County, and public comment to date, it is recommended that the Board discuss and adopt a calendar and commitment to public process in phases.

Phase I:

Two to three virtual public town hall meetings prior to the March TTD meeting

- The first meeting in the week of February 8
- The second meeting in the week of February 22

GF/ja

AGENDA ITEM: VI.A.

- A possible third to be held in the week of March 1 or March 8;
Staff will meet with the ad hoc committee to discuss presentation content prior to first town hall

March 12 TTD meeting - consider action on the purchase agreement with WCSD.

Phase II:

Conduct two additional public town hall meetings about the acquisition and site alternatives analyses to be conducted

- Hold the first virtual meeting in late March
- Hold the second in mid-April

April 9 TTD meeting - will include an update on funding decisions and obligation, procurement process for site alternatives analyses, and project concept development

Next phase levels will be brought to the TTD Board, along with the results of the site alternatives analyses.

Additional Information:

If you have any questions or comments regarding this item, please contact George Fink at (775) 589-5325 or gfink@tahoetransportation.org.

MEMORANDUM

Date: January 18, 2021

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Adoption of Ordinance No. 2021-01 for the State Route 28 North Demonstration Value Pricing Pilot Program Known as Park Tahoe Related to Paid Parking Enforcement and Parking Management

Action Requested:

It is requested the Board adopt Ordinance No. 2021-01 (Attachment A) establishing uncodified ordinances for the Park Tahoe Parking Program.

Fiscal Analysis:

All expenditures associated with this item for the fiscal year are in the approved FY21 budget. Current expenditures associated with the operations are funded through a variety of existing mechanisms, including the Value Pricing Pilot Program (VPPP) grant, Washoe County, Mariner funds, and parking fee revenues. Parking revenues are held in a separate checking and saving account for annual and long-term operating and maintenance expenses associated with the parking lot and trail and managed with recommendations from the SR 28 Corridor Management Team (CMT) and through future Board approval.

Work Program Impact:

All work associated with this effort is captured under respective elements of the approved FY21 Work Program and will be included in the FY22 work program, with corresponding allotted staff time.

Background:

This item was presented to the Board on December 11, 2020. Exhibit A of the ordinance was inadvertently not attached to the agenda report in the Board packet, so the item action could not be completed. This item is a follow up and will require public comment and Board action. Staff and consultant will provide a presentation on Ordinance No. 2021-01. Staff will also brief the Board on next steps in the Parking Management Program.

The VPPP grant funded pilot project, branded Park Tahoe, for congestion pricing and parking pricing scenarios were approved by the Board of Directors at the April 12, 2019 meeting. The paid parking launched on July 20, 2020. The CMT and TTD staff continue to assess operating policies and procedures in order to establish a corridor wide parking program, as outlined in the 2013 SR 28 Corridor Management Plan (CMP) and associated 2019 SR 28 Parking Management Plan. The SR 28 CMP identifies multiple solutions to address safety, access, and

congestion issues. These solutions include development of an off-highway shared use path system, expansion of transit services, relocating highway shoulder parking to new or expanded off-highway parking locations, and a parking demand management system. With the assistance of State Parks and Washoe County staff and a parking ambassador, TTD has been able to further analyze and refine the kiosk/meter operations and the management of the program and is now ready to formalize the Parking Management Program under TTD management.

Over the last several years, TTD staff and legal counsel worked with state and Washoe County staff and their legal counsel to evaluate the best path forward to successfully operate the parking program, including evaluating existing jurisdictional responsibilities of agencies involved under the Nevada Revised Statutes, and relevant policies, procedures, and ordinances already established within the project area. The Nevada Department of Transportation (NDOT) owns the two parcels and right-of-way containing 90 parking space facility known as the North Parking Lots, that are maintained and operated by Washoe County through Agreement #NM467-16-015 with NDOT.

Separately, TTD Board of Directors approved entering into Agreement #NM790-19-015 with NDOT on May 14, 2020, which delegates the administration, operations, maintenance and fee collection and enforcement of a parking fee for the parking management system of the North Parking Lots to TTD. This agreement relates to the paid parking operation and infrastructure only for Park Tahoe.

TTD's establishment in the Tahoe Regional Planning Compact was codified by both California and Nevada legislatures and ratified by Congress through Public Law 96-551 in 1980. The Compact vests TTD with the authority to own and operate a public transportation system. The Compact further authorizes TTD to own and operate support facilities for said transportation systems, including but not limited to, parking lots, maintenance facilities, and revenue collection devices. Pursuant to these authorities, TTD staff will continue working on adaptive operating procedures regarding implementation of the Park Tahoe Program. TTD's administrative and operational policies within the parking program provide guidance to the staff for the activities and plans for the Park Tahoe Program and is intended to be a living reference document as the program expands. These policies may provide guidance on such things as the meter/kiosk operations, the handling of credit cards or cash, managing the requests for information, etc.

Similar to other local jurisdictions and districts, TTD may adopt uncodified ordinances as a basis to promulgate district-wide rules and regulations. Such ordinances are not statutory. The proposed ordinance would become effective immediately.

Discussion:

Adoption of Ordinance 2021-01, will formally set forth a Parking Management Program known as Park Tahoe (Exhibit A of Ordinance) which provides for the establishment of a parking management system and the collection of parking fees by TTD for the benefit of the corridor. The program further authorizes the District Manager or his designee to collect fees, maintain responsibility for the administration, operation, maintenance and use of parking meters/kiosks within the Parking Management Program. Exhibit A also defines necessary elements of a Parking Management Program, such as metered parking spaces, parking time limitations, revenue collection and administration and operations, etc. This ordinance has been developed to address the metered/kiosk parking management on SR 28 which has been designed in part to:

- Reduce congestion and the search for parking to reduce greenhouse gas emissions and

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AGENDA ITEM: VI.B.

improve safety.

- Enhance visitor access to their recreation destination, while recognizing at times recreation demand exceeds the capacity of recreation areas.
- Make parking more predictable, adaptable, user-friendly, and easy to access.
- Provide a Parking Management Program of the highest quality control and fiscal responsibility.
- Assure that the Parking Management Program is fiscally sustainable and that net revenues are designated for use to help agencies operate and maintain the corridor's multi-modal transportation facilities, i.e., parking, Tahoe East Shore Trail and transit services either in whole or as matching grants.

This ordinance works in conjunction with the first amendment to the SR 28 Corridor Interlocal Agreement, approved by the Board last month, which provides that the parking management program, including the operations of the parking kiosks/meters, will be TTD's responsibility. The intent of the Park Tahoe pilot program is to develop and test applications that can be used in other regional areas of parking management issues, such as the US 50 Stateline project area as well. The use of these ordinances, once adopted, will also provide a learning experience that could lead to future recommended changes.

Adoption of the proposed ordinance does not change the responsibility for maintenance and operations of the physical parking lot areas, which remains the responsibility of Washoe County. TTD is responsible for the meters/kiosks and the administration and management of Parking Management Program.

Staff recommends adoption of Ordinance 2021-01 setting forth the program policies.

Additional Information:

If you have any questions or comments regarding this item, please contact Danielle Hughes at (775) 289-4449 or dhughes@tahoetransportation.org.

Attachment:

- A. Ordinance 2021-01 Adopting Regulations Regarding Implementation of a Parking Management Program to Establish Parking Fees and Authorize the District Manager to Operate and Maintain a Parking Management System Along State Route 28

TAHOE TRANSPORTATION DISTRICT

ORDINANCE NO. 2021-01

AN ORDINANCE ADOPTING REGULATIONS REGARDING IMPLEMENTATION OF A PARKING MANAGEMENT PROGRAM KNOWN AS PARK TAHOE TO ESTABLISH PARKING FEES AND AUTHORIZE THE DISTRICT MANAGER TO OPERATE AND MAINTAIN A PARKING MANAGEMENT SYSTEM ALONG STATE ROUTE 28

WHEREAS, the Nevada Department of Transportation (NDOT) owns two parcels, Washoe County APNs #130-301-10 and #130-302-10 and right-of-way which will be used as parking areas to support the demand for recreation along the State Route 28 (SR 28) Corridor. These parking lots include approximately 90 parking spaces near Ponderosa Ranch Road and SR 28; and

WHEREAS, on August 1, 2015, the Tahoe Transportation District (TTD), NDOT, the Nevada Division of State Parks, Nevada Division of State Lands, Nevada Department of Public Safety-Highway Patrol, the Washoe County Community Services Department, Incline Village General Improvement, Carson City Parks and Recreation Department and the Tahoe Regional Planning Agency entered into an Interlocal Agreement pursuant to NRS 277.180, entitled the “SR 28 Corridor Operations and Maintenance Interlocal Agreement” (hereinafter the “O and M Agreement”); and

WHEREAS, the O and M Agreement assigns to the various parties, maintenance and operation responsibilities of certain areas within the SR 28 Corridor; and

WHEREAS, on September 8, 2016, NDOT entered into Agreement #NM467-16-015 with Washoe County for long-term maintenance and operations of the parking lots, as well as the administration, and other matters related to the parking lots; and

WHEREAS, TTD entered into Agreement #NM790-19-015 with NDOT on May 14, 2020 for the purpose of defining the roles and responsibilities between NDOT and TTD regarding the delegation to TTD of the administration, maintenance, operations, fee collection, and enforcement of a parking fee for the parking management system as part of the parking lots within NDOT’s parcels or right-of-way; and

WHEREAS, the decision to move to metered parking and the management of the parking system is done within the context that demand for recreation access at Lake Tahoe in general exceeds the capacity of many recreation destinations, and

WHEREAS, there is a need to flatten the curve of peak demand for parking at Lake Tahoe through demand based pricing and other parking management strategies that will reduce congestion, ensure parking turnover to assist in meeting the average peak demand established for

Tahoe's east shore in the SR 28 Corridor Management Plan, and to move users to alternative modes of transportation; and

WHEREAS, numerous diverse users need accommodation and deserve parking to access their recreation destinations, be it backcountry trails, the Tahoe Trail, shoreline trails, public and private beaches, community businesses and residential areas; and

WHEREAS, the purposes and methodologies for moving to metered parking and parking management at the North Parking Lots were established through a dialogue with stakeholders and input from the community, as well as multiple studies associated with the SR 28 Corridor Management Plan and the SR 28 Parking Management Plan; and

WHEREAS, the move to metered parking and the other provisions embodied herein are designed to:

- (1) reduce congestion and greenhouse gas emissions, enhance access to recreation destinations while recognizing that peak demand exceeds the capacity of the recreation areas, provide accessibility to a diverse group of users and encourage alternative travel modes (e.g., transit, bike, walk, and carpooling)
- (2) make parking predictable, adaptable, user-friendly, and easy to access
- (3) assure public involvement and Corridor Management Team input on decision making related to the parking management system process
- (4) provide a parking management program that is of the highest quality control, fiscally responsible, and safe to create a positive customer experience
- (5) assure that the parking management system is financially sustainable and that net revenue is designated for use to help operate and manage the corridor's multi modal transportation facilities
- (6) assure that the parking management system is enforceable
- (7) recognize that parking is a limited resource that exceeds the peak demand and requires management for safety, while providing access to Tahoe's East Shore recreation destinations
- (8) manage the public parking supply to reduce congestion by using demand-based pricing models, where appropriate, to flatten the curve or peaks in parking demand
- (9) monitor and adjust the system based on data received from the parking management system and the need to manage parking demand
- (10) while numerous diverse users need parking along the East Shore, the priority customer in the public supply is the customer, resident or visitor who is accessing the recreation areas along the East Shore, as well as those who shop, dine, and access businesses in town centers
- (11) assure that the parking management system is supportive of the region's sustainability goals and consistent with the Regional Transportation Plan; and

WHEREAS, the recommendations are consistent with the State Route 28 Parking Management Plan and Value Pricing Pilot Program and Pricing Scenario as adopted by Tahoe Transportation Board of Directors on April 12, 2019.

NOW THEREFORE, THE TAHOE TRANSPORTATION DISTRICT DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. Park Tahoe Parking Management Program Adopted. The Park Tahoe Parking Management Program is hereby adopted as set forth in Exhibit A, attached hereto, and incorporated herein by this reference.

Section 2. Purpose of Park Tahoe Parking Management Program. As more fully set forth in Exhibit A, the Park Tahoe Parking Management Program provides for the establishment of a parking management system and the collection of parking fees by the Tahoe Transportation District. The Program further authorizes the Tahoe Transportation District Manager or his/her designee to collect fees, and maintain responsibility for the administration, operation, maintenance and use of said Parking Management Program.

Section 3. Severability. If any section, subsection, phrase or clause of this ordinance is for any reason held to be unconstitutional, such decision shall not affect the validity of the remaining portions of this ordinance. The Board of Directors hereby declares that it would have passed this and each section, subsection, phrase or clause thereof irrespective of the fact that any one or more sections, subsections, phrase or clauses be declared unconstitutional on their face or as applied.

Section 4 Environmental Compliance. The proposed Ordinance is exempt from CEQA pursuant to State CEQA Guidelines Section 15301 (Existing Facilities), which applies to projects involving the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency’s determination.

The proposed Ordinance is categorically excluded from NEPA pursuant to 24 C.F.R. Section 58.35(a)(1), which applies to projects involving the acquisition, repair, improvement, reconstruction or rehabilitation of public facilities and improvements when the facilities and improvements are in place and will be retained in the same use without change in size or capacity of more than 20 percent.

Section 5. Effective Date. The provisions of this ordinance shall become effective on January 22, 2021, and shall remain in effect until amended or repealed.

On motion of Boardmember _____,
seconded by Boardmember _____,

the foregoing ordinance was introduced and ADOPTED BY THE BOARD OF DIRECTORS OF THE TAHOE TRANSPORTATION DISTRICT at its special meeting held on January 22, 2021 by the following vote:

Ayes:

Nays:

Abstentions:

Absent:

Cindy Gustafson
Chair

Exhibit A

Park Tahoe Parking Management Program - Regulations

I. Definitions

The following terms shall have the following meanings:

- a) "District Manager" means the District Manager of the Tahoe Transportation District or his/her designee.
- b) "Corridor Management Team (CMT)" means those public agencies that operate and/or maintain facilities along Tahoe's East Shore, State Route 28 and that are parties to the SR 28 Operations and Maintenance Interlocal Agreement dated August 1, 2015.
- c) "Parking Area" means an area defined with designated parking spaces for vehicle parking which may be in a lot or a series of designated parallel parking space used for parking vehicles.
- d) "Parking Space" means parking space(s) designated or established by lines painted or durably marked on the curbing or surface of parking areas and with any necessary signage or information systems. The spaces are marked off in a manner so that a vehicle can be entirely within the limits of the space so designated. "Metered Parking" means a program and infrastructure used to collect money in exchange for the right to park a vehicle in a particular place for a limited amount of time. Metered parking and parking management systems can be used as a tool for parking policy, usually related to traffic and mobility management policies.
- e) "Parking Fee" means the payment made in exchange for use of a Parking Space for a set period of time. "Parking Fee" shall not include Service Parking permit fees.
- f) "Parking Management System" means a parking kiosk, mobile payment system, parking meters, and/or associated technology systems which enable the establishment of parking fees and provide ancillary services and support for the establishment of said parking fees.
- g) "Service Parking" means the use of one or more parking spaces while rendering service in the operations and maintenance, to the public utilities in the vicinity or immediately adjacent to the requested service parking space(s) or the use parking spaces for an event approved by the District Manager with CMT input.

II. Authority to Operate Parking Management System

Pursuant to the Tahoe Transportation District's (TTD) authority conferred by the TRPA Compact Article IX section (f)(2), the District Manager, with the approval of the Board of Directors, may provide, manage, and operate metered parking in parking areas approved by the TTD Board of Directors.

Pursuant to that Interlocal Agreement entered into between the Tahoe Transportation District (hereinafter "TTD") and the Nevada Department of Transportation (hereinafter "NDOT"), dated May 14, 2020, TTD is authorized and has agreed, pursuant to the powers vested in NDOT, to operate and maintain a parking management system which includes approximately 90 parking spaces near Ponderosa Ranch and is generally located within and on Washoe County APNs 130-301-10 and 130-302-10, which are owned in fee by NDOT.

III. Designation of Parking Spaces

These areas are to be established with parking spaces designated by lines painted or durably marked on the curbing or surface of parking areas and with any necessary signage or technology systems to manage the parking of vehicles. The spaces are to be marked off in a manner so that a vehicle shall be entirely within the limits of the space so designated.

IV. Parking Management System Established

The District Manager may cause a Parking Management System and other related facilities and fixtures, including but not limited to parking kiosks and/or meters, to be installed upon or in a parking lot, parking area, curb, sidewalk, entrance, exit, or other location upon or within which the District Manager has lawful authority to install a Parking Management System and related facilities and fixtures. The District Manager may further establish or cause to be established a system for mobile payment of parking payment systems. The District Manager, or his/her designee, shall be responsible for the administration, operation, maintenance and use of said Parking Management System. The Parking Management System shall authorize persons to park within those parking areas subject to the Parking Management System upon payment of a Parking Fee, which fee shall be established by the TTD Board of Directors.

V. Metered Parking Spaces

The operator of a vehicle shall, upon entering a metered parking space, immediately remit the proper payment required for such parking space and as is designated by the proper directions for that specific location. Upon the transaction of such payment, the parking space may be occupied by the vehicle during the period of time which has been prescribed for the parking space. Each parking space is solely to be used by the vehicle which is responsible for payment of the Parking Fee.

VI. Parking Time Limitations

The District Manager with direction from the TTD Board of Directors and the CMT shall fix the time limitations for legal parking in parking areas subject to the Parking Management System and the hours during the day when the time limitations shall be effective. In controlled parking areas, signs, barricades, striping, or other technology shall be installed in such a way that clearly defines the locations as necessary for the regulation, visibility, control and inspection of the parking of vehicles therein.

VII. Collection and Vehicle Removal

The District Manager or his/her designee shall collect all Parking Fees. Such collection may include the issuance of invoices for unpaid Parking Fees. Additionally, the District Manager or his/her designee may engage a third-party towing company to tow vehicles parked in violation of posted parking requirements, including but not limited to, violations of parking fees and parking time limitations. The District Manager is authorized to address noncompliance with the Parking Management Program to the extent authorized by law, including through a third-party.

VIII. Revenues

All revenues from Parking Fees (including any fees for service parking permits as set forth more fully in section IX, herein) collected must be credited to TTD's Restricted Fund, which is devoted exclusively to the following purposes in priority order:

1. TTD's administration and operation of the parking management system, including but not limited to purchasing, leasing, acquiring, improving, operating and maintaining parking management infrastructure and the associated software, signage, technology improvements, bank fees, public outreach, staff direct costs, TTD's overhead fee, contracts for services related to administration, monitoring, and operation of the parking management systems, and the management of grants to entities.
2. Working annually with the CMT to provide annual operating and maintenance grants to the jurisdictions that maintain and operate the parking lots, and the Tahoe East Shore Trail linking visitors to their recreation destination. These grants are to support annual maintenance of the parking areas and the Tahoe East Shore Trail path, such as portable toilets, trash collection, litter patrol, dog waste bags, signage or its replacement. These grants can also pay for or provide matching funds for smaller infrastructure maintenance requests, such as restriping of parking spaces, sealing of parking areas or the path.
3. Working annually with the CMT to provide a long-term capital replacement program that will evaluate revenue/funding needs and/or to match grants for such items as repaving or major concrete replacement of the parking lots and the Tahoe East Shore Trail.
4. Working annually with the CMT to provide appropriate transit matching dollars for service or mobility hub operations within the main highway corridor in conjunction with the Tahoe East Shore Trail and the associated parking areas.

IX. General Parking Administration and Operations

1. The District Manager may from time to time employ a person(s) to educate and inform visitors regarding the Parking Management System and the corresponding fees, designation of parking spaces, parking time limits and to issue non-payment notices.
2. No vehicle shall be stopped or parked so as to be on or overlap any parking line marked on a parking space.
3. To reduce queuing and associated congestion spill over onto highways, no person shall stop, park or leave standing any vehicle, whether attended or unattended, upon the paved driveway or aisle of the parking areas. The District Manager may place official signs prohibiting or restricting the stopping, standing or parking of vehicles in a parking lot where in his/her opinion such stopping, standing or parking would unduly interfere with the free movement of traffic within the parking area.
4. The District Manager is authorized to place signage that provides direction that a person shall not park and occupy or sleep in, on or about a vehicle in any parking area managed by TTD between the hours of 11:00 p.m. and 5:00 a.m. of any day.
5. TTD Board of Directors may authorize or license the selling of merchandise from a vehicle within the parking area for events or functions with input from the CMT and authorized by TTD Board of Directors.

X. Service Parking Permits

The District Manager is authorized to issue permits for service parking. Service parking is use of metered parking space(s) while rendering service related to operations or maintenance to public utilities in the immediate vicinity of the metered parking space(s). Service parking permits may also be issued for the use of parking for special events authorized by the TTD Board of Directors. The following conditions apply to the issuance of service parking permits:

1. Application shall be made on a form provided by TTD. The applicant shall set forth the applicant's business and the necessity for such permit.
2. If, in the opinion of the District Manager, it appears that a necessity exists, TTD shall issue such permit upon the payment of service parking permit fees, which fees shall be established by the TTD Board of Directors. Any and all service parking permit fees shall be waived and be inapplicable to NDOT, Washoe County or the Nevada Division of State Parks for projects, business or officially sponsored events related to the North Parking Lots or the Tahoe East Shore Trail.
3. The District Manager may revoke any service permit if the service permit is used for any purpose other than that authorized by this Ordinance.
4. Upon revocation of a service parking permit, the permittee shall immediately return the service parking permit to TTD. Fees collected for the service parking permit will not be refunded upon revocation.
5. All service parking permits are valid on the dates or times they are issued (unless revoked) and automatically expire on the date listed on the service parking permit.
6. The fee for a permit may not exceed the accumulative hourly rate for a single day or as determined by the TTD Board of Directors.

MEMORANDUM

Date: January 18, 2021

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Approval of Five-Year Strategic Goals Developed from Facilitated Work Session for Board Governance Policies and Procedures

Action Requested:

It is requested the Board adopt the five-year strategic goals developed in the final work session facilitated by the Institute of Local Government (ILG) on December 11, 2020, as part of an update to TTD's governance policies and Mission Statement.

Fiscal Analysis:

The contract with ILG has been completed within budget. Work related to adopted strategic goals will be addressed within respective TTD fiscal year budgets as revenue sources allow.

Work Program Analysis:

Adopted five-year goals often require multi-year effort to achieve. As such, annual work program development will reflect staff time that will be afforded progressive action.

Background:

At the July 2020 meeting, the TTD Board heard and approved the work plan for a series of four facilitated work sessions on policies related to mission and vision statements, board governance policies, board/staff interaction policies, strategic initiatives, and goal setting. Each session was conducted at each monthly Board meeting beginning in August and concluded in December with goal setting. Work product was developed by Staff and ILG with the assistance of the Governance Committee in-between Board meetings.

At the December meeting, the Board approved the changes to the Policies and Procedures Handbook and approved an update to the TTD mission statement.

Discussion:

Staff and Melissa Kuehne of ILG prepared a refined set of four strategic goals that came out of the December facilitated session. ILG's work is now completed. The refined goals and language are presented for Board consideration and adoption. Staff recommends approval post any other finetuning. These overarching five-year strategic goals will guide the annual work program and budget preparation.

The refined Five-Year Strategic Goals read as follows:

- *Improve TTD's reputation and working relationship with partners region-wide, including addressing any ongoing issues and clarifying roles between TTD and TRPA.*
- *Establish a sustainable regional funding source in collaboration with state, local, and regional partners.*
- *Increase the connectivity and reliability of a regional multi-modal transit system around the Basin, which includes micro-transit and other support components.*
- *Secure funding to support TTD operations and the implementation of the Regional Transit Plan as part of a sustainable regional funding source.*

Additional Information:

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

Attachments:

- A. December Work Session Meeting Notes
- B. Goal Setting Chart from December Session

TTD Board Workshop Summary – Dec 2020

Attendees

- Cindy Gustafson, Board Chair, Placer County
- Lucia Maloney, Vice Chair, Carson City
- Brian Bigley, Heavenly Mountain Resort
- Andy Chapman, Truckee-North Tahoe Transportation Management Association
- Kyle Davis, Nevada Governor Appointee
- Sue Novasel, El Dorado County
- Wesley Rice, Douglas County
- Sondra Rosenberg, Nevada Department of Transportation
- Steve Teshara, South Shore Transportation Management Association
- Bill Yeates, Tahoe Regional Planning Agency Chair
- Carl Hasty, Staff
- Nira Doherty, Staff
- Melissa Kuehne, ILG

Review and Adopt Updated Policy Handbook

ILG and TTD staff shared the updates/changes that had been made to the handbook since the November meeting and asked for final questions and comments. No additional comments were shared.

Goal Setting

Review 2018 Goals

The Board reviewed the goals from the 2018 work session:

- Provide Education to Enable the Tahoe Regional Planning Agency (TRPA) and their Governing Board (GB) and Local Governments to Partner with TTD to Address Mutual Transportation Priorities
- Establish a Sustainable Regional Funding Source
- Pursue Baseline Operational Funding

They discussed progress that had been made, and what should remain a priority for the next five years.

2020 Goals/Initiatives

The Board shared additional goals/strategic initiatives for consideration responding to question “If TTD is successful, what does the Tahoe Basin look like in five years? What has been achieved?” and then engaged in a prioritization exercise. The top goals identified in the discussion were:

- Improve TTD's reputation and working relationship with partners region-wide, including addressing any ongoing issues and clarifying roles between TTD and TRPA.
- Establish a sustainable regional funding source in collaboration with state, local, and regional partners.
- Increase the connectivity and reliability of a regional multi-modal transit system around the basin which includes micro-transit and other support components.
- Secure funding to support TTD operations and the implementation of the Regional Transit Plan as part of a sustainable regional funding source.

Wrap-Up/Next Steps

Action Items

- Based on the Board's conversation, ILG and TTD staff will draft the four strategic initiatives and share them with the Board for review and refinement.

TTD GOAL SETTING

- *Where is there agreement?*
- *Are there any priorities that are similar that can be grouped together?*

Goals/Priorities	Agreements
Address any issues and clarify roles and responsibilities between TTD and TRPA	XXX
Establish a Sustainable Regional Funding Source (strategy) collaboratively working with partners (jurisdictions)	XXX
Pursue Baseline Operational Funding	XXXX
Have a seamless multi-modal transportation system throughout the basin	XXX
Funding for initial priorities that the basin has agreed upon and projects in process (free, reliable, frequent transit in north lake)	
Addressing parking management (shoreline, Emerald Bay, SR28)	
Funding to implement regional transit plan	XXXX
Diversion of peak hours travel/reduce traffic – executing regional transit plan	
Transit connectivity among the basin	XX
System in place where all users contribute to their offset impacts	
Region-wide improvement on TTD reputation/working relationship (partners, residents, jurisdictions, etc.)	XXXXXX
Micro-transit thriving	XX
Main Street Plan implemented	
Tahoe South Events Center completed	
Basin-Wide Collaboration	

MEMORANDUM

Date: January 18, 2021

To: Tahoe Transportation District (TTD) Board of Directors

From: TTD Staff

Subject: Discussion and Possible Direction on a Work Plan to Collaboratively Develop a Transportation Sustainable Revenue Proposal for the One Tahoe Effort

Action Requested:

It is requested the Board hear the item and discuss, for possible direction, the workplan concept for Phase 2 of the One Tahoe effort as part of a sustainable revenue proposal for the draft 2045 Regional Transportation Plan (RTP) finance strategy, including but not limited to the creation of a TTD Board policy committee to participate in the workplan.

Fiscal Analysis:

At the July 10 Board meeting, the Board heard and discussed the One Tahoe initiative to change TTD's authorizing language to provide the ability for the Board to make a future decision for a revenue mechanism that will work to facilitate the implementation of the RTP and leverage other existing federal, state, local, and private sources. Pursuit of legislation and the ancillary stakeholder process will require additional financial resources. TTD's current budget has \$30,000 in general fund for professional services and a remaining balance of \$110,922 in Surface Transportation Block Grant funds for Staff and professional services to the process effort. This is a limited budget for what is needed.

Staff has also applied for a Surface Transportation System Funding Alternative (STSFA) Program grant through the Nevada Department of Transportation (NDOT) at the encouragement of the Federal Highway Administration (FHWA), who support efforts like One Tahoe, given transportation system needs around the country and the limited amount of federal funds to meet them all. The grant request is for almost \$1 million over a period of at least fifteen months and would support a more robust effort, including public outreach and initial project development for the revenue collection system. No announcement has been made for this grant as of this date. Given the schedule to complete the proposed work in the work plan, if the grant were awarded it would become available late into the schedule at this point. Therefore, Staff has worked with TRPA to reallocate \$235,000 of additional STBG funds from the SR 28 project to support this work. Those funds will be administered through NDOT under a new agreement for Recreation Travel.

Work Program Analysis:

Work to change address the next phase is included in this fiscal year's work program. With concurrence or approval of the work plan, work will also be programmed for next fiscal year.

Background:

Since October 2018, TTD has been engaged in a lengthy public process to determine revenue ideas and arrive at support for enabling legislative changes to TTD's authority, in order that the Board can move forward at a future date to establish a regional revenue source to be used for transportation system improvements and operations as first envisioned in the bi-state compact of 1980. The region is in great need of such a source; as for decades, the RTP has had a serious shortfall and been heavily dependent on discretionary grant sources, for which there is not enough funding or is absent for services, such as transit operations.

In February and March of this year, Mr. Morse brought forward to the Board a series of recommendations for a regional revenue source after having evaluated twenty-nine ideas that came out of the public process through a three-tiered screening process. He also recommended some administrative policies that need to be further developed and also administrative questions to answer when the revenue source would be adopted and put into use. Examples of this include annual revenue budgeting and distribution, equity, jurisdictional fair share, interplay and synchronization with the Resort Triangle portion of Placer County and Truckee area to the I-80 corridor to name a few.

At the August meeting, Mr. Morse presented a review of the process to arrive at the revenue recommendation and other key points. TTD staff presented a more detailed future process plan for Board discussion and input, as the regional effort to develop and ensure consensus continues to move forward for the 2021 legislative sessions and for next steps leading to decision once authorizing language is achieved.

At September's meeting, Staff presented further details and a calendar for discussion with the Board. Of note, pertinent to this discussion were some of the difficulties the Board has been articulating in the TTD Board Governance facilitation process regarding integrating and bridging with the other organizations they represent to get an alignment, a consensus, get onto the same page or similar descriptor; so that actions can work together to achieve a greater good. With the various stakeholder processes existing at the local government level, the private sector level, the bi-state transportation process level, the TTD Board level, and the TRPA Board level; that is exactly the type of thought and feedback needed. The discussion centered on how to bring or integrate these separate processes into alignment on a matter as meaningful as what TTD has been considering with One Tahoe to help deliver transportation solutions.

At the October meeting, Staff presented an approach that has evolved out of the various transportation processes that have been underway over the last calendar year: TTD's One Tahoe, the bi-state process on transportation, the RTP, and the proposed threshold change for Vehicle Miles Travel (VMT). The evolution is the recognition of the political difficulty of moving forward and advancing the implementation of transportation needs until a consensus from a coalition of stakeholders within the Tahoe region can be reached, especially on funding. The timeliness of the aforementioned efforts arriving at decision points in the last quarter of this year have facilitated thoughts on how best to proceed to collective success. Given the attention and interest of many transportation stakeholders, the idea of TTD and TRPA working together to foster a coalition of support for funding Tahoe's transportation plan was discussed and met with a positive reception overall.

At the November meeting, Staff presented a framework concept that had been developed by TTD and TRPA staff for the Board's consideration and feedback. The framework had been discussed prior with the committee from the bi-state process and with the Tahoe Technical

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AGENDA ITEM: VI.D.

Implementation Committee (TTIC) for transportation, which has represented staff from TRPA/TMPO, TTD, the state departments of transportation, local government public works, and the Transportation Management Associations (TMA).

An informational brief was given at the December meeting to update the Board on the status of the work plan.

Discussion:

Workplan for Establishment of a Sustainable Revenue for Transportation

The draft work plan developed by TTD and TRPA staff reflects the coming together of a number of initiatives that have several things in common; they involve transportation in the region, they relate to achieving a variety of goals for environment, economy, and quality of life, and they all need significant sustained revenue to achieve results. Those efforts include TTD's work on recreation travel through the One Tahoe revenue process, the Bi-State Collaboration on transportation and climate, TRPA's work on updating the RTP and the update to the VMT Threshold. Through these initiatives, a broad awareness of need and possibility has arisen that can translate into the consensus necessary to make the changes that will make possible the infrastructure and services required to address transportation solutions.

Giving weight to that opportunity is an expected resolution from the Nevada Legislature 2021 Session requested by the Director of the Nevada Department of Conservation and Natural Resources of the Nevada Legislative Committee for the Review and Oversight of the Tahoe Regional Planning Agency and Marlette Lake Water System, which convenes in the interim period of legislative sessions. The Director requested a resolution in this year's session as summarized from the Interim committee's report:

“Request the drafting of a resolution expressing the Nevada Legislature’s support for identifying key transportation priorities for the Lake Tahoe Basin to improve resident and visitor safety while protecting and enhancing the ecosystem. In determining key transportation priorities and/or projects, the Legislature supports the continued efforts of the California-Nevada Bi-State Consultation on Transportation working group to collaborate and agree upon a list of transportation priorities/projects for the Lake Tahoe Basin over the next five years and provide this list to the Legislative Committee for the Review and Oversight of the TRPA and the MLWS by its first meeting of the 2021–2022 Interim. The list shall include, at a minimum, an assessment of the projected cost of each project as well as the benefits of each in protecting and enhancing the Lake Tahoe Basin ecosystem. In addition, the list will identify: (1) potential recommendations for funding; and (2) any other barriers to implementing an effective transportation system. (BDR R–365)”

In aggregate 2021 is the time and opportunity to address Tahoe’s transportation needs and arrive at a regional consensus on actions to establish revenue sources drawing from all the work that has been done to date. The framework and organization of the work plan (Attachment A) has taken into consideration a number of factors which are: the limited time available to achieve the desired outcome; the limited budget available to assist the effort; the existing knowledge and experience available at the technical and policy levels; the sector representation

necessary for engagement; the breadth of geography and political considerations to account for and engage; and how transportation implementation is structured at Tahoe. It is inclusive.

Requested Action

Staff will present the work plan and suggested formal participant roles (Attachment B) for discussion and to answer questions. The Board is requested to deliberate on the work plan and consider how it would like to participate whether through creation of a committee as is proposed or as a whole Board.

Thanks to the efforts of the collective initiatives mentioned above, the opportunity to take the next step together and accomplish what may be difficult, but rewarding for the region, is at hand. There is no shortage of work and communication that must occur in all sectors over the next eight to nine months to achieve a desired result, but the stakeholders in the region have the experience and a track record that make it possible.

Additional Information:

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

Attachments:

- A. Work Plan Draft dated December 8, 2020
- B. Policy and Technical Teams Roster Draft dated January 18, 2021

Transportation Sustainable Revenue - Work Plan

DRAFT PROPOSAL

To implement Tahoe's Regional Transportation Plan is a \$2.5 billion program of transportation investments. For decades, Tahoe's transportation system improvements have been funded largely by competitive discretionary grants and limited fixed funds. More recently, grant sources and even fixed funds for transportation are becoming more competitive, less reliable, and are on the decline. This framework recommends a process to build broad, multi-sector support for new transportation funding sources dedicated for Lake Tahoe and aligns advocacy for both new and existing sources. The Tahoe Transportation District's (TTD) 2019 One Tahoe funding study that evaluated a menu of potential new funding sources provides a foundation for further work to align local governments, TTD, TRPA, and the states on new transportation funding strategies, understanding there may be different perspectives and approaches that need to be voiced and agreed upon. The finance plan in the draft 2020 Regional Transportation Plan (RTP) is the starting point to understand the revenues needed to fill transportation program funding gaps to implement the priorities of the RTP. **The outcome will be a collaboratively developed and widely supported Sustainable Transportation Revenue Proposal by August 2021 to both Nevada and California legislatures, as well as the federal government that can accelerate implementation of priority projects and programs of Tahoe's RTP.**

Organizing Framework

Recognizing the complexities and urgency to secure dedicated Tahoe transportation funding, this work plan outlines a collaborative approach to resolving issues and unanswered questions. Each task will be guided by direction from policy review teams and further developed through a technical group to bring recommendations to a Bi-State Regional Policy consensus group for concurrence. Additional work, including development of a state and federal legislative and advocacy strategy, will be vetted before engaging with legislative committees, state administrations, and other officials.

Two strategies will support the final *Sustainable Transportation Revenue Proposal*.

A *Revenue Strategy* will build consensus on specific new funding sources to pursue, building on the work of the "One Tahoe" funding study, and identify essential policy considerations to be addressed. This work will be supported by a policy level group of executives who can speak for the policy considerations of the represented jurisdiction and seek consensus revenue generation proposals to satisfy the sustainable transportation funding needs for Tahoe.

An *Implementation Strategy* will refine the RTP finance plan, clearly identify the specific funding need, and address collaboratively developed proposals for how new funding sources will be fairly collected, administered, allocated, and monitored when received. This work will be supported by a technical work group of transportation managers who understand and can offer consensus solutions to the administrative, logistical, and pragmatic details of administering regional transportation funding sources across projects, programs, and the needs of multiple jurisdictions.

The workplan assumes two levels of engagement to arrive at a final *Sustainable Revenue Proposal*.

Technical: This encompasses the necessary technical work to provide details to support an *Implementation Strategy* and *Revenue Strategy* for consideration by decision makers at the local, regional, and state levels.

Policy: This encompasses the necessary policy alignment and concurrence necessary across multiple partners. This is recommended to include a *Policy Consensus* and *Policy Review Teams*

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to come to agreement around the final Sustainable Revenue Proposal based on products and recommendations from the technical effort.

Staff Support: TTD and TRPA transportation staff will support, coordinate, and lead the work to compile, produce, facilitate, and organize the work product. If there are supporting consulting or professional services needed, they can be procured either through TTD or TRPA.

See “Policy & Technical Venues” graphic below illustrating relationship between policy and technical groups and representatives.

Tasks

The tasks below lead to a regionally aligned regional revenue strategy and action recommendation that can be advanced to the two state legislatures no later than August 2021. The tasks address cooperative development of recommendations on policy topics and technical products needed to advance an aligned transportation revenue generation strategy for transportation funds dedicated to the Tahoe-Truckee region.

Task 1 –Implementation Strategy

This task builds on the Bi-State Consulting parties’ clear transportation vision and agreed regional priority projects and programs that will be funded by new regional revenues. This product will clearly answer “What will we get for the monies/what will be the benefit to Tahoe?” This task includes a phasing plan for regional and local priorities that supports funding sources considered in Task 2. This task relies on existing information from various sources, including but not limited to the Bi-State Consultation on Transportation, TRPA RTP, local government CIPs, TTD Plans and One Tahoe, etc.

Collaboration Venues:

- *Technical Team* (Tahoe Transportation Implementation Committee) – Monthly Meetings
- *Policy Review Teams* (Two Committees of the TRPA and TTD Boards) – Bi-Monthly Meetings

- 1.1 Produce transportation system vision statement and supporting information
- 1.2 Compile comparative project and program priorities that support implementation of the Vision, first showing current funding strategy and second a fully funded strategy
- 1.3 Identify base funding needed from sustainable revenue in conjunction with other funding sources (federal, state, and local)
- 1.4 Document phasing of implementation and address capacity (note: capacity changes with funding), include foundational needs

Product: Implementation Strategy - vision statement and supporting information, project and program priorities to be funded, timing of implementation, identified sustainable funding need, description of overall funding landscape.

Milestone: Concurrence on implementation strategy of *Sustainable Revenue Proposal*.

Schedule: Dec – March 2021

Task 2 –Revenue Strategy (Part 1- Evaluation and Selection of Funding Mechanisms to Advance)

This task involves the Technical Team’s evaluation and collaborative review of regional revenue funding options as the basis for a *Sustainable Revenue Proposal* made to the Policy work group. This task will include an evaluation/screening process of funding sources from a collaboratively developed list of

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mechanisms, including input from industry experts, information from One Tahoe process, both states, local governments, TTD, and TRPA, and should consider existing and proposed mechanisms to collectively fund transportation (e.g., existing sales and gas taxes, dedicated transient occupancy tax, mitigation fees, parking fees). The Technical Team will share its screening/evaluation with the Policy Review and Policy Consensus Teams for direction on a funding strategy and associated legislative activities. This direction from the Policy review will lead to development of details of funding administration (i.e., equity of collection, regional distribution, project selection, governance and administration of funds, fee setting, etc.) that depend on the funding mechanism selected (Task 3).

Collaboration Venues:

- *Technical Team* (Tahoe Transportation Implementation Committee) – Monthly - January-May
- *Policy Review Teams* (Two Committees of the TRPA and TTD Boards) – January, March, May

Consensus Venue:

- *Policy Consensus Team* (Broad Bi-State Committee) – May 2021

- 2.1 Compile and present information on potential sustainable revenue sources, including consideration of regional, state, and national revenue options and practices, input from partners, public, and industry experts
- 2.2 Establish screening/evaluation criteria
- 2.3 Conduct screening/evaluation process
- 2.4 Produce and vet recommendations for funding mechanisms and conceptual legislative strategy

Products: Recommended revenue mechanisms proposal with list of revenue mechanisms considered, screening/evaluation criteria, results of screening evaluation process, legislative approach.

Milestone: Consensus on selected revenue mechanisms to advance to further development, and supporting conceptual legislative strategy.

Timeframe: January - May 2021

Task 3 –Revenue Strategy (Part 2 -Administrative/Equity Framework)

This task will develop a proposed administrative framework for the recommended sustainable revenue mechanisms identified in Task 2. Questions and ministerial considerations to be answered in a regional revenue administrative framework include, but are not limited to, who collects and administers funding, project selection, regional equity (e.g., return to source) for full system implementation, connection to existing local, state and TRPA (MPO activities – RTP & FTIP), consideration of adjacent communities to the Basin (the Resort Triangle area, Minden/Gardnerville, Carson City, etc.), expenditure oversight, implementation tracking, accountability, etc. The regional revenue funding options and related policy choices (e.g., pricing structures, social equity, local/commuter/visitor components, etc.) will be addressed under Task 2 and 3 above and may depend on revenue sources recommended.

Collaboration Venues:

- *Technical Team* (Tahoe Transportation Implementation Committee) – May, June, and July
- *Policy Review Teams* (Two Committees of the TRPA and TTD Boards) – June

- 3.1 Perform additional economic or survey analysis of proposed regional funding mechanisms to assess any potential negative impact to business and social concerns, and to inform any further recommendations for revenue generation (*This task is budget dependent)

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3.2 Develop *administrative framework* to address administrative processes for the establishment, collection, use, and tracking of regional revenue, including public dissemination and accountability, regional and system equity, connection to local, state and TRPA programming and funding through the RTP and FTIP, consideration of adjacent communities to the Basin (the Resort Triangle area, Minden/Gardnerville, Carson City, Etc.), oversight, tracking and reporting, etc.

Products: Administrative Principles, Administrative Framework, Pricing Analysis, economic study (budget dependent), and polling, if possible (budget dependent - statewide polls with Tahoe local jurisdiction overlays cost at least \$70,000).

Milestone: Administrative Framework

Timeframe: May - July 2021

Task 4 – Sustainable Revenue Proposal – (Vetting and Concurrence)

This task involves the final packaging of the Sustainable Revenue Proposal that addresses policy considerations and the implementation and fiscal components from Task 1 through 3. This task also includes a vetting process among the *Policy Review and Consensus Teams* and broader stakeholders and the public on the Sustainable Revenue Proposal using the products and information from the Implementation Strategy and Revenue Strategy in Tasks 1 and 2 and the guidance and additional details from Task 3. This task will include a formal consensus process to provide broad vetting and formal concurrence among State DOTs, local governments, TTD, TRPA, local governments and the private sector to move into preparation for the legislation campaign (Task 5).

Collaboration Venues:

- *Policy Review Teams* (Two Ad-Hoc Committees of the TRPA and TTD Boards) – July and August 2021

Consensus Venue:

- *Policy Consensus Team* (Broad Bi-State Committee) – August 2021

- 4.1 Prepare Sustainable Revenue Proposal based on content and milestones in Tasks 1 through 3
- 4.2 Conduct vetting and arrive at concurrence among Policy Review and Consensus Teams
- 4.3 Circulate proposal and conduct additional outreach (public workshop(s), TRPA, TTD, local governments, Transportation Management Associations, Chambers of Commerce, other local business associations)

Considerations: Full package with results from Tasks 0 through 2 that can be used for broad communication campaign and as the underlying basis for legislation that can be formally proposed (See Task 5).

Products: Sustainable Revenue Proposal, Prepare materials for legislative process in CA and NV

Milestone: Consensus/Concurrence Statement from Policy Consensus Team for annual Tahoe Summit

Timeframe: July - August 2021

Task 5 – Outreach/Legislative Strategy

There are two parts to this task. The first is a regional outreach strategy. The second is focused on the legislative campaign needed in the state capitols and, if needed, Washington, DC. If budget allows, a professional services firm can assist with regional outreach. The legislative work will require professional services in both states and at the federal level and can be assisted by coordination with other legislative

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advocates of Tahoe sector partners. This ongoing task will run concurrently with Tasks 1 through 4. Initial activities will focus on local and regional stakeholder outreach. Campaign activities will develop the outreach and legislative strategy for the Sustainable Revenue Proposal and assist in drafting legislative language and coordinating materials for educating legislative committees, staff, and legislatures in both states. This task will also evaluate and coordinate federal legislative priorities for reauthorization of the federal transportation bill in support of Tahoe. The implementation of the Outreach and Legislative Strategy will continue over the course of calendar year 2021 and 2022 to advance comprehensive funding.

Collaboration Venues:

- *Policy Review Teams* (Two Ad-Hoc Committees of the TRPA and TTD Boards) –March, May, July

- 5.1 Provide guidance on California and Nevada state legislative considerations during the development of the Implementation and Revenue Strategy identified in Tasks 1 and 2
- 5.2 Coordinate public outreach and input during the development of the Sustainable Revenue Proposal
- 5.3 Develop Legislative Strategy directly supporting the consensus on selected revenue mechanisms established from Task 2
- 5.3 Prepare needed information for bill drafts for both California and Nevada Legislatures to consider. Seek common messaging and coordinated legislative work through partner representation in the state capitols. This will include follow-up work with legislative staff, coordinated presentations and communications, and meeting with/testifying to legislative committees
- 5.4 Prepare federal legislative agenda of desired outcomes and requests, including but not limited to the FAST Act or federal transportation act reauthorization bill

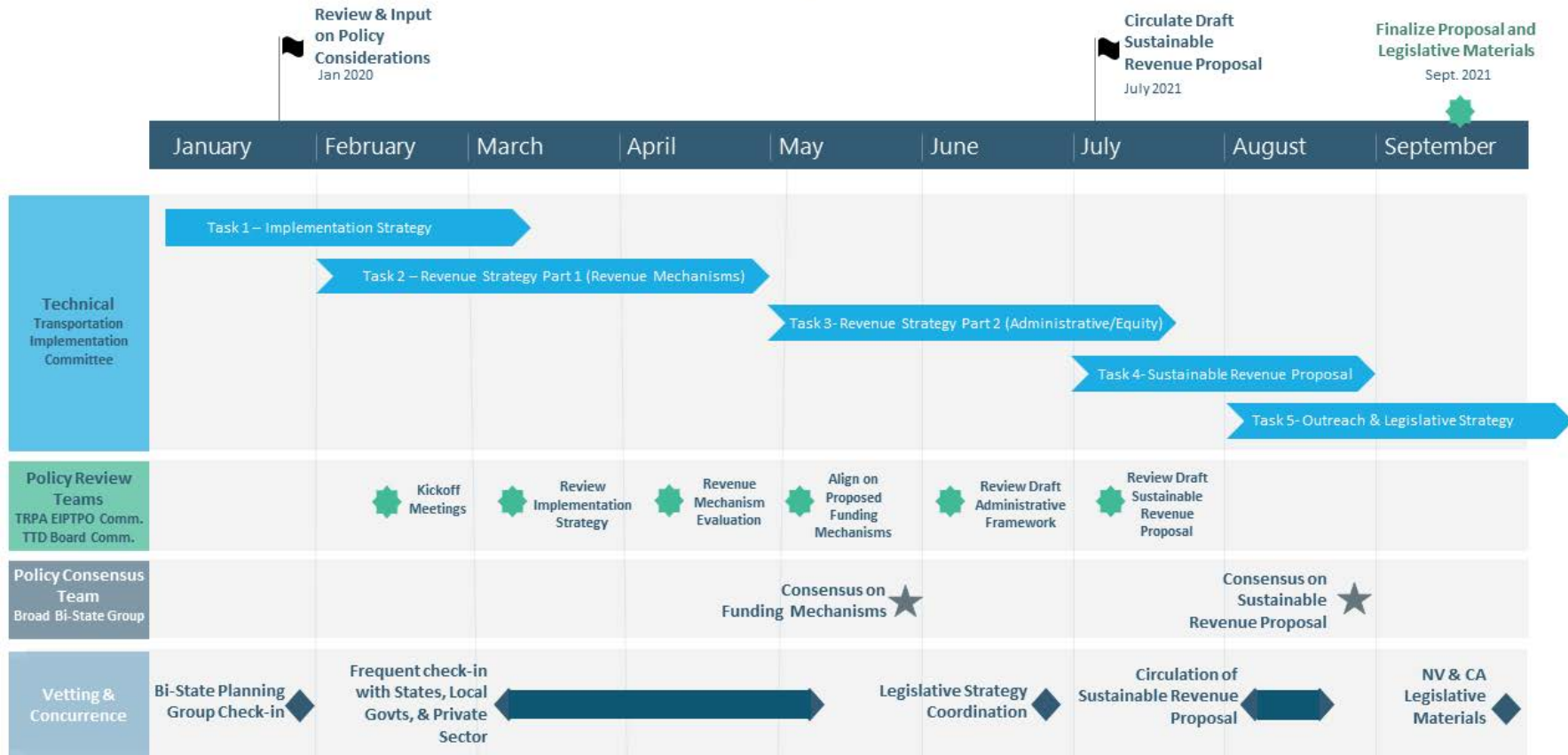
Products: 1) Regional stakeholder outreach state legislative alignment, Federal legislative alignment, Lake Tahoe Summit coordination; 2) Federal legislative agenda, education materials and draft legislative language; 3) State legislative agenda, frequent coordination with state representatives, education materials and draft legislative language.

Milestones: Outreach and Legislative Strategy to support selected funding mechanisms

Timeframe: 1) August 2021; 2) Through 2021; 3) Through 2023

Work Plan Timeline

Lake Tahoe Transportation Sustainable Revenue



Policy and Technical Venues

Policy

Policy Consensus Team

Broad Bi-State Committee

- NV Dept. of Conservation and Natural Resources (Director Crowell)
- Nevada Dept. of Transportation (Director Swallow)
- CA Natural Resources Agency (Secretary Crowfoot)
- CA State Transportation Agency (Secretary Kim)
- Caltrans (Director or D3 Director)
- Tahoe Regional Planning Agency (Executive Director & Chair)
- Tahoe Transportation District (District Manager & Chair)
- El Dorado County (Elected Official & Executive Officer)
- Placer County (Elected Official & Executive Officer)
- City of South Lake Tahoe (Elected Official & Executive Officer)
- Washoe County (Elected Official & Executive Officer)
- Douglas County (Elected Official & Executive Officer)
- Carson City (Elected Official & Executive Officer)
- Chambers of Commerce (No.&So.) (Executive Officer)
- League to Save Lake Tahoe (Executive Officer)
- Visitors Authorities & So. Tahoe Alliance of Resorts

Policy Review Teams

TRPA Governing Board EIPTPO Committee

(EIPTPO Committee Members w/ additional guests)

TTD Board of Directors Committee

(TTD Chair, TTD Carson Rep, Washoe Rep, SS/TMA Rep, TNT-TMA Rep, TTD NV Governor rep, TTD Caltrans Rep, NDOT Rep)

Technical

Transportation Implementation Committee

- Tahoe Regional Planning Agency
- Tahoe Transportation District
- Nevada Department of Transportation
- Caltrans
- El Dorado County
- Placer County
- City of South Lake Tahoe
- Washoe County
- Douglas County
- Carson City
- SS/TMA & TNT/TMA



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Transportation Sustainable Revenue – Policy and Technical Venues

Policy Consensus Team - Bi-State Consultation on Transportation

Agency	Representative(s)	
NV Dept. of Conservation and Natural Resources	Director	Brad Crowell/Jim Lawrence
CA Natural Resources Agency	Secretary	Wade Crowfoot/ Elizabeth Williamson
Nevada Dept. of Transportation	Director	Kristina Swallow/Sondra Rosenberg
CA State Transportation Agency	Secretary	David Kim/Avital Barnea
Caltrans	Director	Toks Omishakin/Amarjeet Benipal
Tahoe Regional Planning Agency	Chair & Executive Director	Mark Bruce & Joanne Marchetta
Tahoe Transportation District	Vice Chair & District Manager	Lucia Maloney & Carl Hasty
El Dorado County	Elected Official & Executive Officer	Sue Novasel/Don Ashton
Placer County	Elected Official & Executive Officer	Cindy Gustafson & Todd Leopold
City of South Lake Tahoe	Elected Official & Executive Officer	John Friedrich & Joe Irvin
Washoe County	Elected Official & Executive Officer	Alexis Hill & Eric Brown
Douglas County	Elected Official & Executive Officer	Wes Rice & Patrick Cates
Carson City	Official & Staff	Shelly Aldean & Nancy Paulson
South Tahoe Chamber of Commerce	Executive Officer	Steve Teshara
North Tahoe Chamber of Commerce	Executive Officer	Jeffery Hentz
League to Save Lake Tahoe	Executive Officer	Darcie Goodman-Collins
South Tahoe Alliance of Resorts	Representative	Mike Bradford/Lew Feldman

Policy Review Teams - TRPA & TTD Board Committees

TRPA Governing Board - Environmental Improvement Program, Transportation, and Public Outreach Committee (EIPTPO)		
	Representative(s)	
TRPA Board Member-NV	Chair	Bill Yeates
TRPA Board Member-CA	Vice chair	Belinda Faustinos
TRPA Board Member-CA	EIPTPO Member	Casey Beyer
TRPA Board Member-Local	EIPTPO Member	Sue Novasel
TRPA Board Member-Local	EIPTPO Member	Cindy Gustafson
TRPA Board Member-Local	EIPTPO Member	Alexis Hill
TRPA Board Member-NV	EIPTPO Member	Vacant (Tim Cashman)
League to Save Lake Tahoe	Invited Participant	Darcie Goodman Collins
USFS - LTBMU	Invited Participant	Bill Jackson
CSLT TRPA Board Rep	Invited Participant	John Freidrich
Douglas County TRPA Rep	Invited Participant	Wes Rice
CA Natural Resources Agency	Invited Participant	Elizabeth Williamson

TTD Board - Committee on Sustainable Revenue (Subject to TTD Board decision)		
	Representative(s)	
TTD Board Member-Local NV	Vice Chair	Lucia Maloney
TTD Board Member-NV	NV Governor Seat	Kyle Davis
TTD Board Member-NV	NDOT Seat	Kristina Swallow/Sondra Rosenberg
TTD Board Member-TMA	TNT-TMA Seat	Andy Chapman
TTD Board Member-TMA	SS/TMA Seat	Steve Teshara
TTD Board Member-CA	Caltrans Seat	Sue Takhar/Alex Fong
TTD Board Member-TRPA	TRPA Seat	Mark Bruce
TTD Board Member- At Large	Transit Provider – Heavenly	Brian Bigley

Technical Team - Tahoe Transportation Implementation Committee

Agency	Representative(s)	
Tahoe Regional Planning Agency	Transportation Manager	Nick Haven
Tahoe Transportation District	District Manager	Carl Hasty
Nevada Dept. of Transportation	Asst. Director – Planning	Sondra Rosenberg
CA State Transportation Agency	Deputy Secretary - Planning	Avital Barnea
Caltrans	D3 Asst. Director	Sue Takhar/ Alex Padilla
Placer County	Deputy Public Work Director	Peter Kraatz
El Dorado County	Planning/Public Works	Brendan Ferry/John Kahling
City of South Lake Tahoe	Public Works Director/Staff	Ray Jarvis/Jim Marino
Washoe County	Public Works	Dave Solaro
Douglas County	Public Works	Jon Erb
Carson City	CAMPO	Lucia Maloney
South Shore TMA	Chair	Steve Teshara
Truckee - North Tahoe TMA	Executive Director	Christine Maley-Grubel
IVGID	Public Works	Indra Winquest
NTPUD	Director	Brad Johnson
TCPUD	Assistant General Manager	Matt Homolka



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PO Box 5310
Stateline, NV 89449-5310

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Contact
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MEMORANDUM

Date: January 18, 2021

To: Tahoe Transportation Commission

From: Staff

Subject: Conduct a Public Hearing for the Tahoe Metropolitan Planning Organization's Draft 2021 Federal Transportation Improvement Program

Action Requested:

It is requested that the Tahoe Transportation Commission hold a public hearing and accept comments on the draft 2021 Federal Transportation Improvement Program (FTIP).

Background:

The Tahoe Regional Planning Agency (TRPA), in its role as the Tahoe Metropolitan Planning Organization (TMPO), is required to prepare and adopt a Transportation Improvement Program (TIP) at least every four years under the federal transportation bill - Fixing America's Surface Transportation (FAST) Act. Federal regulations require all transportation projects that receive federal funds, require a federal action, or are regionally significant be listed in the Federal Transportation Improvement Program (FTIP).

The FTIP provides an overall snapshot to the federal government illustrating current and pending uses of federal and state transportation funds. It is required for the programming and use of federal and certain state transportation funds to support implementation of the Regional Transportation Plan. The FTIP covers a programming period of four years and contains a list of transportation projects grouped by year. Federal law requires TIPs to be fiscally constrained which means including only projects and programs that have reasonably foreseeable or awarded funding sources. The specific approval deadline of April 16, 2021 is determined by Caltrans to coincide with related statewide funding actions. All projects included in the FTIP must be consistent with the current Regional Transportation Plan (RTP). TMPO adopts the FTIP every two years.

The draft 2021 FTIP can be viewed online at <https://www.trpa.org/transportation/>.

Discussion:

The draft 2021 FTIP is a comprehensive four-year program (2021-2024) that complies with the FAST Act requirements and consists of transportation projects for highway, transit, bicycle and pedestrian projects that are federally funded, regionally significant, or require a federal action.

All proposed FTIP projects are consistent with the 2017 RTP and the proposed draft 2020 RTP. The FTIP list contains 16 projects in the following categories:

- Corridor and Communities (5)
- Transit (5)
- Safety (3)
- Active Transportation Grouped Projects (1)
- Water Quality (1)
- Operations and Maintenance project (1)

Total funding programmed over the four-year cycle is estimated at \$130,000,000. Approximately \$52,000,000 is Federal funding, \$58,000,000 State dollars and \$20,000,000 Local funds. The projects are recommended for various stages of development during the program period. The project listings include the phase of proposed work, project cost, expected funding sources, and the scheduled year of work. The FTIP is a dynamic document that reflects project schedules and funding as they may change.

On December 28, 2020, the TMPO released the draft 2021 FTIP for a 30-day public comment period as mandated by the United States Department of Transportation metropolitan planning Code of Federal Regulations (CFR) Title 23, Part 450. The CFR also requires a public hearing be held during the comment period.

TMPO is currently soliciting public comment on the draft 2021 FTIP. All comments received will be reviewed, addressed, and compiled in the final draft document. The final draft for recommendation will be presented at the February 12, 2021 Tahoe Transportation Commission and February 24, 2021 TRPA Governing Board.

Additional Information:

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

Attachment:

- A. Appendix C: CTIPS Project Reports and Grouped Projects Backup Listings

Appendix C: CTIPS Project Reports and Grouped Projects Backup Listings

2021 Federal Transportation Improvement Program

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

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0110	TITLE (DESCRIPTION): Grouped Projects Bicycle and Pedestrian Facilities (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and non-motorized))	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: GROUP1		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Various Counties	ROUTE:		PM:		

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER: JUDY WEBER

PHONE: (775) 589-5203

EMAIL: jweber@trpa.org

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	12/22/2020	JWEBER	Adoption - Carry Over	0	11,449,000	332,000	4,077,000

* CMAQ -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 9	PE	262,000	519,000							781,000
	RW									
* Fund Type: Congestion Mitigation	CON	687,000	250,000	1,468,000						2,405,000
* Funding Agency:	Total:	949,000	769,000	1,468,000						3,186,000

* Other State -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 9	PE	110,000								110,000
	RW									
* Fund Type: STPL State Exchange	CON									
* Funding Agency:	Total:	110,000								110,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 3 of 9	PE	487,000	63,000							550,000
	RW									
* Fund Type: TRPA Air Quality Mitigation	CON	193,000	32,000	255,000						480,000
* Funding Agency:	Total:	680,000	95,000	255,000						1,030,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 4 of 9	PE	61,000								61,000
	RW	29,000								29,000
* Fund Type: City Funds	CON		442,000							442,000
* Funding Agency:	Total:	90,000	442,000							532,000

* Other Fed -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 5 of 9	PE									
	RW									
* Fund Type: Active Transportation Program (ATP)	CON		744,000							744,000
* Funding Agency:	Total:		744,000							744,000

* RSTP -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 6 of 9	PE	1,943,000	269,000							2,212,000
	RW	303,000								303,000
* Fund Type: STP Local	CON	1,294,000	1,278,000	500,000						3,072,000
* Funding Agency: Caltrans	Total:	3,540,000	1,547,000	500,000						5,587,000

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

		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Other Fed -										
* Fund Source 7 of 9	PE									
	RW									
* Fund Type: Highway Safety Improvement Program	CON				3,450,000					3,450,000
* Funding Agency:	Total:				3,450,000					3,450,000
<hr/>										
* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 8 of 9	PE	100,000	100,000							200,000
	RW									
* Fund Type: County Funds	CON			100,000						100,000
* Funding Agency: Placer County	Total:	100,000	100,000	100,000						300,000
<hr/>										
* Other Fed -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 9 of 9	PE	163,000								163,000
	RW									
* Fund Type: Highway Infrastructure Program (HIP)	CON		756,000							756,000
* Funding Agency: Caltrans	Total:	163,000	756,000							919,000
<hr/>										
Project Total:		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE	3,126,000	951,000							4,077,000
	RW	332,000								332,000
	CON	2,174,000	3,502,000	2,323,000	3,450,000					11,449,000
	Total:	5,632,000	4,453,000	2,323,000	3,450,000					15,858,000

Comments:

***** DFTIP Version 1 - 12/14/2020*****
 2018 Carry Over
 2017 RTP Appendix B-1 & 3 and included in 2020 RTP
 ***** Version 33 - 05/13/2020 *****
 AI Tahoe Mobility project - add CMAQ funds of \$432,000 to CON 19/20. Adjust City local funds. Toll Credits will be used for local match on ATP and CMAQ. Cost effectiveness 84.71 \$/kg/day. See Grouped Projects Detail list for back up.
 ***** Version 32 - 02/27/2020 *****
 Exchange CMAQ \$269,000 on South Tahoe Greenway Upper Truckee Bridge with STBG \$269,000 on Lake Tahoe Blvd Class 1 Bike Trail.
 ***** Version 31 - 08/01/2019 *****
 Add RGP award funds and local match to projects. Delete Incline Way Pedestrian Path. See Grouped Projects Bicycle and Pedestrian Facilities Detailed Backup List .
 ***** Version 30 - 06/30/2019 *****
 Delete Tahoe Valley Greenbelt project. Transfer CMAQ to South Tahoe Greenway project. Remove Local funds \$52,000
 ***** Version 29 - 04/10/2019 *****
 New project: Tahoe Valley Greenbelt & SWIP - add CMAQ \$399,000 & Local funds \$52,000.
 North Tahoe Regional Bike Trail - add HIP funds of \$163,000.
 Meyers Corridor Improvement and Class 1 San Bernardino Bike Path - switch STBG funds 19/20 for 18/19 and local funds accordingly.
 ***** Version 28 - 02/07/2019 *****
 Adding new project: Camp Richardson Resort and Campground BMPs and Retrofit - add STBG-CA \$225,000 and Local funds \$29,000 FY 19/20
 RTP Appendix B-3

***** DFTIP Version 1 - 06/11/2018*****
 2017 Carry Over. See Detailed backup listing for specific updates.
 Two new projects: Apache Pedestrian Safety and Connectivity. North Tahoe Regional Bike Trail Phase 1 RTP Appendix B-1 & 3

***** Version 24 - 06/01/2018 *****
 AI Tahoe Safety & Mobility Enhancement project - add STBG-CA \$137,000 and local match \$16,000 to 19/20. Move ATP funds \$1,866,000 and City funds \$47,000 from 17/18 to 18/19.
 ***** Version 23 - 02/01/2018 *****
 Adding two new projects and updating three existing projects with STBG and local match..
 1. Existing -Meyers Corridor Operational Improvement project: Add STBG-CA \$500,000 and Local AQ of \$57,000 to 18/19.
 2. Existing - Class 1 Bike Path: East San Bernardino - West San Bernardino: Add STBG - CA \$500,000 and AQ \$86,000 to 18/19
 3. Existing - Lake Tahoe Blvd Class 1 Bike Trail: Add STBG (CA) \$249,000 and City funds of \$29,000 to 18/19.
 4. New Project: Tahoe City Downtown Access Improvements, add STBG-CA \$650,000 and local NLTRA \$150,000 to 18/19
 5. New Project: West Shore Highway Crossing Improvements: Add ATP \$163,000 and local NLTRA \$50,000 in 17/18 & in 18/19

***** Version 22 - 11/02/2017 *****
 Greenway project- delete CMAQ \$399,000 18/19 for trade with City. Meyers Op project - move prior CMAQ \$262,000 and RSTP \$110,000 to 19/20.

***** Version 21 - 08/23/2017 *****
 Incline Way Path move \$27,000 in funds from CON to PE. Sierra Blvd project add ATP-GGRF \$2,900,000 in 17/18.

***** Version 20 - 05/10/2017 *****
 Add 4 new projects, add HSIP \$3,451,000,

***** Version 19 - 03/01/2017 *****
 Adding El Dorado Beach East to Ski Run Blvd Bike Trail back into the FTIP. Needed additional funds to complete project - CMAQ funds \$510,000 and local funds \$75,000.

***** Version 18 - 01/17/2017 *****
 AI Tahoe Safety and Mobility project - added local match of \$36,148 in 16/17 & \$46,852 in 17/18. Toll Credit will be used for remaining match.

***** DFTIP Version 1 - 05/18/2016 *****

Carry Over from 2015.
Added AI Tahoe Safety and Mobility Enhancement and
South Tahoe Greenway Phase 1b&2

***** Version 15 - 05/09/2016 *****

New projects- Sierra Boulevard Complete Streets \$2,051,000 and Meyers Corridor Operational Improvement \$582,000.

**TAHOE METROPOLITAN PLANNING ORGANIZATION
2021 Federal Transportation Improvement Program
Grouped Projects Detailed Listing
Grouped Projects Bicycle and Pedestrian Facilities**

CTIPS ID: 220-0000-0110	MPO ID: GROUP1	COUNTY: El Dorado	2017 RTP Appendix B-3					Date 12/21/2020					
Project Title Lake Tahoe Blvd Class 1 Bike Trail			Fund Source	Phase	Prior	20/21	21/22	22/23	23/24	Total			
			Local City Funds	PE	\$61,000					\$61,000			
				ROW	\$29,000					\$29,000			
				CON		\$442,000				\$442,000			
			CMAQ	CON	\$203,000	\$269,000				\$472,000			
			ATP (MPO)	CON		\$744,000				\$744,000			
			HIP	CON		\$756,000				\$756,000			
			STBG	ROW	\$249,000					\$249,000			
			CON		\$1,278,000				\$1,278,000				
Project Description					\$542,000	\$3,489,000	\$0	\$0	\$0	\$4,031,000			
Design and construct Class 1 bike trail, ADA compliant ramps, and streetlights along the 0.6 mile section of Lake Tahoe Blvd from the Intersection of Viking Way to the intersection of State Hwy 89 and US Highway 50 (Viking Way to South Wye).													
Agency	City of South Lake Tahoe		Project Mgr.	Randy Carlson		Phone	530-542-6033		Tracker No.	03.02.02.0077			
Comments	2018 FTIP Carry Over. CMAQ \$5,444.58 \$/kg/day. Completion Year 2021. TPC \$4,000,000												
CTIPS ID: 220-0000-0110	MPO ID: GROUP1	COUNTY: Placer	2017 RTP Appendix B-3					Date 12/21/2020					
Project Title North Tahoe Regional Bike Trail Phase 1			Fund Source	Phase	Prior	20/21	21/22	22/23	23/24	Total			
			HIP	PE	\$163,000					\$163,000			
			STBG	PE	\$337,000					\$337,000			
			NLTRA TOT	PE	\$100,000	\$100,000				\$200,000			
				CON			\$100,000			\$100,000			
Project Description					\$600,000	\$100,000	\$100,000	\$0	\$0	\$800,000			
Construction of approximately 9 miles of Class 1 bike trail that will link the Dollar Hill Multi-use Trail with the North Tahoe Regional Park in Tahoe Vista.													
Agency	Placer County		Project Mgr.	Kansas McGahan		Phone	530-581-6271		Tracker No.	03.02.02.0003			
Comments	2018 FTIP Carry Over. Completion Year 2030. TPC \$12,000,000												
CTIPS ID: 220-0000-0110	MPO ID: GROUP1	COUNTY: El Dorado	2017 RTP Appendix B-1					Date 12/21/2020					
Project Title Meyers Corridor Operational Improvement Project			Fund Source	Phase	Prior	20/21	21/22	22/23	23/24	Total			
			AQ Mitigation	PE	\$370,000	\$32,000				\$402,000			
				CON	\$63,000		\$190,000			\$253,000			
			CMAQ	PE	\$262,000	\$250,000				\$512,000			
				CON	\$484,000		\$1,468,000			\$1,952,000			
			RSTP	PE	\$110,000					\$110,000			
				PE	\$1,000,000					\$1,000,000			
			STBG	CON						\$0			
			HSIP	CON					\$3,450,000	\$3,450,000			
			Project Description					\$2,289,000	\$282,000	\$1,658,000	\$3,450,000	\$0	\$7,679,000
			The project includes the planning, design and construction of a multimodal complete streets strategy within the 1.3 mile stretch of the Meyers Corridor along US Highway 50/State Route 89. Add lighting, signage, and provide multimodal transportation improvements.										
Agency	El Dorado County		Project Mgr.	Donaldo Palaoan		Phone	530-573-7920		Tracker No.	03.02.01.0026			
Comments	2018 FTIP Carry Over. CMAQ \$77.23 \$/kg/day & 1761.12 \$/kg/day. Completion Year 2030. TPC \$7,602,000												
CTIPS ID: 220-0000-0110	MPO ID: GROUP1	COUNTY: El Dorado	2017 RTP Appendix B-3					Date 12/21/2020					
Project Title Class I Bike Path: East San Bernardino - West San Bernardino			Fund Source	Phase	Prior	20/21	21/22	22/23	23/24	Total			
			AQ Mitigation	PE	\$52,000					\$52,000			
				CON	\$130,000	\$32,000				\$162,000			
			CMAQ	CON		\$250,000				\$250,000			
			STBG	PE	\$454,000					\$454,000			
				CON	\$1,000,000					\$1,000,000			
Project Description					\$1,636,000	\$282,000	\$0	\$0	\$0	\$1,918,000			
Construct approximately 0.37 miles of Class I bike path from East San Bernardino Avenue, west of the Upper Truckee River, to Tahoe Paradise Park in the community of Meyers.													
Agency	El Dorado County		Project Mgr.	Donaldo Palaoan		Phone	530-573-7920		Tracker No.	03.02.02.0027			
Comments	2018 FTIP Carry Over. 18,787.74 \$/k/day. Completion Year 2023. TPC \$3,312,000												

**TAHOE METROPOLITAN PLANNING ORGANIZATION
2021 Federal Transportation Improvement Program
Grouped Projects Detailed Listing
Grouped Projects Bicycle and Pedestrian Facilities**

CTIPS ID: 220-0000-0110	MPO ID: GROUP1	COUNTY: El Dorado	2017 RTP Appendix B-1					Date 12/21/2020			
Project Title			Fund Source	Phase	Prior	20/21	21/22	22/23	23/24	Total	
Apache Avenue Pedestrian Safety and Connectivity Project			AQ Mitigation	PE	\$65,000					\$65,000	
				CON			\$65,000				\$65,000
			STBG	PE	\$500,000						\$500,000
				CON			\$500,000				\$500,000
Project Description					\$565,000	\$0	\$565,000	\$0	\$0	\$1,130,000	
Mobility improvements along Apache Ave from US50/SR89 intersection to the LT Tahoe Magnet School, providing safe walkable and bikeable roadway.											
Agency	El Dorado County	Project Mgr. Dan Kirkland	Phone	530-573-7920		Tracker No.	03.02.02.0006				
Comments	2018 FTIP Carry Over. Completion Year 2025. TPC \$2,330,000										

CTIPS ID: 220-0000-0110	MPO ID: GROUP1	COUNTY: El Dorado County	2017 RTP Appendix B-3					Date 12/21/2020			
Project Title			Fund Source	Phase	Prior	20/21	21/22	22/23	23/24	Total	
South Tahoe Greenway - Upper Truckee Bridge at Johnson Meadow			AQ Mitigation	PE		\$31,000				\$31,000	
			STBG	PE		\$269,000					\$269,000
					\$0	\$300,000	\$0	\$0	\$0	\$300,000	
Project Description			Construct 1.2 miles of Class 1 shared use path and replace the Upper Truckee Bridge at Johnson Meadow connecting to the South Tahoe Greenway Trail.								
Agency	El Dorado County	Project Mgr. Donald Palaroan	Phone	530-573-7920		Tracker No.	03.02.02.0085				
Comments	2018 FTIP Carry Over. Completion Year 2025. TPC \$6,760,000										

Total Grouped Projects Cost: \$15,858,000

	Prior	20/21	21/22	22/23	23/24	Total
* All projects included in 2020 RTP	\$5,632,000	\$4,453,000	\$2,323,000	\$3,450,000	\$0	\$15,858,000

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

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0098	TITLE (DESCRIPTION): Grouped Projects for Operating Assistance to Transit Agencies (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Operating assistance to transit agencies)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TRANS02		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Various Counties	ROUTE:		PM:		

IMPLEMENTING AGENCY: Various Agencies
PROJECT MANAGER: Judy Weber
PHONE: (775) 589-5203
EMAIL: jweber@trpa.org

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	12/22/2020	JWEBER	Adoption - Carry Over	0	42,191,000		

* FTA Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 6	PE									
* Fund Type: FTA 5311 - Non Urbanized	RW									
* Funding Agency: Nevada DOT	CON		3,059,000	2,100,000	2,100,000	2,100,000				9,359,000
	Total:		3,059,000	2,100,000	2,100,000	2,100,000				9,359,000

* CMAQ -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 6	PE									
* Fund Type: Congestion Mitigation	RW									
* Funding Agency:	CON	200,000	700,000							900,000
	Total:	200,000	700,000							900,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 3 of 6	PE									
* Fund Type: Local Transportation Funds	RW									
* Funding Agency:	CON		3,400,000	3,400,000	3,400,000	3,400,000				13,600,000
	Total:		3,400,000	3,400,000	3,400,000	3,400,000				13,600,000

* Nevada State -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 4 of 6	PE									
* Fund Type: Nevada State	RW									
* Funding Agency:	CON		85,000	85,000	85,000	85,000				340,000
	Total:		85,000	85,000	85,000	85,000				340,000

* FTA Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 5 of 6	PE									
* Fund Type: FTA5307 - Urbanized Area Formula Program	RW									
* Funding Agency:	CON		2,293,000	2,293,000	2,293,000	2,293,000				9,172,000
	Total:		2,293,000	2,293,000	2,293,000	2,293,000				9,172,000

* Other State -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 6 of 6	PE									
* Fund Type: TDA	RW									
* Funding Agency:	CON		2,205,000	2,205,000	2,205,000	2,205,000				8,820,000
	Total:		2,205,000	2,205,000	2,205,000	2,205,000				8,820,000

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

Project Total:	<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
PE									
RW									
CON	200,000	11,742,000	10,083,000	10,083,000	10,083,000				42,191,000
Total:	200,000	11,742,000	10,083,000	10,083,000	10,083,000				42,191,000

Comments:

***** DFTIP Version 1 - 12/14/2020*****
 2018 Carry Over. TTD and TART Ops.
 2017 RTP Appendix B-2 and included in 2020 RTP
 ***** Version 27 - 05/12/2020 *****
 Updating FY20 FTA, TDA and LCTOP apportionment
 ***** Version 26 - 02/27/2020 *****
 Add CMAQ funds of \$700,000 20/21 - TTD free to the user transit
 ***** Version 25 - 10/30/2019 *****
 Remove LCTOP funds (TTD transferring to transit capital)
 ***** Version 24 - 06/18/2019 *****
 Updating FTA 5307 FY19 full year sub-allocation. Increased by \$39,000
 ***** DFTIP Version 1 - 06/11/2018*****
 2017 Carry over. RTP Appendix B-2
 ***** Version 20 - 05/31/2018 *****
 Updating FTA 5307 with the full year apportionment for FY18 - increase by \$1,018,000. Toll credits for match. Increase Local funds by \$1,322,000 and LCTOP by \$50,000 in FY17/18
 ***** Version 19 - 10/18/2017 *****
 Technical Correction: Delete FY16/17 5310 UZA funds. Move to Capital. Remaining funds \$40,000 discretionary (w/TDC \$40k for match)
 ***** Version 18 - 07/18/2017 *****
 Updating FTA5307 and 5310 with the full year apportionment published on 7/10/17 - increase 5307 by \$68,000 and 5310 by \$1,000
 ***** Version 17 - 05/04/2017 *****
 Add FY16/17 FTA 5310 \$80,000 (funded w/100% federal funds w/TC)
 ***** Version 16 - 03/01/2017 *****
 Adding additional FFY17 FTA 5307 & 5310 apportionment. Toll credits will be used for match.

***** DFTIP Version 1 - 05/18/2016 *****
 New Grouped Project. Toll Credits will be used for local match. RTP 7 & 9

**TAHOE METROPOLITAN PLANNING ORGANIZATION
2021 Federal Transportation Improvement Program
Grouped Projects Detailed Listing
Grouped Projects for Operating Assistance to Transit Agencies**

CTIPS ID	220-0000-0098	MPO ID	TRANS02	COUNTY	Various	RTP Appendix B-2	Date	12/20/2020			
Project Title	Tahoe Transportation District Transit Operations										
Fund Source		Phase		Prior	20/21	21/22	22/23	23/24	Total		
FTA 5307		CON			\$1,416,000	\$1,416,000	\$1,416,000	\$1,416,000	\$5,664,000		
FTA 5311 - NV		CON			\$3,059,000	\$2,100,000	\$2,100,000	\$2,100,000	\$9,359,000		
CMAQ		CON	\$200,000		\$700,000	\$0	\$0	\$0	\$900,000		
Local funds		CON			\$100,000	\$100,000	\$100,000	\$100,000	\$400,000		
TDA		CON			\$1,371,000	\$1,371,000	\$1,371,000	\$1,371,000	\$5,484,000		
NV State Parks		CON			\$85,000	\$85,000	\$85,000	\$85,000	\$340,000		
Project Description					\$200,000	\$6,731,000	\$5,072,000	\$5,072,000	\$5,072,000	\$22,147,000	
TTD Transit Operations. The project will provide transit operational assistance to El Dorado County within the Tahoe Region and Nevada surrounding areas.											
Agency	Tahoe Transportation District		Project Manager	George Fink		Phone	775-589-5325		Tracker #	TBD	
Comments	2018 FTIP Carry Over. CMAQ \$700,000 Free to the User Transit - 32.83 \$/kg/day. Toll credits will be used for match. CMAQ \$200,000 351.059 \$/kg/day. TPC \$22M										
CTIPS ID	220-0000-0098	MPO ID	TRANS02	COUNTY	Placer	RTP Appendix B-2	Date	12/20/2020			
Project Title	Placer County TART Transit Operations										
Fund Source		Phase		Prior	20/21	21/22	22/23	23/24	Total		
FTA 5307		CON			\$877,000	\$877,000	\$877,000	\$877,000	\$3,508,000		
Local Funds		CON			\$3,300,000	\$3,300,000	\$3,300,000	\$3,300,000	\$13,200,000		
TDA		CON			\$834,000	\$834,000	\$834,000	\$834,000	\$3,336,000		
Project Description					\$0	\$5,011,000	\$5,011,000	\$5,011,000	\$5,011,000	\$20,044,000	
TART Transit Operations. The project will provide transit operational assistance to Placer County within the Tahoe Region.											
Agency	Placer County Department of Public Works		Project Manager	Will Garner		Phone	530-525-9137		Tracker #	TBD	
Comments	2018 FTIP Carry Over. TPC \$20M										
Total Grouped Projects Cost:									\$42,191,000		
					Prior	20/21	21/22	22/23	23/24	Total	
* All Projects included in 2020 RTP					Project Totals	\$200,000	\$11,742,000	\$10,083,000	\$10,083,000	\$10,083,000	\$42,191,000

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

DIST: 03	PPNO:	EA: 0J010	CTIPS ID: 220-0000-0158	TITLE (DESCRIPTION): Grouped Projects for Pavement Resurfacing and/or Rehabilitation - SHOPP Roadway Preservation Program (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 Categories - Pavement resurfacing and /or rehabilitation, Emergency relief (23 U.S. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes))	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID:			MPO ID.: SHOPP7		
COUNTY: Placer County	ROUTE: 28		PM: 0.100 / 11.000		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: Joan Davis
PHONE: (530) 740-4805
EMAIL: joan.davis@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	12/22/2020	JWEBER	Adoption - Carry Over	0	24,150,000		

* SHOPP - Roadway Preservation -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
* Funding Agency:	CON		1,160,000	2,160,000	20,830,000					24,150,000
	Total:		1,160,000	2,160,000	20,830,000					24,150,000

Comments:

***** DFTIP Version 1 - 12/08/2020*****
2018 Carry Over. Project EA 0J010
2017 RTP Appendix B-6 and included in 2020 RTP
***** Version 1 - 06/25/2020 *****
New SHOPP project - 0J010 See Grouped Projects backup listing for details. RTP Appendix B-6.

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

DIST: 03	PPNO: 3469	EA: 4H890	CTIPS ID: 220-0000-0156	TITLE (DESCRIPTION): Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, lighting improvements, Emergency truck pullovers.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: SHOPP5		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: El Dorado County	ROUTE: 50		PM: 75.400 / 80.100		

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: Joan Davis
PHONE: (530) 740-4805
EMAIL: joan.davis@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	12/22/2020	JWEBER	Adoption - Carry Over	0	23,590,000		

* SHOPP - Collision Reduction -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
* Funding Agency:	CON	1,610,000	4,190,000		17,790,000					23,590,000
	Total:	1,610,000	4,190,000		17,790,000					23,590,000

Comments:
***** DFTIP Version 1 - 04/16/2020*****
2018 Carry Over. Project EA 4H890
2017 RTP Appendix B-6 and included in 2020 RTP
***** Version 1 - 10/25/2019 *****
New SHOPP Project
2017 RTP Appendix B-6

**TAHOE METROPOLITAN PLANNING ORGANIZATION
2021 Federal Transportation Improvement Program
Grouped Projects Detailed Backup Listing
2020 State Highway Operation and Protection Program (SHOPP)**

SHOPP PROGRAM

SHOPP - Roadway Preservation Program

Grouped Projects for Pavement Resurfacing and/or Rehabilitation – SHOPP Roadway Preservation Program

MPO ID	CTIPS ID	County	District	EA	Route	DESCRIPTION	12/20/20	PRIOR	20/21			21/22			22/23			23/24		
									PE	RW	CON	PE	RW	CON	PE	RW	CON	PE	RW	CON
SHOPP7	220-0000-0158	Placer	3	0J010	28	Near Tahoe City and Kings Beach, on Route 28 from Route 89 to Nevada State line (PM 0.085/11.0). Rehabilitate pavement, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards. Completion 2026			1,160,000			1,420,000	740,000			950,000	19,880,000			
Tracker # 01.01.02.0019 Total							\$24,150,000	\$0	\$1,160,000	\$0	\$0	\$1,420,000	\$740,000	\$0	\$0	\$950,000	\$19,880,000	\$0	\$0	\$0

SHOPP - Collision Reduction

Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program

MPO ID	CTIPS ID	County	District	EA	Route	DESCRIPTION	12/20/20	Prior	20/21			21/22			22/23			22/24		
									PE	RW	CON	PE	RW	CON	PE	RW	CON	PE	RW	CON
SHOPP5	220-0000-0156	El Dorado	3	4H890	50	In South Lake Tahoe, on US50 from Route 89 to Park Avenue. Install lighting, pedestrian signals at mid-block crossings, signs, and green bike lane treatment to improve safety for pedestrian and bicyclists. Completion 2027		1,610,000	1,470,000	2,720,000					970,000	16,820,000				
Tracker # 03.02.02.0087 Total							\$23,590,000	\$1,610,000	\$1,470,000	\$2,720,000	\$0	\$0	\$0	\$0	\$0	\$970,000	\$16,820,000	\$0	\$0	\$0

*All projects in 2017 RTP / 2020 RTP

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

DIST: 03	PPNO: 0J250	EA: 220-0000-0157	CTIPS ID: 220-0000-0157	TITLE (DESCRIPTION): Grouped Projects for Safety Improvements, Shoulder Improvements, Pavement Resurfacing and/or Rehabilitation- Minor Program (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non federal-aid system roads, shoulder improvements, traffic control devices and operating assistance other than signalized projects, intersection signalization projects at individual intersections, pavement marking demonstration, truck climbing lanes outside urban area, lighting improvements, emergency truck pullovers, pavement resurfacing and/or rehabilitation, emergency relief (23 U.S.C. 125), widening narrow pavements or reconstructing bridges (no additional lanes))	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID:		MPO ID.:	SHOPP6		
COUNTY:	ROUTE:	PM:	10.200		
Placer County	28				

IMPLEMENTING AGENCY: Caltrans
PROJECT MANAGER: Joan Davis

PHONE: (530) 740-4805

EMAIL: joan.davis@dot.ca.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE
1	Active	12/22/2020	JWEBER	Adoption - Carry Over	0	1,393,000		

* CT Minor Pgm. -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 1	PE									
* Fund Type: SHOPP Advance Construction (AC)	RW									
	CON		1,393,000							1,393,000
* Funding Agency:	Total:		1,393,000							1,393,000

Comments:

***** DFTIP Version 1 - 12/08/2020*****
 2018 Carry Over. EA 03-0J250
 2017 RTP Appendix B-6 and included in 2020 RTP
 ***** Version 2 - 06/30/2020 *****
 Updating Minor project EA 03-0J250 - did not deliver in 19/20. Moving to 20/21 with increased cost \$1,393,000.
 ***** Version 1 - 10/30/2019 *****
 New SHOPP Minor project for FFY19/20 (3 Culverts- s)
 RTP Appendix B-6

**TAHOE METROPOLITAN PLANNING ORGANIZATION
2021 Federal Transportation Improvement Program
Grouped Projects Detailed Backup Listing
2020 State Highway Operation and Protection Program (SHOPP) State Minor Program**

SHOPP State Minor Program

State Minor A Program

Grouped Projects for Safety and Shoulder Improvements, Pavement Resurfacing and/or Rehab – Minor Program

MPO ID	CTIPS ID	County	District	EA	Route	DESCRIPTION	12/20/20	Prior	20/21			21/22			22/23			23/24		
									PE	RW	CON	PE	RW	CON	PE	RW	CON	PE	RW	CON
SHOPP6	220-0000-0157	Placer	3	0J250	28	In Placer County, on Route 28 north side of Highway 28 from Chipmunk Street to Beaver Street. Install storm drain. Completion 2021				93,000	1,300,000									
Tracker # 01.01.01.0189							Total	\$1,393,000	\$0	\$0	\$93,000	\$1,300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0153	TITLE (DESCRIPTION): Grouped Projects for Safety Improvements - HSIP Program (Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Light ing improvements, Emergency truck pullovers)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID: H9-03-024			MPO ID.: HSIP1		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: El Dorado County	ROUTE:		PM:		

IMPLEMENTING AGENCY: South Lake Tahoe, City of
PROJECT MANAGER: Stan Hill
PHONE: (530) 542-6039
EMAIL: shill@cityofslt.us

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	12/22/2020	JWEBER	Adoption - Carry Over	0	170,000		

* Other Fed -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE									
* Fund Type: Highway Safety Improvement Program	RW									
* Funding Agency:	CON	50,000			103,000					153,000
	Total:	50,000			103,000					153,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE									
* Fund Type: City Funds	RW									
* Funding Agency:	CON				17,000					17,000
	Total:				17,000					17,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
	CON	50,000			120,000					170,000
	Total:	50,000			120,000					170,000

Comments:
 ***** DFTIP Version 1 - 12/15/2020*****
 2018 Carry over. City's H9-03-024
 2017 RTP Appendix -B and included in 2020 RTP.
 TPC \$170,100
 ***** Version 1 - 01/31/2019 *****
 Two new HSIP projects: EL Dorado Cty H9-03-005 and
 City H9-03-024

**TAHOE METROPOLITAN PLANNING ORGANIZATION
2021 Federal Transportation Improvement Program
Grouped Projects Detailed Backup Listing
Highway Safety Improvement Program (HSIP)**

Grouped Projects for Safety Improvements - HSIP

Pioneer Trail Safety Improvement Project

Project ID	MPO ID	CTIPS ID	County	District	Route	DESCRIPTION	12/20/2020	FUND	PRIOR	20/21			21/22			22/23			23/24						
										PE	RW	CON	PE	RW	CON	PE	RW	CON	PE	RW	CON				
H9-03-024	HSIP1	220-000-0153	EI Dorado/C SLT	3	Pioneer Trail	Install dynamic speed feedback signs on Pioneer Trail on approaches. At intersection, install edge-lines and centerlines, intersection warning signs for minor streets, intersection lighting, upgrade pavement markings, and widen shoulder. Completion 2024		Local	\$5,500												\$11,510				
								Federal	\$49,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$103,590	\$0	\$0	\$0
Tracker # 4165							Total			\$170,100	\$55,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$115,100	\$0	\$0	\$0

Project in 2017 RTP and in 2020 RTP

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

DIST: NV	PPNO:	EA:	CTIPS ID: 220-0000-0155	TITLE (DESCRIPTION): Kahle Drive Complete Street Project (Lead Agency: Nevada Tahoe Conservancy District Rehabilitate 0.5 miles of Kahle Drive from US-50 west to the end of Kahle; incorporating drainage improvements, accessible transportation options, and aesthetic improvements.)	MPO Aprv: State Aprv: Federal Aprv: EPA TABLE II or III EXEMPT CATEGORY
CT PROJECT ID:			MPO ID.: NTCD001		
COUNTY: Douglas County, Nev	ROUTE:	PM:			

IMPLEMENTING AGENCY: Nevada DOT
PROJECT MANAGER: Meghan Kelly

PHONE: (775) 586-1610

EMAIL: mkelly@ntcd.org

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	12/22/2020	JWEBER	Adoption - Carry Over	0			186,000

* Other Fed -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 3	PE			62,000						62,000
* Fund Type: Transportation Alternatives Program (TAP)	RW									
* Funding Agency: Nevada DOT	CON									
	Total:			62,000						62,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 3	PE			4,000						4,000
* Fund Type: County Funds	RW									
* Funding Agency:	CON									
	Total:			4,000						4,000

* Federal Disc. -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 3 of 3	PE			120,000						120,000
* Fund Type: US Forest Service	RW									
* Funding Agency:	CON									
	Total:			120,000						120,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE			186,000						186,000
	RW									
	CON									
	Total:			186,000						186,000

Comments:

***** DFTIP Version 1 - 12/14/2020*****
2018 Carry Over. Tracker # 03.02.01.0055 Completion 2022. TPC \$2,150,000
2017 RTP Appendix B-3 and included in 2020 RTP

***** Version 1 - 08/01/2019 *****
New project. Adding RGP funding \$62,000 PE 21/22.
RTP Appendix B-3

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

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0141	TITLE (DESCRIPTION): Kings Beach Western Approach (The project will convert the intersection at SR 267/SR 28 to a roundabout to improve mobility, safety and efficiency, and intersection level of service (LOS) compared to existing signalized intersection.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: PL001		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Placer County Placer County	ROUTE: 267 28		PM:		

IMPLEMENTING AGENCY: Placer County
PROJECT MANAGER: Andy Deiken
PHONE: (530) 581-6235
EMAIL: adeinken@placer.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	12/22/2020	JWEBER	Adoption - Carry Over	0	648,000		1,725,000

* RSTP -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE	650,000		675,000						1,325,000
	RW									
* Fund Type: STP Local	CON			648,000						648,000
* Funding Agency: Caltrans	Total:	650,000		1,323,000						1,973,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE	400,000								400,000
	RW									
* Fund Type: County Funds	CON									
* Funding Agency:	Total:	400,000								400,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	1,050,000		675,000						1,725,000
	RW									
	CON			648,000						648,000
	Total:	1,050,000		1,323,000						2,373,000

Comments:
 ***** DFTIP Version 1 - 12/14/2020*****
 2018 Carry Over.
 Tracker # 01.01.01.0168. Completion 2023. TCP \$8,329,000.
 2017 RTP Appendix B-1 and included in 2020 RTP
 ***** Version 3 - 08/01/2019 *****
 Add RGP funds \$1,323,000 STBG-CA and local funds \$200,000 CON 21/22. Remove State Cash Funding.
 ***** DFTIP Version 1 - 05/14/2018*****
 2017 Carry Over. Add \$100,000 TOT in 18/19
 Previous Title: Mobility Improvements at SR 267/ SR 28 Intersection. Add ROW \$800,000 18/19.
 2017 RTP Appendix B-1.

***** Version 1 - 06/27/2016 *****
 New project. RTP 1
 Total cost \$5M

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

DIST: NV	PPNO:	EA:	CTIPS ID: 220-0000-0160	TITLE (DESCRIPTION): Multi-Use Center (In Washoe County, located on SR28 and Southwood Blvd in Incline Village. Plan, design and construct a Mobility Hub. (Prior project title: East Shore Transit Service Facility Upgrades))	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TTD19		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Washoe County, Nev	ROUTE: 28		PM:		

IMPLEMENTING AGENCY: Tahoe Transportation District
PROJECT MANAGER: George Fink

PHONE: (775) 589-5325

EMAIL: gfink@tahoetransportation.org

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	12/22/2020	JWEBER	Adoption -	0			213,000

* RSTP -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE		202,000							202,000
	RW									
* Fund Type: STP Local	CON									
* Funding Agency: Nevada DOT	Total:		202,000							202,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE		11,000							11,000
	RW									
* Fund Type: County Funds	CON									
* Funding Agency:	Total:		11,000							11,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE		213,000							213,000
	RW									
	CON									
	Total:		213,000							213,000

Comments:
 ***** Version 1 - 12/19/2020 *****
 Nevada project.
 Add STBG \$202,000 & Washoe Cty \$11,000 to PE 20/21.
 Tracker # 03.02.01.0021. Completion Year 2030. TCP \$8,500,000.
 RTP Appendix B-2 and included in 2020 RTP (prior title- East Shore Transit Service Facility Upgrades)

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

DIST: NV	PPNO:	EA:	CTIPS ID: 220-0000-0146	TITLE (DESCRIPTION): Round Hill Pines Resort Highway Intersection (Reconfigure resort entry and intersection with Highway 50 to eliminate existing safety concerns and improve access to the recreation site.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID: USFS001		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Douglas County, Nev	ROUTE: 50		PM:		

IMPLEMENTING AGENCY: USDA Forest Service
PROJECT MANAGER: Thomas Sohn

PHONE: (720) 963-3637

EMAIL: thomas.sohn@dot.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	12/22/2020	JWEBER	Adoption - Carry Over	0	580,000		70,000

* RSTP -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE	50,000								50,000
	RW									
* Fund Type: STP Local	CON		400,000							400,000
* Funding Agency: Nevada DOT	Total:	50,000	400,000							450,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE	20,000								20,000
	RW									
* Fund Type: Private Funds	CON		180,000							180,000
* Funding Agency:	Total:	20,000	180,000							200,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	70,000								70,000
	RW									
	CON		580,000							580,000
	Total:	70,000	580,000							650,000

Comments:
 ***** DFTIP Version 1 - 12/14/2020*****
 2018 Carry over. Tracker # 03.01.02.0070 Completion 2022. TPC \$6.3M
 2017 RTP Appendix B -1 and included in 2020 RTP
 ***** Version 1 - 05/21/2018 *****
 New Nevada Project. TPC \$3M, phase \$650,000. RTP Appendix B -1

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

DIST: NV	PPNO:	EA:	CTIPS ID: 220-0000-0144	TITLE (DESCRIPTION): SR 28 Marlette Creek Water Quality Improvement Project (Located on SR 28, Water Quality Restoration and Erosion Control. From Washoe County line to 1 mile North of the County Line.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID: NDOT02		
COUNTY: Washoe County, Nev	ROUTE: 28		PM:		EPA TABLE II or III EXEMPT CATEGORY

IMPLEMENTING AGENCY: Nevada DOT
PROJECT MANAGER: John Bradshaw PHONE: (775) 888-7670 EMAIL: jbradshaw@dot.nv.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	12/22/2020	JWEBER	Adoption - Carry Over	0	2,000,000		255,000

* RSTP -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE	242,000								242,000
	RW									
* Fund Type: STP Local	CON		1,900,000							1,900,000
* Funding Agency: Nevada DOT	Total:	242,000	1,900,000							2,142,000

* Nevada State -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE	13,000								13,000
	RW									
* Fund Type: Nevada State	CON		100,000							100,000
* Funding Agency: Nevada DOT	Total:	13,000	100,000							113,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE	255,000								255,000
	RW									
	CON		2,000,000							2,000,000
	Total:	255,000	2,000,000							2,255,000

Comments:

***** DFTIP Version 1 - 12/14/2020*****
2018 Carry Over. Tracker # 01.01.0198. Completion 2022 TPC \$2,255,000
2017 RTP Appendix B-5 and included in 2020 RTP
***** DFTIP Version 1 - 05/14/2018*****
2017 Carry Over. Moved funds from 2019 to 2020 per NDOT PM schedule

***** Version 1 - 01/29/2018 *****
New Nevada Project. STBG NV \$2,142,000 and local match NV State \$113,000. PE 17/18 and CON 18/19
RTP Appendix B-5 Total project cost \$2,255,000

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

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0161	TITLE (DESCRIPTION): SR 89/Fanny Bridge Community Revitalization Project- Phase 1 Highway Improvements and Dollar Creek Path (Phase2) (In Placer County on route SR28, Fanny Bridge Project includes replacing the signalized "wye" intersection with a single lane roundabout and replacement of the Fanny Bridge with a new, single span bridge. Phase 2 of project.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: CFL01		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Placer County	ROUTE: 28		PM:		

IMPLEMENTING AGENCY: Central Federal Lands Highway Division
PROJECT MANAGER: Matt Ambroziak PHONE: (720) 963-3619 EMAIL: Matthew.Ambroziak@dot.gov

PROJECT VERSION HISTORY (Printed Version is Shaded)

(Dollars in whole)

<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>
1	Active	12/22/2020	JWEBER	Adoption -	0	13,500,000		

* Federal Disc. -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 1 of 3	PE									
	RW									
* Fund Type: FEDERAL LANDS HIGHWAYS PROGRAM	CON			10,665,000						10,665,000
* Funding Agency:	Total:			10,665,000						10,665,000

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 2 of 3	PE									
	RW									
* Fund Type: County Funds	CON			2,535,000						2,535,000
* Funding Agency:	Total:			2,535,000						2,535,000

* Local Funds -		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Fund Source 3 of 3	PE									
	RW									
* Fund Type: Private Funds	CON			300,000						300,000
* Funding Agency:	Total:			300,000						300,000

Project Total:		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
	PE									
	RW									
	CON			13,500,000						13,500,000
	Total:			13,500,000						13,500,000

Comments:
***** Version 1 - 12/19/2020 *****
New project. Tracker #03.02.01.0004. Completion year 2025. Phase 2 \$13.5M. TPC \$48M
2017 RTP Appendix -B and included in 2020 RTP

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

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0137	TITLE (DESCRIPTION): TART Transit Capital (Bus and Bus Facilities and Preventive Maintenance)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID.: TRANS03		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Placer County	ROUTE:	PM:			

IMPLEMENTING AGENCY: Placer County Transportation Planning Agency
PROJECT MANAGER: WILL GARNER

PHONE: (530) 745-7582

EMAIL: wgarner@placer.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	12/22/2020	JWEBER	Adoption - Carry Over	0	4,706,000		

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 5	PE									
	RW									
* Fund Type: Local Transportation Funds	CON		505,000	505,000	505,000	505,000				2,020,000
* Funding Agency:	Total:		505,000	505,000	505,000	505,000				2,020,000

* FTA Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 5	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON	292,000	292,000	292,000	292,000	292,000				1,460,000
* Funding Agency:	Total:	292,000	292,000	292,000	292,000	292,000				1,460,000

* FTA Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 3 of 5	PE									
	RW									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	CON	164,000	164,000	164,000	164,000	164,000				820,000
* Funding Agency:	Total:	164,000	164,000	164,000	164,000	164,000				820,000

* FTA Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 4 of 5	PE									
	RW									
* Fund Type: FTA 5310 Elderly & Disabilities	CON	52,000		52,000		52,000				156,000
* Funding Agency:	Total:	52,000		52,000		52,000				156,000

* Other State -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 5 of 5	PE									
	RW									
* Fund Type: Low Carbon Transit Operations Program (LCTOP)	CON		125,000		125,000					250,000
* Funding Agency:	Total:		125,000		125,000					250,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
	CON	508,000	1,086,000	1,013,000	1,086,000	1,013,000				4,706,000
	Total:	508,000	1,086,000	1,013,000	1,086,000	1,013,000				4,706,000

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

Comments:

***** DFTIP Version 1 - 12/14/2020*****

2018 Carry Over. TPC \$5M

2017 RTP Appendix B-2 and included in 2020 RTP

***** Version 8 - 05/12/2020 *****

Updating FY20 FTA 5307, 5310 and 5339 allocations

***** Version 7 - 06/19/2019 *****

Updating FTA FY19 full year sub-allocation - Add \$17,000 to 5307

***** DFTIP Version 1 - 06/11/2018*****

2017 Carry over.

***** Version 4 - 05/31/2018 *****

Adding in FTA FY18 full year apportionment (5307 \$243,000 & 5339 \$147,000)

***** Version 3 - 07/18/2017 *****

Updating 5307 and 5339 with full year apportionment published 7/10/17 - increase \$24,000 and \$4,000 respectively

***** Version 2 - 03/01/2017 *****

Adding additional FFY17 FTA 5307 and 5339 apportionment. Toll credits will be used for match.

***** Version 1 - 06/10/2016 *****

New project. Bus purchase 40' CNG in 17/18. Total cost \$530,000. Toll credits for match. RTP 10

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

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0149	TITLE (DESCRIPTION): TTD Fleet and Administration Facility (In Douglas County, project will construct an all-weather maintenance and administration facility to service 75 buses. Project is for acquisition, environmental, design and construction.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:			MPO ID: TTD18		EPA TABLE II or III EXEMPT CATEGORY
COUNTY: Douglas County, Nev	ROUTE:		PM:		

IMPLEMENTING AGENCY: Tahoe Transportation District
PROJECT MANAGER: George Fink
PHONE: (775) 589-5325
EMAIL: gfink@tahoeTransportation.org

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	12/22/2020	JWEBER	Adoption - Carry Over	0			714,000

* RSTP -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 2	PE		678,000							678,000
* Fund Type: STP Local	RW									
* Funding Agency: Nevada DOT	CON									
	Total:		678,000							678,000

* Local Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 2	PE		36,000							36,000
* Fund Type: County Funds	RW									
* Funding Agency:	CON									
	Total:		36,000							36,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE		714,000							714,000
	RW									
	CON									
	Total:		714,000							714,000

Comments:

***** DFTIP Version 1 - 12/14/2020*****
2018 Carry Over. Tracker #03.02.01.0013. Completion 2030. TPC \$68M
2017 RTP Appendix B-2 and included in 2020 RTP

***** Version 2 - 10/29/2019 *****
Add STBG-NV \$440,000 and Washoe County Q1 local match \$23,000 in 19/20 for Title VI planning work on facility sites.

***** Version 1 - 06/13/2018 *****
New Project. Facility site plan. 2017 RTP Appendix B-2

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

DIST: 03	PPNO:	EA:	CTIPS ID: 220-0000-0049	TITLE (DESCRIPTION): TTD Transit Capital (Bus and Bus Facilities and Preventative Maintenance)	MPO Aprv:
CT PROJECT ID:			MPO ID.: TMC0406		State Aprv:
COUNTY: Various Counties	ROUTE:	PM:			Federal Aprv:
					EPA TABLE II or III EXEMPT CATEGORY

IMPLEMENTING AGENCY: Tahoe Transportation District
PROJECT MANAGER: GEORGE FINK

PHONE: (775) 589-5325

EMAIL: gfink@tahoetransportation.org

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	12/22/2020	JWEBER	Adoption - Carry Over	0	8,716,000		

* FTA Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 5	PE									
	RW									
* Fund Type: FTA5307 - Urbanized Area Formula Program	CON	472,000	472,000	472,000	472,000	472,000				2,360,000
* Funding Agency:	Total:	472,000	472,000	472,000	472,000	472,000				2,360,000

* FTA Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 5	PE									
	RW									
* Fund Type: Bus and Bus Facilities Program - FTA 5339	CON	228,000	228,000	228,000	228,000	228,000				1,140,000
* Funding Agency:	Total:	228,000	228,000	228,000	228,000	228,000				1,140,000

* FTA Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 3 of 5	PE									
	RW									
* Fund Type: FTA 5310 Elderly & Disabilities	CON	185,000	52,000		52,000					289,000
* Funding Agency:	Total:	185,000	52,000		52,000					289,000

* FTA Funds -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 4 of 5	PE									
	RW									
* Fund Type: Low or No Emission Vehicle Program - 5339(c)	CON	2,350,000	2,125,000							4,475,000
* Funding Agency:	Total:	2,350,000	2,125,000							4,475,000

* Other State -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 5 of 5	PE									
	RW									
* Fund Type: Low Carbon Transit Operations Program (LCTOP)	CON	202,000		125,000		125,000				452,000
* Funding Agency:	Total:	202,000		125,000		125,000				452,000

Project Total:		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
	PE									
	RW									
	CON	3,437,000	2,877,000	825,000	752,000	825,000				8,716,000
	Total:	3,437,000	2,877,000	825,000	752,000	825,000				8,716,000

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

Comments:

***** DFTIP Version 1 - 12/14/2020*****

2018 Carry Over. TPC \$9M

2017 RTP Appendix B-6 and included in 2020 RTP

***** Version 27 - 05/12/2020 *****

Updating FY20 FTA 5307, 5339, 5310 and LCTOP allocations

***** Version 26 - 10/25/2019 *****

Add Low -No Emission (NV) grants -\$1.5M electric charging infrastructure/equipment and \$2,125M battery-electric buses and overhead charger. Toll Credits will be used for match.

Add LCTOP funds \$32,000 FY19, \$94,000 FY20, \$127,000 FY21

***** Version 25 - 02/07/2019 *****

Adding in prior FTA funds:5339 \$548,000,5339(c) \$850,000 and 5310 \$135,000 to FY19

***** DFTIP Version 1 - 06/11/2018*****

2017 Carry Over. Toll Credits for match. RTP Appendix B-2

***** Version 22 - 05/31/2018 *****

Adding FTA FY18 full year apportionment (5307 \$481,000, 5339 \$255,000, 5310 \$50,000). Toll Credits for match.

***** Version 21 - 05/09/2018 *****

Add FTA 5339 (c) Low-No Emission Bus grant \$850,000 17/18. Purchase one battery electric bus. Toll Credits for match.

***** Version 20 - 10/18/2017 *****

Technical Correction: add FY16/17 UZA 5310 funds \$85k. TDC for match. Funds will enhance vehicle and facilities to improve access to transit services.

***** Version 19 - 07/18/2017 *****

Updating 5307 and 5339 with the full year apportionment published on 7/10/17 - reduce \$1,000 and increase \$8,000 respectively

***** Version 18 - 03/01/2017 *****

Adding additional FFY17 FTA 5307 and 5339 apportionment. Toll credits will be used for match.

***** DFTIP Version 1 - 05/18/2016 *****

Carry Over from 2015. Title change. Toll Credits will be used as match. Purchase of two electric vehicles and associated charging infrastructure.

RTP 8

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

DIST: 03	PPNO: EA:	CTIPS ID: 220-0000-0047	TITLE (DESCRIPTION): US 50 South Shore Community Revitalization Project (US 50/SR207 intersection South to Pioneer Trail intersection - realign roadway, reduce lanes, and transit- bike-pedestrian lane.)	MPO Aprv: State Aprv: Federal Aprv:
CT PROJECT ID:		MPO ID.: TMC0403		
COUNTY: Douglas County, Nev El Dorado County	ROUTE: 50 50	PM:		EPA TABLE II or III EXEMPT CATEGORY Intersection channelization projects.

IMPLEMENTING AGENCY: Tahoe Transportation District
PROJECT MANAGER: Danielle Hughes PHONE: (775) 589-5503 EMAIL: dhughes@tahoetransportation.org

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	12/22/2020	JWEBER	Adoption - Carry Over	0		1,339,000	11,908,000

* Nevada State -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 1 of 8	PE	1,020,000								1,020,000
	RW									
* Fund Type: Southern Nevada Public Lands Management Act	CON									
* Funding Agency: USDA Forest Service	Total:	1,020,000								1,020,000

* Federal Disc. -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 2 of 8	PE	2,000,000								2,000,000
	RW									
* Fund Type: FEDERAL LANDS HIGHWAYS PROGRAM	CON									
* Funding Agency: Federal Highway Administration (FHWA)	Total:	2,000,000								2,000,000

* Federal Disc. -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 3 of 8	PE	1,000,000								1,000,000
	RW									
* Fund Type: Public Land Hwys	CON									
* Funding Agency: Federal Highway Administration (FHWA)	Total:	1,000,000								1,000,000

* CMAQ -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 4 of 8	PE	1,041,000								1,041,000
	RW									
* Fund Type: Congestion Mitigation	CON									
* Funding Agency:	Total:	1,041,000								1,041,000

* RSTP -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 5 of 8	PE	5,274,000								5,274,000
	RW									
* Fund Type: STP Local	CON									
* Funding Agency: Caltrans	Total:	5,274,000								5,274,000

* RSTP -		PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	BEYOND	TOTAL
* Fund Source 6 of 8	PE	81,000								81,000
	RW			1,272,000						1,272,000
* Fund Type: STP Local	CON									
* Funding Agency: Nevada DOT	Total:	81,000		1,272,000						1,353,000

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

		<u>PRIOR</u>	<u>20-21</u>	<u>21-22</u>	<u>22-23</u>	<u>23-24</u>	<u>24-25</u>	<u>25-26</u>	<u>BEYOND</u>	<u>TOTAL</u>
* Local Funds -										
* Fund Source 7 of 8	PE	930,000								930,000
	RW			67,000						67,000
* Fund Type: County Funds	CON									
* Funding Agency:	Total:	930,000		67,000						997,000
* Other Fed -										
* Fund Source 8 of 8	PE	562,000								562,000
	RW									
* Fund Type: Highway Infrastructure Program (HIP)	CON									
* Funding Agency: Nevada DOT	Total:	562,000								562,000
Project Total:										
	PE	11,908,000								11,908,000
	RW			1,339,000						1,339,000
	CON									
	Total:	11,908,000		1,339,000						13,247,000

Comments:

***** DFTIP Version 1 - 12/19/2020*****
 2018 Carry over. Tracker # 03.02.01.0007 Completion 2026 TPC \$75M
 2017 RTP Appendix-B and included in 2020 RTP
 ***** Version 16 - 02/27/2020 *****
 Transferring Nevada STBG \$2,600,000 and HIP \$562,000 19/20 to California. Intergovernmental Agreement No. 03-0695. Toll Credits will be used for match.
 ***** Version 15 - 08/01/2019 *****
 Add HIP-NV \$562,000 & Douglas Cty funds \$30,000 PE 18/19. STBG-NV \$1,272,000 & Douglas Cty funds \$67,000 ROW 21/22.
 ***** Version 14 - 06/20/2019 *****
 Adding STBG NV \$562,000 (prior funds) PE 18/19. Aligning with NDOT E-STIP
 ***** Version 13 - 04/08/2019 *****
 Adjust CMAQ and STBG (CA) phase of work from ROW to PE 18/19. Toll Credits will be used for match on CMAQ and CA STBG funds. Add in prior column NV STBG and Douglas Cty funds to 18/19 PE. Add Douglas Cty funds of \$788,000 to 18/19 PE and remove developer fee fund source.

Delete Developer Fees Fund Source.
 ***** DFTIP Version 1 - 05/21/2018*****
 Carry Over 2017 FTIP. RTP Appendix B-1. TPC \$75M
 Replaced CMAQ shortfall of \$69,000 with CA STBG \$69,000 18/19

***** DFTIP Version 1 - 05/18/2016 *****
 Carry Over from 2015. Toll Credits will be used for match on CA CMAQ and STBG funds.

***** DFTIP Version 1 - 05/28/2014 *****
 Carry Over from 2012. Move PLH \$800k to 14/15
 total project \$75M
 RTP 3
 ***** Version 7 - 05/02/2013 *****
 Add \$1M FHWA PLH funds from NDOT, PE FY 12/13
 ***** Version 6 - 03/22/2012 *****
 Carry over from 2010
 added NDOT \$3,600, CA State \$11,000, PLH \$50,400, private \$7,000, FLH \$1,000
 updated project cost \$75M and project title

Carry Over from 2008
 EIP# 777, 791
 ***** Version 5 - 06/17/2010 *****
 ***** Version 4 - 05/15/2008 *****
 Estimated Total Project Cost = \$65 million
 RTP#5
 Public Lands Highway funding is substitute for Federal Lands Highway 1/2%

***** Version 3 - 10/25/2007 *****
 Move SNPLMA funds from 2004 to 2007/08. PSR to begin early 2008.
 ***** Version 2 - 05/25/2006 *****
 ***** Version 1 - 10/12/2004 *****
 Total project cost \$70,208,000
 EIS \$1,500,000 (SNPLMA \$1,200,000)
 PE/Design \$1,189,175